GUIDE TO PORT ENTRY

Produced by
Colin L. Pielow

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PUBLISHED BY
SHIPPING GUIDES LTD.

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COLIN L. PIELOW

M.R.I.N., A.M.N.I.,
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WARNING

Every effort has been made to ensure that the information contained in this *Guide* is correct. However, it will be clearly understood that this book is intended as a guide only, that the information cannot be *Guaranteed* correct and that final responsibility must (as always) rest with the Shipmaster.

At certain ports, items of navigational routeings and aids have been included as a means of general guidance only. Shipmasters should have in mind that full and due reference MUST ALWAYS be made to corrected charts of the area, to the appropriate Notices to Mariners, and all or any other navigational notices, warnings or amendments issued by proper Authorities and/or navigational aid services, and that full reliance should only be given to such notices.

The sketch maps are included for general interest and must not be used for navigational purposes.

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FOREWORD

Shipmasters, Shipowners or Managers, Port Authorities, Administrators and Agents, are earnestly requested to assist our work in up-dating the Guide *by providing written comment, information, amendments or corrections, plus additional details of any ports or terminals, to the following address:*

SHIPPING GUIDES LIMITED,
25 WORMWOOD STREET,
LONDON, E.C.2,
ENGLAND.

All communications will be acknowledged and will be most useful, since it is only by this means that the *Guide* will remain of great value to the user and will be up to date and thoroughly professional in content.

For assistance and guidance in the submission of information, a reprint of the items presently covered by the *Guide* is placed hereunder. Additional items will also be most welcome.

N.B. Amendments, corrections, and additional information sent to us together with that obtained from our own sources will be printed in the form of six-monthly Supplements to the *Guide* between bi-annual editions, and we ask that all those requiring six-monthly Supplements containing up-dated material should complete the loose form enclosed with this book and return it to Shipping Guides Limited.

PORT INFORMATION KINDLY REQUESTED

1. **PORT LIMITS:** The seaward boundaries of the port within which a vessel is considered to be an "arrived ship" and (subject to Charter-Party Terms) laytime will commence.

2. **DOCUMENTS:** The matter of documentation is one of the most important items to be included in the *Guide*, and we would like to be sure that ALL requirements are included in order that Masters will be in a position to prepare all necessary documentation before arrival and thus ensure speedy clearance. (E.g. Number of Crew Lists, Passenger Lists, Customs Documents, Health Documents, Manifests, Bills of Lading, Ship's Papers, Ship's Certificates, etc., etc.)

3. **PILOTAGE:** Manner in which vessel approaching the port applies for a Pilot. That is, telegraphic address of Pilot Station, amount of advance notice of ETA required, and VHF channel or frequency to be used when contacting Pilot Boat or Pilot Station. If possible, a description of Pilot Boat; particular light or sound signals to be made by vessels requring a Pilot; the *exact* area where the Pilot Boat is located or where the Pilot has to be taken on board and also any alternative area in the event of bad weather and Pilot Boat not in usual station; details of any specific requirements on the part of Pilots with respect to boarding and safety measures; location of anchorage for vessel awaiting a Pilot.

4. **ANCHORAGES:** Boundaries, areas and depths of safe anchorages.

5. **RESTRICTIONS:** Details of any restrictions imposed upon entry, for example at night time, or in accordance with state of tide and draft restriction.

6. **MAX. SIZE:** Maximum permissible length, breadth, and draft for any vessel entering the port or for oil-carriers proceeding to installations outside the main port area, also state of tide governing these dimensions.

7. **PRATIQUE:** Pratique procedure and action necessary to obtain pratique. Also action necessary in the event of any suspected disease or fever on board. Also when pratique is automatic, for example vessels entering after calling at another port in the same country.

8. **RADIO:** Name and call sign of radio station through which it is best for a vessel to route ETA cables to Agent, Receivers, etc.

9. **RADAR:** Details of existing Port Radar Service, also if the Master may contact the Radar Service by means of ship's radio or by VHF, and the Channel number or frequency to be used.

10. **TUGS:** Position where tugs normally join the vessel. Also whether usual for ships' lines or tug's lines to be used, and if optional, the usual charge for use of tug's lines.

11. **BERTHING:** Details of available berths and depths alongside.

12. **SPECIALISED CARGO-HANDLING FACILITIES:** Details of berths, specially equipped for handling bulk cargoes (grain, ore, coal, fertilizers, sulphur, etc.); berths equipped for containers, or roll-on/roll-off traffic; berths handling liquid chemicals or LPG carriers. Please note that it is also useful to know if the port does *not* have any of these facilities.

13. **BRIDGES:** Details of any particular arrival times required in order to pass through particular bridges, and maximum clearances, that is height of bridge to waterline.

14. **STEVEDORES:** Any particular ETA advices required in order to arrange gangs. Details of main commodities and average load or discharge rates.

15. **MEDICAL:** Whether necessary for Agents to receive advance notice of required medical attention and the amount of notice required; also if hospital facilities available; also any other relevant medical information such as particular inoculations required, vaccination/fever certificates, etc.

16. **TANKERS:** Diameter of load/discharge lines in order that Masters may know whether or not it is necessary to fit reducing pieces before arrival; slop (residue) discharge facilities, and S.G. and A.P.I. of local types of oil (loading ports only). Number of tanker berths and maximum permitted drafts at these berths. Average load/discharge rates.

17. **DENSITY** (SALINITY): Average salinity of water in the port.

18. **FRESH WATER:** Availability, method of delivery, rate of delivery and approximate cost per ton.

19. **FUEL:** Grades (viscosities) available, amount of advance notice required, and method of delivery.

20. **FIRE PRECAUTIONS:** Any specific precautions particularly respecting tankers (that is, other than usual non-smoking precautions, etc.).

21. **CONSULS:** Names of countries having Consuls at the port.

22. **REPAIRS:** Whether all types of deck and engine repairs are possible, and if not then what types of repairs are able to be carried out.

23. **DRY DOCKS:** Dimensions of largest dry dock and also the number of smaller docks.

24. **SURVEYORS:** Advice of which Classification Societies are represented at the port, or at nearby ports, e.g. Lloyds, A.B.S., N.V., etc.

25. **GANGWAY/DECK WATCHMEN:** Whether service of watchmen necessary or to be recommended and if so, the cost of watchmen.

26. **HATCHES:** Whether opening/closing is normally carried out by crew or stevedores.

27. **CUSTOMS ALLOWANCES:** (Tobacco/Wine Spirits). Quantity permitted for each crew member to be held out of Bond.

28. **CARGO GEAR:** Whether load/discharge effected by shore gear or by ship's gear, and details of any special cargo equipment, e.g. heavy lift cranes, etc.

29. **REPATRIATION:** If facilities exist for effecting crew changes and arranging any necessary repatriation.

30. **AIRPORT:** Distance from airport and whether airport is served by regular airlines; otherwise number flights per day or week.

31. **TIME:** Local time in relation to GMT and dates/details of any alterations made to clocks during the year.

32. **HOLIDAYS:** Dates and details of official holidays and advice whether or not cargo work can be arranged on those days.

33. **POLICE/AMBULANCE/FIRE:** Telephone numbers of these three services, that is, the nearest departments.

34. **TELEPHONES:** Whether arrangements exist for placing telephones on board and if so the approximate cost for this connection.

35. **SERVICES:** Details of any special services available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, etc., etc.

36. **SHORE LEAVE:** Whether crew members are allowed ashore or not.

37. **IDENTIFICATION CARDS:** Whether shore passes issued or whether seaman's book is sufficient.

38. **PORT REGULATIONS:** Any particular or unusual regulations for the port.

39. **DELAYS:** What delays in berthing, load or discharge or bunkering can normally be expected.

40. **DEVELOPMENTS:** Details of expected draft increases, new installations, berths, etc., expected in the foreseeable future together with expected dates of completion.

41. **GENERAL:** Any other information that you feel may be of value to the Shipmaster that is not already covered by the previous questions.

42. **AUTHORITY:** Name, address, and other details of local Port Authority.

43. **AGENT:** At the foot of many of the ports in this *Guide* we have an additional heading entitled "Agent". The purpose of including this item has been to provide Shipowners, Managers, and Operators with prompt access to the name, address, telephone, telex numbers, and cable addresses, etc., of an experienced Agent at the port concerned.

Of course, it will be understood that the Agents named in the *Guide* are not necessarily the only Agent at that port; however, demands on available space preclude the inclusion of other reputable Agency companies and we trust that other such companies will understand and appreciate the position. We have been obliged therefore to include details of one Agency company only, but by doing so we hope to have provided a further service to the user of the *Guide.*

K. A. ORCHARD, *Editor*,
Shipping Guides Ltd.

ACKNOWLEDGEMENT

Our sincere thanks are due to the many hundreds of Port Authorities, Shipping Agents, Shipowners and Shipmasters who have so very kindly assisted us in the production of this Second Edition of *Guide to Port Entry*, and it is our earnest hope that this edition is worthy of all the help we have received.

We would also like to express our thanks to all those persons throughout the world who have written expressing appreciation of our endeavours. Such letters have been a constant source of encouragement in undertaking the volume of work involved.

This Second Edition contains substantially more detailed information than our 1971 publication, but nevertheless we are still very anxious to receive any comments or suggestions that may assist us to maintain constant improvement, for the future benefit of all users of the *Guide,* and any such corrections or additional information received will be printed in our six-monthly Supplements. In this regard, it will be understood that our intention is for this book to be of a thoroughly professional nature, and thus even the smallest of corrections or suggestions, particularly from the seafarer, would be most welcome.

I would like to say, once again, to all users of the *Guide* that I hope you will find it of value and a great help to you in your work.

COLIN PIELOW

LONDON 1973

Albania

DURRES: 41.19 N. 19.28 E.

DOCUMENTS: Completed on arrival.
RESTRICTIONS: Vessels arriving from ports in Yugoslavia, Italy and Greece must give notice of arrival 48 hours in advance. Vessels arriving from ports in other countries must give notice of arrival 5 days in advance. Notice of arrival is sent by radio to Adetare Durres with following information: Vessel's name and flag; name of last port; draft on arrival; cargo description and distribution; particulars of vessel's tonnage and length.
PILOTAGE: Compulsory. Arriving vessels should anchor and await pilot in position 41° 15′ 08″ N. 19° 26′ E. Pilot available in daylight hours only. Entrance is through buoyed channel, depth 33 ft.
MAX. SIZE: Controlled by berth depth. Maximum draft 28 ft, 6 in.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Vessels should maintain regular contact with Durres Radio up until time of entry into Albanian territorial waters, which extend 10 miles off shore.
TUGS: Port Authority supplies tugs for mooring and unmooring on Pilot's recommendations.
BERTHING: General cargo wharf no. 5 permitted draft 28 ft. 6 in. All other berths, permitted draft 21 ft. 6 in.
MEDICAL: Doctor and hospital facilities available.
TANKERS: One oil berth, at the East Mole, depth 23 ft. Tank cleaning facilities available.
FRESH WATER: Available ex wharf at all berths.
FUEL: Limited quantity available for emergency only.
OPENING/CLOSING HATCHES: Carried out by stevedores.
IDENTIFICATION CARDS: Shore passes issued by local police.
REPAIRS: State shipyard can effect limited hull and engine repairs.
AIRPORT: Rinas airport, distance 35 km.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year (January 1st and 2nd); Proclamation of the Republic (January 11th); Labour Day (May 1st); October Revolution (November 7th); Independence Day (November 28th); Liberation Day (November 29th). No work performed on Sundays and holidays.
SHORE LEAVE: Crew may use seamen's club in port area.
AUTHORITY: Drejtorija e Portit Durres, Cables: "Drejtport Durres." Tel. 295, 408 and 313.
AGENT: Agensija Detare Durres, Cables "Adetare Durres." Tel. 233.

SARANDE: 39.52 N. 20.02 E.

DOCUMENTS-RESTRICTIONS: Refer to "Durres."
PILOTAGE: Compulsory. On arrival vessels should anchor and wait for Pilot in position 39° 51′ 50″ N, and 20° 10′ 10″ E. Pilot available only during daylight hours.
BERTHING: Larger vessels work cargo at anchor only. Ship's gear used.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Durres Radio.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: See "Durres" for General Information.
AUTHORITY, AGENT: See "Durres".

SHENGJIN: 41.49 N. 19.35 E.

DOCUMENTS, RESTRICTIONS: Refer to "Durres".
PILOTAGE: Compulsory. On arrival vessels should anchor and await Pilot in position 41° 48′ N, 19° 35′ E. Pilot available only during daylight hours.
MAX. SIZE: Draft 18 ft.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Durres Radio.
TUGS: One small tug available.
BERTHING: Two piers in harbour, one of which is used for larger vessels.
FRESHWATER: Limited supply by barge.
FUEL: Not available.
GENERAL: See "Durres" for general information.
AUTHORITY, AGENT: See "Durres".

Algeria

ALGIERS: 36.50 N. 03.00 E.

DOCUMENTS: Require two original and three copies of Crew List and Passenger List.
PILOTAGE: Is compulsory. Available day or night. Pilot boards vessel about ½ mile from end of Wattier jetty. Pilot boat is black with insignia of 2 white anchors.
ANCHORAGE: Algiers Bay is crescent-shaped with Cape Caxine on the west and Cape Matifon on the east. Depth 25–30 m. Bottom is good holding ground, and vessels are sheltered from west and north-west.
RESTRICTIONS: None if Port Authority is advised by Radio Algiers or by Agent.
MAX. SIZE: Vessels of 25,000 tons proceed normally. Length not restricted; maximum draft 38 ft.
HEALTH: Health Officer boards vessel on arrival.
RADIO: Algiers Radio, operates continuously.
TUGS: Three available of 600 to 800 h.p. and also one of 1,000 h.p. for towing in harbour; two larger available for open sea, 1,500–1,300 h.p.
BERTHING: 54 berths available, total distance of 9,519 m. plus 2 berths of 250 m. each for tankers. All general cargo berths have cranes with lift of 3–6 tons.
STEVEDORES: Available.
MEDICAL: All assistance available.
TANKERS: Quay de Lorient: 2 berths, with depth alongside 11·50 m. Deballasting facilities available.
DENSITY: Salt water.
FRESH WATER: Delivered by pipeline to quay, or by water barges.
FUEL: Deliveries by pipeline on most quays or by barge. Big ships are supplied by barge in the roads.
FIRE PRECAUTIONS: A special notice with instructions is delivered to tankers. Fire station established within port area.
GANGWAY/DECK WATCHMEN: Service by three experienced companies arranged by Agent.
OPENING/CLOSING HATCHES: Normally opened by crew, or by port workers.
IDENTIFICATION CARDS: Not required.
CONSULS: All principal countries are represented in Algeria.
REPAIRS: All repairs available. Two floating cranes, 1×120 tons, 1×50 tons.
DRY DOCKS: Two: one of 136 m. long, 18·50 m. width, and 8 m. deep. The second of 74·30 m. long, 15·50 m. width and 5 m. deep.
REPATRIATION: Frequent departures for Europe by boat or plane.
AIRPORT: Maison-Blanche at a distance of 20 km. from Algiers; several flights daily.
TIME: GMT.
HOLIDAYS: 1st January; 5th July; 1st November; plus religious holidays – Aid Seghir; Aid Kebir; New Year's Day (Egira); Achoura, and Mouloud.
POLICE/AMBULANCE/FIRE: Police 63.01.61; Fire Brigade Service 63.71.22.
SHORE LEAVE: Allowed.
PORT AUTHORITIES: Capitainerie du Port, Quay d'Auray – Tel. 63.01.61.

ANNABA: 36.58 N. 07.47 E.

DOCUMENTS:
Crew List.
Shipping Manifests for Harbour Office (Mole Cigogne – Tel. 21–37) as soon as possible.
Maritime Declaration of Health.
Entry and Clearance papers for Customs Office.
PILOTAGE: Compulsory when entering, leaving or shifting in harbour, vessels arriving during night and wishing to enter the basin must anchor at 2 nautical miles to East of Southern Lighthouse at main entrance (red occulting light) on steady sand bottom of 65 to 100 ft. depth.
ANCHORAGE: Quite good anchorage well protected against West or North winds at about 3 nautical miles to North of harbour with depths of 40 to 60 ft. on rocky and sandy steady bottom.
MAX. SIZE: Length 656 ft. draft 30 ft. 6 in., breadth no restriction.
RADIO: Cable agents giving ETA or to Harbour Master by cable or radio telephone via Annaba Radio Station which is permanently watching on 2182 kc.
VHF: Harbour Master's Office can be contacted on Channels 16 and 14.
TUGS: Two tugs available each of 700 h.p. both fitted with radio telephone and two fire appliances.
BRIDGES: No bridges or power cables crossing port area.
STEVEDORES: Available. Working hours (whole days), normal hours: 0700/1020–1400/1720. Shifts: 0630/1230–1300/1900–2000/0200. Working night and holidays, overtime 50%.
BERTHING: Harbour is open to merchant navigation every day from 0500 to 2200. In case of necessity vessel will be handled at any time.
TANKERS: Two tanker berths in outer port, entrance 43 ft. The first at Lyon's Jetty consists of two dolphins 180 ft. apart. Second at South Jetty consists of two dolphins 180 ft. apart. 8 in. and 10 in. pipelines supply the oil installation.
FRESH WATER: Plentiful supply of water alongside wharves at a rate of 8 to 14 tons per hour.
FUEL: Bunkering available. No coal.
GANGWAY/DECK WATCHMEN: Performed by ship's crew.
OPENING/CLOSING HATCHES: Performed by Stevedores.
CARGO GEAR: Cranes: 18 electric or diesel shore cranes with lifting capacities from 3 to 6 tons; 1 electric shore sheers of 110 tons and 1 diesel-electric sheers hulk of 80 tons.
IDENTIFICATION CARDS: Required.
SHORE LEAVE: Allowed.
REPAIRS: One graving dock fitted with two rolling cradles on slipways, lifting capacity 100 and 200 tons. Divers and frogmen available.
GENERAL: Prevailing winds generally of North-west and West. Storms from these directions are blocked by mountains which lie

behind harbour. Harbour is only exposed to storms from East and North-east which are very rare. There is practically no swell or surf into harbour. Tidal variation about 1 ft. and water level ranges about 31 in. dependent on season. Low waters from February to June and high waters from June to February.

PORT AUTHORITY: Directeur du Port, Port Autonome de Annaba.

ARZEW: 35.50 N. 0.16 W.

DOCUMENTS:

2 Copies Entry Declaration (special form).
5 Crew Lists.
5 Passenger Lists.
2 Arms/Ammunition Declarations.
Clearance issued at Last Port.
Health Declaration (special form).
2 Crew Vaccination Lists.
1 Stores List.
1 Crew Personal Effects List.
1 Currency Declaration.

For Dry Cargo Ships: Cargo Manifest and Declaration of Open Spaces.

Note 1. Vessels arriving for the first time are required to make a full declaration, including ship's name, port of registry, owner's name, details of tonnage and electronic equipment, etc.

Note 2. If, on inspection, quantities or articles are not in conformity with the declarations, the Master is held responsible and a heavy fine can be imposed.

APPROACHES: There are numerous good navigational aids visible from seawards to vessels approaching Arzew Bay. The oil storage tanks are visible for a considerable distance seawards, and the methane gas flare in the South-west corner of the bay is clearly visible at night. In addition to Isle de Arzew lighthouse, the mooring buoys are fitted with red winker lights, visible one mile, but too much reliance must not be placed on these last lights. The pillar buoys on the berths are fitted with blue winker lights. All these buoys form a good radar target and are clearly visible over 5 miles on radar screen.

PILOTAGE: Pilotage is compulsory. A Pilot from the pilotage station of Oran/Arzew will board vessels and assist Master to berth.

Communications from tankers will be via the international radio station at St. Lys, which is in telex communication with the Arzew terminal. Contact with the Arzew terminal can be made on VHF Channel 16. Vessel will then be informed by the control room of the frequency to use, either Channel 12 or 14 for mooring purposes.

Masters are advised to provide for safe access of port personnel an accommodation ladder rigged to end 10 ft. above the water, and a pilot ladder alongside to provide access to the accommodation ladder.

ANCHORAGE: Vessels requiring to anchor on arrival normally use services of the Pilot. Anchorage fees are charged whether the Pilot is used or not. Sea bottom of rocks, sand and mud.

RESTRICTIONS: Vessels may enter or sail by day or night. Tankers berthing on the sea line berths may be restricted by bad weather, heavy wind or swell.

TUGS: Four tugs available, from 900 h.p. to 1,600 h.p. Two tugs normally required for berthing and unberthing. The tow line should be supplied by the vessel. Tugs join inward bound vessels at about 1½ miles from harbour entrance.

MAX. SIZE: *Inside Harbour.* Dry cargo berth for vessels up to 7·50 metres draft. LPG and refined crude berth for vessels up to 8·0 metres draft. Methane Terminal, two berths for vessels up to 10 metres draft.

Sea Line Tanker Berth. For tankers up to 150,000 tons.

HEALTH: Free pratique is not granted by radio. For tankers berthing on the sea line, pratique may be granted by a visiting sanitary officer or by the Pilot when he boards, providing the health declaration is satisfactory. For vessels berthing inside the harbour, the Health Officer will board on arrival.

Vessels calling at Arzew must give their ETA 48 and 24 hours prior arrival, naming the ports called within the last 10 days.

Crew must be vaccinated against cholera and smallpox. Vaccination books must be valid and a check is made before free pratique is granted.

RADIO: Oran Radio and Algiers Radio both listen on international frequencies. Tankers normally use St. Lys Radio.

BERTHS: *(Inside Harbour)*: Berths No. 1 and 2 used for loading fertilisers, suitable for vessels up to 225 metres length with maximum draft 6·50 metres. Berth No. 3 for discharging of general cargo, vessels up to 100 metres length, 7·50 metres draft. Berth Nos. 4 and 5 for loading salt in bulk and discharging general cargo, for vessels up to 220 metres length, 6 to 7 metres draft. Berth No. 7 used for unloading LPG and refined crude, for vessels up to 100 metres length, 8 metres draft.

Methane Terminal. Two loading berths for liquid methane, each 400 metres long for vessels up to 10 metres draft.

Sonatrach Terminal. Three sea line berths are located about one mile from Arzew Harbour breakwater, in approximate position 35° 50′ North, 0° 16′ West.

At sea line berths Nos. 1 and 2, minimum deadweight 23,000 tons, maximum deadweight 85,000 tons; minimum length 540 ft.; loading rate 3,000 tons per hour. Depths up to 92 ft.

At sea line berth No. 3, maximum deadweight 150,000 tons; minimum length 640 ft.; maximum length 948 ft.; draft up to 68 ft.; loading rate up to 5,500 tons per hour. Depth in the berth up to 92 ft. Tankers over 80,000 tons deadweight must be capable of loading and deballasting at the same time. Minimum depth of water in the berthing area is 73 ft.

BERTHING: Use of ship's anchors will not be permitted when manoeuvring into berth. Two tugs are available to assist in berthing. On arrival vessels should have ready eight mooring lines, four forward and four aft and a tow rope at each end as it will be necessary to position the vessel with her own gear before securing to the heavy wires. Good rope messengers should be ready at each end of the vessel to pick up these wires.

There are three mooring buoys at the bow and three at the stern. All buoys are fitted with 5 in. wire ropes. Ships of moderate tonnage may be moored using two bow buoys and two quarter buoys only. Hoses will be lifted from both sides of the vessel using ships gear and crew.

The port and starboard derricks must be ready for use before berthing. The safe working-load must be at least 5 tons. The loading Master can refuse to berth a tanker whose lifting tackle is not correctly rigged or in good working condition.

Three 12 in. hoses are connected for loading, 2 on one side and one on the other. Loading rates up to 5,500 tph.

BALLAST: Pilots are empowered to refuse to berth a vessel if in their opinion the vessel has insufficient ballast, or her trim is such that it would prevent safe loading.

The Arzew deballasting plant is presently not available for discharging dirty ballast ashore.

Vessels required to arrive with clean ballast only, which may be discharged to sea, subject to Master's sole responsibility for oil pollution risks.

STEVEDORES: Vessels must cable their ETA at least 24 hours before arrival and confirm before 1700 on day prior to arrival or before 1000 hours if vessel will arrive in the afternoon of the same day. Gangs are ordered before 0700 for mornings and at 1030 hours for afternoons. Shifts are from 0730–1050 and 1530 to 1650. Extra shifts from 0730–1330 and from 1330 to 1930.

DENSITY: 1030.

MEDICAL: All treatment of ship's crew is arranged by private doctors through ship's Agent. No hospital facilities at Arzew. Seriously injured crew are taken to Oran, 45 kilometres away, for hospitalisation. Vessels arriving with sick crew on board should notify Agents well in advance to make arrangements for hospitalisation on arrival. No patient is to be disembarked without notification to the Health Officer for his agreement.

FRESH WATER: Not available.

FUEL: Not available at Sonatrach Terminal. May be arranged for vessels inside harbour, subject to advance notice.

WATCHMEN: Shore watchmen are compulsory for vessels loading fertiliser or discharging LPG or refined crude in the harbour area. For tankers loading at the sea line berth, watchmen are at Master's discretion.

CUSTOMS ALLOWANCES: 200 cigarettes and an opened bottle of spirits per man.

IDENTITY CARDS: On arrival, the immigration control all passports or seamen's books. Shore passes are given at the harbour gate in exchange for passports, seaman's book, or in the case of French seamen, their identity cards.

AIRPORT: Nearest at Oran (Es Senia).

CONSULS: Nearest at Oran.

TIME: GMT is used all year round.

TELEPHONES: Available only at methane berths. At the sea line berths tankers may communicate using VHF Channel 16 to Arzew Terminal.

AUTHORITY: Capitainerie du Port, Arzew/Oran, Route du Port Arzew. Telephone: Arzew 376 075.

BEJAIA (BOUGIE) 36.45 N. 05.05 E.

DOCUMENTS: Clearance from last port.

5 Crew Lists.
List of provisions on board.
Personal Effects List.
List of Firearms.
Health Certificate.
Derat Certificate.
Cargo Manifests.

PILOTAGE: Compulsory within pilotage zone between Cap Carbon to the West and Ras Attia to the East. Contact pilot station by VHF Channel 16 or Telex 93087. Tel. 92.05.02, or 92.05.03, and 92.03.39 at night. International code signals used to call pilot who boards at the limit of pilotage zone. Pilot ladder should always be placed on port side.

ANCHORAGE: Suitable anchorage in all weathers will be indicated by the Pilot.

RESTRICTIONS: No night movements for tankers with L.P.G. or refined petrol cargoes.

MAX. SIZE: Tankers: Length 260 metres. Draft up to 13 metres. Waiting zone for vessels in ballast; depth 10 metres. Commercial Port: Draft between 7 metres to 9 metres.

HEALTH: Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when Port Doctor will visit the ship. Pratique is automatic after calling at another Algerian Port.

RADIO: Alger Radio.
TUGS: Available under direction of Pilot by VHF contact. Ship's lines always used. Two tugs required for berthing and unberthing.
Sonatrach Oil Terminal: Three loading piers for crude oil.
Pier No. 1 for vessels up to 11·50 metres draft. Four 10-in. hoses.
Pier No. 2 for vessels up to 12·50 metres draft. Four 12-in. hoses.
Pier No. 3 for vessels up to 13·00 metres draft. Four 12-in. hoses.
Maximum pressure allowed 3 kgs.
Loading rates up to 4,000 tons per hour.
BALLAST: All dirty ballast to be discharged ashore; two hoses available at each berth, can receive ballast up to 2,000 tons per hour.
Vessels berthed at Piers No. 2 and 3 cannot discharge ballast simultaneously.
Clean ballast may be discharged to sea, only if vessel is in gas-free condition.
Thick slop residues may only be accepted subject to terminal operator's approval, but only in quantities of less than 100 tons.
FRESH WATER: Available at berths No. 2 and 3 only, subject to 24 hour's notice. Loading rate about 15 tons per hour.
FUEL: Available at all Sonatrach berths, subject prior arrangements. No barges.
REPAIRS: Very limited facilities. No dry docks. No possibility for radio/radar repairs.
DENSITY: 1025.
WATCHMEN: Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.
CUSTOMS ALLOWANCES: Three packets cigarettes and one bottle of wine or alcohol per man per day.
CONSULS: France: tel. 92.12.13. Others at Algiers.
REPATRIATIONS: Can be arranged via Algiers.
AIRPORT: Dar-el-Beida International Airport at Algiers, 240 km. from Bejaia.
TIME: GMT all year round.
POLICE/FIRE/AMBULANCE: Police, tel. 92.04.22
Ambulance/Fire, tel. 92.00.02
TELEPHONES: None on board, but telephone exists at each tanker berth.
SHORE LEAVE: Allowed.
AUTHORITY: Capitainerie du Port de Bejaia. Tel. 92.01.93 and 92.07.41.

ORAN: 35.43 N. 00.39 W.

DOCUMENTS: Clearance from last port.
5 Crew Lists.
List of provisions on board.
Personal Effects List.
List of Firearms.
Health Certificate.
Derat Certificate.
Cargo Manifests.
PILOTAGE: Compulsory. Arranged by Agents' basis vessels ETA. International Code signals used. Pilot boards at port entrance.
ANCHORAGE: In depths over 40 ft. available in the roads.
HEALTH: Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when port doctor will visit the ship. Pratique is automatic after calling at another Algerian port.
RADIO: Alger Radio.
MAX. SIZE: Length 800 ft. Draft 38 ft.
TUGS: Available to assist berthing and unberthing.
BERTHING: Mole 1: tankers, depth alongside 39 ft. Mole 2: tankers, depth alongside 33 ft. Cargo vessels: about twenty berths at quays with depths from 20 to 33 ft. alongside.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by barge.
FUEL: All grades available by pipe-line at the oil berths.
REPAIRS: Only minor repairs can be effected.
WATCHMEN: Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.
CUSTOMS ALLOWANCES: Three packets cigarettes and one bottle of wine or alcohol per man per day.
TIME: GMT all year round.
AIRPORT: La Senia, 7 km. away. Daily flights to Algiers for international connections.
AUTHORITY: Port Autonome d'Oran.

SKIKDA: 36.53 N. 6.54 E.

DOCUMENTS: and all general information refer to "Annaba".
PILOTAGE: Compulsory.
RESTRICTIONS: Mooring and unmooring permitted at night.
If vessel required to swing inside harbour, turning basin is 350 metres diameter provided draft not more than 11 metres.
MAX. SIZE: Tankers up to 50,000 dwt. acceptable at No. 3 berth.
TUGS: Tug assistance available for berthing and unberthing.
TANKERS: Three berths,
No. 1 – for vessels up to 225 metres length, 11 metres draft.
No. 2 – for vessels up to 250 metres length, 12·50 metres draft.
No. 3 – for vessels up to 275 metres length, 27·5 metres draft.
Three shore lines, each with capacity of 500 cubic metres per hour. Three slop tanks available each with capacity of 500 cubic metres. Dirty ballast discharge rate restricted to 2,000 cubic metres an hour.
FRESH WATER: Available by pipe-line at the berths.
FUEL: Not available.

Angola

CABINDA: 05.22 S. 12.11 E.

DOCUMENTS:
7 Manifests for each port where cargo loaded for Cabinda, plus 1 copy of each Bill of Lading.
8 Lists of Passengers disembarking or in transit, even if nil.
7 Crew Lists.
8 Lists giving previous Ports of Call.
2 Lists of Crew Vaccinations.
3 Stores Lists.
3 Personal Effects Lists.
Other forms applicable to customs, health, etc., can be completed on arrival.

PILOTAGE: Services of a Government Pilot are compulsory. Radio ETA to Agents via Luanda Radio (or by cable from previous port) and anchor on arrival as near Cabinda as draft permits. Vessel is visited by port authorities and, if necessary, will be shifted, with Pilot, to alternative anchorage. If cargo for account of Cabinda Gulf Oil, vessel will almost certainly be moved nearer Malongo, where oil companies have special jetty for discharge of their dry cargo ex-lighters.
Tankers: The CABGOC Mooring Master will board incoming tankers 1–2 miles West of the berth to assist in mooring. Tug assistance is not required. Vessels moor in daylight only. Unmooring can be effected at any time.
Attention should be paid to the presence of oil wells and corresponding pipe-lines in the area; all platforms have lights which flash Morse "U". Approach to the berth must be made from the West.
Vessels are requested to have a pilot ladder properly rigged and lighted on the port side, well abaft of ships' manifold. On the forecastle will be required at least three good mooring lines, one pick-up wire ($\frac{3}{4}$ in. diameter) with a shackle on the eye and a suitable messenger rope.
ANCHORAGE: For vessels moving to Malongo, anchorage is restricted where Cabinda Gulf Oil are operating, roughly between 5° 15′ S. and 5° 30′ S. extending out to 12° 00′ E. Tankers should not anchor less than 2 miles West of single buoy mooring.
MAX. SIZE: Cargo vessels at anchorage for safe working off Cabinda 32 ft. draft. Vessels with deeper drafts can be accommodated further out but is always risk of swell hampering operations. For tankers Cabinda Gulf have buoyed terminal for tankers maximum 100,000 tons, maximum draft 50 ft.
PRATIQUE: Upon arrival, the appropriate Government Officials will board the vessel for prompt clearance so the preparation can begin for mooring.
In the event of arrival during night, clearance will not be effected until 0800 hours; however, a Custom Police Agent will be stationed aboard the vessel, which will allow preparation for daylight mooring to proceed.
RADIO: Luanda Radio. HF Radio telephone system is installed at Malongo Terminal and uses the call "MALONGO". Twenty-four hour watch is maintained on the international frequency of 2182 kHz.
For short range communications of approximately 50 miles, a VHF system is also installed in Malongo, which uses the same radio call ("MALONGO") and is also monitored 24 hours a day. Initial contact on this system should be made on 156·8 Mc/s. (Channel 16) then, by mutual agreement, the traffic should be passed on any of the following frequencies: 156·6 Mc/s. (Channel 12); 165·45 Mc/s. (Channel 9); 156·7 Mc/s. (Channel 14).
Masters are requested to advise CABGOC–CABINDA 72 and 24 hours in advance of estimated arrival time, giving vessel's name, date and expected hour of arrival, Master's name and any special requirements.
TUGS: None normally required. Cabinda Gulf have chartered a small tug to assist tankers berthing, if necessary.
STEVEDORES: Forty-eight hours advance notice, giving hatch distribution and nature of cargo, is recommended.
MEDICAL: Arrangements can be made for doctor to visit vessel on arrival. Hospital facilities available. Serious cases are taken to Luanda. Crew must be in possession of valid Smallpox and Yellow Fever Certificates.
SINGLE BUOY MOORING: A single point buoy mooring is located 8·7 miles West South West of the Cabinda Gulf Oil Company Terminal at Malongo. The position of the buoy mooring is approx. 5° 26′ S., and 12° 05′ E. The buoy is marked by a 5-mile white light flashing for 2 seconds and eclipsed for 18 seconds. Depth of water in the berth is 75 ft.
Mooring. Mooring gear will be passed from the terminal's line boat to the ship when Mooring Master boards the tanker. The first step in mooring procedure will be for vessels to lower one of the mooring lines out of the ship's bow, which will be made fast to the buoy's hooks by the line boat. Tanker to have 3 mooring lines ready on the bow. Mooring can only be effected in daytime from 0600 up to 1900 hours which is normally considered the latest time under favourable conditions of visibility.
Hose Handling. Two 12 in. hoses are connected to ship's manifold on the port side. Hose handling is to be effected by ship's crew under the direction of a ship's officer as instructed by the Mooring Master. The port boom should be rigged in readiness with a runner of minimum of $\frac{3}{4}$ in. diameter. Approx. weight of one hose is 3 tons.
Ballast. No facilities for reception of dirty ballast. Vessels must

arrive with clean ballast sufficient for safe manoeuvring. Deballasting operations will be constantly policed by representatives of CABGOC, and any evidence of pollution will be cause for refusal to permit continuing deballasting.

Cargo. "Cabinda Crude Oil" will have varying gravities ranging from 26·3 API to 34·6 API.

Some of this oil contains appreciable amounts of hydrogen sulfide, which can cause a toxic atmosphere during loading.

Loading. Cargo loading is by gravity, possibly assisted by booster pump, at a rate of approximately 30,000 Bbls. per hour.

About 30 minutes before the cargo is completed, the CABGOC Representative should be advised in order to co-ordinate the shutdown between the vessel and the terminal.

When the vessel has completed the cargo, loading line valves ashore and on the buoy will be closed; only then may the vessel's manifold valves be closed. (In an emergency, however, vessel may shutdown against loading.)

After completion of loading operations, the vessel will be ullaged and a comparison of ship–shore figures made. The ullages will be transmitted to the terminal by radio, and the report prepared and distributed.

The cargo papers will be delivered to the Master by the CABGOC Representative as promptly as possible.

Tankers may have to be "short despatched" to avoid delays on sailing.

There is no provision for off-take from ship. It is imperative that ship's Master declare the tonnage he requires prior to loading. Accurate meters ashore will ensure requested tonnage.

DENSITY: 1025. Influence of Congo River current variable depending on season.

FRESH WATER: One lighter available for carrying about 40 tons water but no guarantee can be used. Cost of water is expensive.

FUEL: None available.

WATCHMEN: Not necessary. Harbour Police placed aboard by Authorities.

OPENING/CLOSING HATCHES: By crew or stevedores.

CERTIFICATES: Ship's Register, valid De-ratisation Certificate and Safety Equipment Certificate.

CUSTOMS ALLOWANCES: Customs do not normally seal bond and *reasonable* amount tobacco may be taken ashore for crew members *own* consumption. No liquor restrictions on board but not allowed ashore under any circumstances.

IDENTITY CARDS: Supplied by Agent and stamped by Immigration Police before any person allowed ashore.

CONSULS: None.

REPAIRS: Facilities very limited.

REPATRIATION: Available if absolutely necessary but can only be arranged via Luanda.

AIRPORT: Small airport about 4 miles from city served by internal airline only. One flight from and to Luanda per day.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; 28th May; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December. Work not possible 1st January and 25th December, but possible other dates subject approval Port Authority.

EMERGENCY TELEPHONES: Police 22456; Ambulance 22405; Fire, telephone Port Captain 22160/22159.

SERVICES: None available.

SHORE LEAVE: Travel from Cabinda District to Angola proper is both limited and strictly controlled and, therefore, visits ashore of vessel's personnel should be minimised.

Crew members left behind when the vessel leaves will be held in custody and deported at the vessel's expense. The vessel may also be subjected to a fine.

DELAYS: For tankers usually no delay, but for cargo vessels may be delays if two or more arrive simultaneously, which will result in lighter shortages. Is also probability of swell hampering discharge/loading.

PORT AUTHORITY: Caminhos de Ferro e Portos, Rua Comercio, Cabinda. Tel. 22464.

AGENT: Hull Blyth Oliveira Maritima Ltda, CP 339, Cabinda. Telegrams: VAPOR–CABINDA. Tele. 22479.

LOBITO 12.20 S. 13.34 E.

DOCUMENTS: Required on arrival:

Health Certificate.
2 Vaccination Certificates (smallpox, cholera and yellow fever).
8 Crew Lists.
11 Passenger Lists (each for Landing and Transit).
4 Lists showing Ports of Call.
2 Lists of Articles held by Crew: cameras, binoculars, radio, spirits, cigarettes, etc.
3 Ship's Stores Lists.
6 Dangerous Cargo Lists.
8 Unfreighted Cargo Manifests.
1 Freighted Manifest.
3 Non-negotiable copies Bills of Lading.
3 Cargo Plans (preferably before ship's arrival).
Other necessary official forms prepared by Agent.

PILOTAGE: When Pilot required outside Harbour Entrance, vessel must request via Agent at least 12 hours before arrival. Otherwise Pilot boards inside Lobito Bay before vessel berths. Pilot boat: grey hull, white housing. Max. speed entering Bay – 8 knots.

ANCHORAGE: Lobito Bay excellent holding ground, depths over 33 feet and easily accessible day and night the year round.

ENTRY RESTRICTIONS: No restrictions, vessel may enter harbour day and night. Vessels not normally visited by Port Authorities between approximately 1900 hours to 0700 hours.

MAX. SIZE: Length 900 ft., draft 34 ft., max. depth 35–37 ft. (normal tidal range: 3 ft. 3 in., maximum: 6 ft.).

WEATHER: March/May rain season. Heavy wind and rain can effect cargo work.

HEALTH: Pratique never given by radio, but granted after Port Authorities (including Doctor) board vessel between 0700–1900 hours. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. Ships calling from other Angolan Ports – except coasters – subject same procedure.

RADIO: Because Lobito Radio (call sign CQZ) operating MW range 200/400 miles only, all ETA messages, etc., must be routed via Luanda Radio (call sign CQW). Agent uses same routing.

TUGS: Tug (usually one only) joins vessel whilst berthing and sailing. Ships' lines used.

BERTHING: Unless Masters indicate preference, Port decides which side alongside. No vessels usually allowed berth after sunset. Sailing after dark allowed at Port Authorities' discretion, up to 2400 hours. No vessel permitted berth without Pilot. Before berthing, vessel must effectively cover water outlets, prepare accommodation ladder and have anchors "at the ready". (Authority fine any vessel ejecting water or waste on to Quays.) Ships carrying explosives not permitted berth before Port Captain inspects cargo.

Passenger and Fruit vessels are given priority regarding berthing.

STEVEDORES. Important vessel gives accurate ETA at least 24 hours in advance to enable Agent order necessary gangs. (Gangs ordered 0700 and 1500 hours.) No work usually allowed Sundays.

MEDICAL: Radio before arrival if medical assistance necessary on entry. Good hospital facilities available, but specialised treatment and surgery is not. Yellow Fever, Cholera and Smallpox Vaccinations Certificates inspected on arrival.

TANKERS: No oil to be pumped overboard into Territorial waters. Heavy fines imposed for oil pollution, however slight. Three 8 in. diameter pipelines discharging into local storage tanks. No slop Tanks available. Two Tanker Berths, Nos. 5 and 8, maximum drafts 30 ft. and 35 ft. respectively.

DENSITY: 1024.

FRESH WATER: Normal requirements readily available and delivered by 3 in. hose. Loading rate very slow as pressure usually low. Costs: First 50 cu. m., Esc. 20.00, then gradual reduction to Esc. 7.50 for 1,500 cu. m.

FUEL: Fuel Oil (Ordinary) available, viscosity up to 1500 sec. Redwood. Twenty-four hours' notice bunker requirements essential. Gas oil available. No Diesel.

GANGWAY/DECK WATCHMEN: Compulsory, both day and night.

OPENING/CLOSING HATCHES: When closed or opened by Stevedores, costs per time, Esc. 100.00 per hatch. (Crew allowed to carry out this operation.)

SHIPS' CERTIFICATES: Registered Tonnage Certificate, De-Ratisation Certificate to be shown. (Vessels of Communist Countries advised to carry all relevant Certificates for vessels' tonnages, measurements, gear and crew.)

WINE/SPIRIT ALLOWANCE: No restrictions. Custom's Guard supervises opening and resealing of bond.

CARGO GEAR: Normal routine gear: wire and rope slings, nets, chain-slings, baskets, grabs, and shore-cranes (capacity 3–10 tons) available. Heavy lifts of over 10 tons must be discharged using ship's derricks. Two cranes 10 tons available, but not always accessible. 100 ton floating crane sometimes available.

CREW IDENTIFICATION CARDS: On arrival, all crews' and passengers' passports must be handed Immigration Police, who retain these and issue shore-passes. Passes must be carried at all times when on shore. If lost, a fine of Esc. 1150.00 per Pass is imposed.

CONSULS: At Lobito, Norwegian and Belgian Consulates and French Consular Agency. At Benguela – 30 kilometres from Lobito – Italian Vice-Consulate.

REPAIRS: Small, slipway accommodating vessels up to 800 tons available. Limited engine and hull repairs: electric, oxy-acetylene welding, riveting, cleaning, repairs to auxiliary diesel and electric equipment and boilers. Floating dock for vessels up to 2,000 tons displacement.

REPATRIATION: Air communication via Luanda.

AIRPORT: About 4 kilometres from Port. Airstrip unable take heavy aircraft.

TIME: GMT plus one hour.

HOLIDAYS: 1st January; March/April Easter; 10th June (National); May/June (Corpus Christi); 15th August (Ascension Day); 2nd September (City Day); 5th October; 1st November (All Saints Day); 1st December (Independence Day); 8th December; 24th December; 25th December.

GENERAL: Ships should not: Dispose any wastes into harbour or on to quays. Change mooring lines or lower lifeboats or immobilise main engine or use ships' sirens or radio station without prior permission from Authorities. Vessels must: use watchmen 24 hours per day on adequately illuminated gangway. Also hoist Portuguese Flag from 8 a.m. to sunset.

SHORE-LEAVE: Nationalities from countries having friendly diplomatic relations with Portugal usually granted shore-leave. See "I.D. Cards".

DELAYS: Congestion not unusual and berthing delays may vary from one to three days. Ships calling for bunkers have no priority but are sometimes berthed at sunset and fuel during night-shift.

Discharging of bulk cargoes can be effected by shortage of suitable wagons.
AUTHORITY: Port Manager, Port of Lobito.
AGENTS: Hull, Blyth (Angola) Ltd., Caixa Postal No. 100, Lobito, Angola, P.W.A. Tel. 2603/2604. Cables: Vapor. Telex: 8258. S.S.B. Radio.

LUANDA: 08.48 S. 13.14 E.

PORT LIMITS: A vessel to be considered an "arrived ship" should be anchored in the bay past a line drawn between the Ilha Light and across the bay to Fort S. Pedro.
DOCUMENTS:
6 Luanda Cargo Manifests (1 freighted).
3 Luanda Bills of Lading.
8 Transit Cargo Manifests.
5 Transit Bills of Lading.
6 Crew Lists.
1 Crew List with full Christian names, giving dates of smallpox and yellow fever inoculations.
7 Ports of Call List.
7 Passenger Lists, including landing and intransit passengers, or "No passengers" declaration.
2 Provisions and Stores Lists.
1 Crew Personal Effects Manifest.
1 Health Declaration.
All ship's certificates to be sighted by Authorities.
PILOTAGE: 72 hours notice of arrival, addressed Agents via Luanda Radio, plus message of arrival at least six hours prior arrival received during working hours, (0700–1700). No VHF available. Pilot launch comes out from port. Anchorage for Pilot in Luanda Bay. No draft restriction at anchorage. Pilot not required for anchoring in bay. For berthing, no pilotage available between midnight–0700. Pilotage compulsory. No special berthing Pilot. Pilot launch white – flying Pilot Flag (H).
ANCHORAGES: Luanda Bay offers safe, sheltered anchorage at all times of the year. Good holding ground – sand/mud. No draft restrictions.
MAX. SIZE: Length, 1,000 ft. (alongside); breadth, no restriction; draft, 34 ft. (alongside). Tankers, up to 55 ft. draft at the refinery buoys.
WEATHER: March/May rain season. Heavy wind and rain can effect cargo work.
HEALTH: Pratique may be granted by radio through Radio Luanda, addressed Port Health or via Agents. Accommodation ladder must be rigged for doctor on arrival. Pratique must be granted at each Angolan port. Pratique is *not* automatic. If infectious disease on board inform port Health/Agents by cable.
RADIO: Addressed "Luandaradio" for ETA, draft and requirements. Call sign CQW on 500 kc/s, listening on "odd" hours only throughout 24 hours. Listening between 0600–1800 hours. Call sign CQW3 on 13·023 kc/s on "even" hours only. Listening between 1800–0600 hours. Call sign CQW on 8·565 kc/s on "even" hours only.
TUGS: Two available and compulsory for berthing and unberthing. Tugs join vessel off berths. Ship lines used (if tug lines requested – extra charges).
BERTHING: Ships taken in strict rotation of arrival for berthing, except that passenger vessels have priority. There are 7 berths for import and export cargoes, all berths are available for oil bunkering.
The quays are divided into 5 zones with depths alongside of 32 ft. maximum.
Zone I. 1,380 ft. of which 900 ft. of quay length suitable for ocean going vessels.
Zone II. 480 ft. quay length.
Zone III. 900 ft. quay length.
Zone IV. 540 ft. quay length.
Zone V. 574 ft. quay length.
Shoreside cranes of 3 tons and 5 tons, furthermore 2 cranes of 10 tons lifting capacity and also 1 mobile crane of 20 ton capacity for lifting heavy pieces only.
A self-propelled floating crane, capable of lifting 100 tons, was recently commissioned – maximum and minimum reach of 46 ft. 6 in. and 9 ft. respectively, lifting to about 78 ft. approximately.
BULK HANDLING: Ores in bulk are usually loaded at Zone III; no mechanical loading installation.
The ore is shovelled from railway trucks into buckets; daily loading average 4,000 tons per 24 hrs.
Grain vessels will also be moored at Zone III alongside the grain shed. Discharging by means of tubes which are lowered into the holds and suck the grain out by an electrically propelled spiral fitted in the tube.
The rate of discharging is about 100 tons per hour and the grain is loaded into railway waggons, each of 30 ton capacity, via the adjacent warehouse.
STEVEDORES: Gangs arranged by Agent/Shipmaster. Normal port working hours 0700–1200, 1400–1730 (overtime 1730–2330), Saturday 0700–1230. Sunday/holidays – no work.
MEDICAL: For serious cases, as much advance notice as possible should be given with all details available. Minor cases can be treated on arrival within half an hour without previous notice. Apart from Government Hospital, there are a number of private nursing homes with good facilities. Smallpox inoculations are essential. Yellow Fever inoculations recommended.
TANKERS: Two tanker terminals No. 2 Quay and off-shore terminal. Lines No. 2 Quay 10 in. diameter, available for loading/discharging fuel oils, gasoil, gasoline and aviation spirit, but *not* crude oil. Off-shore terminal utilised principally for loading fuel oil and gas oil, as well as loading or discharging crude oil. Three lines, viz. 12 and 18 in. – fuel oil and crude oil, 8 in for gas oil. No slop discharge facilities. Drafts – No. 2 Quay 34 ft. Off-shore terminal two sets mooring buoys, one for tankers with maximum length 230 metres and maximum draft 55 ft. and the other for tankers not exceeding 100 metres with draft 40 ft.
DENSITY: About 1024.
FRESH WATER: Fresh water available through quay pipelines, each hose delivering about 30 tons per hour. First 50 tons Escudos 20 per ton, next 200 tons Escudos 17·50 per ton, next 250 tons Escudos 15 per ton.
FUEL: Limited number of grades can be obtained subject to nomination well in advance. No barges available.
FIRE PRECAUTIONS: For tankers loading/discharging alongside No. 2 quay – no vehicles allowed within vicinity and other vessels cannot berth within 40 metres of tanker's stern or bow.
FUTURE PORT DEVELOPMENTS: Plans for reclamation and new berths round to the Forte da S. Pedro da Barra, for completion 1974.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Can be carried out by crew or stevedores at vessel's option.
SHIP CERTIFICATES: Tonnage and Deratisation Certificates.
CUSTOMS ALLOWANCE: No restrictions, but sales ashore a serious offence.
CARGO GEAR: No additional requirements provided test certificates valid aboard.
CREW IDENTIFICATION CARDS: Provided by Agents for crew proceeding ashore.
CONSULS:

Belgium	Denmark
France	West Germany
Great Britain	Netherlands
Italy	Norway
South Africa	Sweden
U.S.A.	Switzerland
Austria	Spain
Brazil	

REPAIRS: Minor repairs and hull repairs above the water-line can be carried out.
DRY DOCKS: None.
REPATRIATION: Repatriation will not present any difficulties.
AIRPORT: Distance from port 4½ miles. 21 flights weekly to/from Lisbon by Transportes Aereos Portugueses (TAP), also 5 flights weekly to/from Salisbury and Johannesburg in association with South African Airways (SAA).
TIME: GMT plus one hour all year.
HOLIDAYS: Saints Day (1st January), Portugal Day (10th June), Saints Day (15th August), Republic Day (5th October), Saints Day (1st November), Independence Day (1st December), Saints Day (8th December), Christmas Day (25th December). No cargo work on these holidays.
POLICE/AMBULANCE/FIRE: Police 7408; Ambulance 25275; Fire 22222.
TELEPHONES: Can be placed on board.
GENERAL: Ample water in bay for anchoring, and most vessels enter port without Pilot. Pilotage is compulsory for berthing/unberthing on quays, this service being available from 0700 to midnight. If Master elects to wait for Pilot outside port and another vessel proceeds direct to anchorage, the latter will be first on turn for berth.
SERVICES: Tank cleaning possible but advance notice required. Radio, radar repairs possible by military personnel, but spares rarely available.
SHORE LEAVE: Crew members allowed shore leave subject Immigration approval provided inoculation certificates are valid.
PORT REGULATIONS: Portuguese mailboats have berthing priority over all other vessels, foreign *passenger* vessels next in precedence.
DELAYS: Congestion rarely exceeds 36 hours.
AUTHORITY: Servicos de Portos, Caminhos de Ferro, e Transportes.
AGENT: Hull Blyth (Angola) Limited. C.P. 1214, Luanda. Tel. 72157. Cables: "Vapor Luanda". Telex: 3057. S.S.B. Radio.

MOCAMEDES (incl. Porto Salazar); 15.11 S. 12.07 E.

DOCUMENTS:
Health Certificate.
2 Vaccination Lists (smallpox and yellow fever).
8 Crew Lists.
11 Passenger Lists (for each landing and transit).
4 Lists showing ports of call.
2 Lists of Articles held by crew/passengers, i.e. cameras, binoculars, radios, tobacco, etc.
3 Ships' Stores Lists.
6 Dangerous Cargo Lists, i.e. all types of explosives.
All foregoing to be signed by Master. Other essential official forms prepared by Agent.
PILOTAGE: Pilot boards in Bay – safe, natural bay with no reefs and easily accessible both day and night. Vessel *must* wait for Pilot and instructions before berthing.
ANCHORAGE: No currents in harbour area, but slight prevailing winds constant. Good holding ground with depths over 34 ft. Approaches up to 45 ft. depth. Tidal range about 5 ft.

ENTRY RESTRICTIONS: No restrictions; vessels may enter harbour day and night. Authorities visit between 0700 and 1900 (approx.) hours only. Vessels may sail at any time.
MAX. SIZE: *Mocamedes* – governed by berth depth 33 ft. alongside.
Porto Salazar – Vessels up to 14 metres draft. Largest bulk carriers handled.
HEALTH: Pratique granted on arrival after "Health Guard" visit: boarding 0700–1900 hours. Normal quarantine restrictions imposed if contagious diseases aboard. Ships calling from other Angolan ports (except coasters) are subject same procedure.
RADIO: Messages *must* be routed via Luanda Radio (call sign CQW). No ship/shore radio link.
TUGS: Two available of 2,200 h.p., fitted with VHF. Join vessel for berthing. Ship's lines used. Vessel under 5,000 tons use one tug only.
CARGO FACILITIES: *Mocamedes* – The accommodation consists of one concrete quay, length 1,350 ft. providing 3 berths. For the handling of general cargo, there are 4 cranes of 5 tons and two cranes of 3 tons, modern cargo handling devices. Also lightening possible. One 10-ton floating crane available, subject ample notice from Lobito. Dangerous cargo is discharged alongside or into lighters, at the Port Captain's discretion.
Porto Salazar (Saco Bay) – Ore is loaded at the pier in Porto Salazar; length is 1,066 ft. width 59 ft. Depth alongside 54 ft. 6 in. at low tide, normal sea water, clear height from water level at ISHW up to unloader 73 ft. 10 in. One mechanical loader of conveyor belt type; capacity often exceeds 3,500 metric tons per hour. Reach 65 ft. 6 in. approx. from fenders. Connections for supply of bunkers and water.
BERTHING: Unless Masters indicate preference, port decides berthing-side. No vessels berthed after sunset (except passenger ships), but sailing during nightshift permitted so long as prior warning given before 1700 hours. No vessel allowed berth without Pilot. Before berthing, important that vessel covers all water outlets, prepares accommodation ladder and has forward anchors ready. Ships carrying explosives not permitted berth before Port Captain surveys cargo.
STEVEDORES: Radio accurate ETA 24 hours in advance to enable Agent order required gangs. (Gangs ordered 0700 and 1500 hours.) No Sunday work permitted for cargo vessels.
MEDICAL: If medical assistance required on arrival radio to Agent. Adequate hospital facilities available, but no specialised treatment or surgery. Yellow fever/smallpox certificates inspected on arrival.
TANKERS: No oil or waste products to be pumped overboard. Heavy fines imposed for breach this regulation. Tankers discharge at Porto Salazar – about 10 kilometres north of general cargo berths, situated northern end of Mocamedes Bay. Maximum draft 54 ft., length of quay 1,066 ft. No dirty ballast facilities.
ORE CARRIERS: Depth alongside iron-ore pier about 52 ft. 6 in. LW. Permitted draft about 49 ft. Suitable for up to 120,000 about. Pier length 1,066 ft. width 59 ft. Conveyor-belt loader about 3,500 tons per hour. Water, 1,500 secs. Fuel oil and gas oil available.
DENSITY: 1024.
FUEL: Available from dockside pipeline. At Porto Salazar, rate 200 tons per hour. Bunkers may be taken during loading operations without delay.
FRESH WATER: Available ex-wharf, rate 15 tons per hour.
PORT FIRE PRECAUTIONS: No special precautions except ships carrying explosives. Fire Brigade standby charge.
PORT DEVELOPMENTS: Porto Salazar (Iron-ore/Tanker berth anticipated augment present ore-loading equipment to enable load ore-carriers up to 10,000 tons per hour. Dredging to projected depth of 65 ft.
GANGWAY/DECK WATCHMEN: Compulsory, day and night.
OPENING/CLOSING HATCHES: When performed by stevedores, costs per hatch per time Esc. 100.00, but crew allowed perform this task.
SHIPS' CERTIFICATES: Registered Tonnage Certificate, Deratisation Certificate, examined by authorities on arrival.
CUSTOMS ALLOWANCE: No restrictions. Customs' guard supervises opening and resealing of ships' bonded lockers.
CREW IDENTIFICATION CARDS: All crew/passenger passports handed Immigration Police who issue shore passes. Passes must be carried when on shore.
CONSULS: None.
REPAIRS: Only very minor voyage repairs.
DRY DOCKS None.
REPATRIATION: Air communication via Lobito and Luanda.
AIRPORT: Small airstrip unable take heavy aircraft.
TIME: GMT plus one hour.
HOLIDAYS: See "Lobito".
GENERAL: Ships must not dispose of wastes into harbour or on to quays, change mooring lines, lower lifeboats, immobilise main engine, use ship's siren, or ship's radio station without prior permission from authorities. Vessels must use watchmen for 24 hours per day on well-illuminated gangways and hoist Portuguese flag from 8 a.m. to sunset.
SERVICES: None available.
SHORE-LEAVE: All nationalities from countries having friendly diplomatic relations with Portugal permitted shore leave. See "I.D. Cards".
DELAYS: Berthing delays are unusual.

AGENTS: Hull, Blyth (Angola) Ltd., Caixa Postal No. 127, Mocamedes, Angola, P.W.A. Tel. 93. Cables: Vapor. S.S.B. Radio.
Lloyd's Agents and Superintendents.

Argentina

BAHIA BLANCA: 38.47 S. 62.16 W

DOCUMENTS: *For Maritime Authorities*
Entry Declaration.
Crew List.
Certificate of Freeboard.
Safety Equipment Certificate.
Radio Safety Certificate.
For Immigration:
Identity Card (ficha) for each crew member.
Crew List.
For Customs:
Crew List.
Manifest of Cargo or Ballast.
Stores and Personal Effects List.
For Port Health:
Crew List.
De-rat Certificate or Exemption.
PILOTAGE: 24 hours notice required. River Pilots board at buoy No. 11 and disembark off the port where the Harbour Pilot boards to berth vessel.
ANCHORAGE: Limiting zone between positions 39° 00′ 12″ S. 61° 53′ 30″ W. and 39° 01′ 24″ S. 61° 49′ 48″ W. Merchant vessels may also anchor between buoys 11·7 and 11·4; tankers in the vicinity of buoy 20. YPF vessels anchor in the vicinity of buoy 22. Depth of water in the outer anchorages is about 40 ft.
RESTRICTIONS: Controlled by minimum depths in the channel, which are 33 ft. between buoy 1 and Puerto Belgrano and 32 ft. between Puerto Belgrano and Puerto Ingeniero White. Vessels may enter at night, times depending on height of tide.
MAX. SIZE: Draft up to 33 ft. 6 ins.
HEALTH: Master should cable Agent eight hours prior arrival, advising name of last port, number of passengers and crew, declaring state of health on board and requesting free pratique. Provided this is in order, vessel will be given free pratique when officials board on arrival, without incurring delays.
RADIO: Station LPW2. Listening on 500 kHz, working on 431.5 kHz. VHF.
TUGS: Join vessel at Rada "A" when proceeding to Ingeniero White or Muelle de Hierro, and Rada "B" when proceeding to Puerto Galvan.
BERTHING:
Puerto Ingeniero White (Elevator Moles)
Berth No. 1 Depth 41 ft.
„ „ 2 „ 30 ft.
„ „ 3 „ 30 ft.
„ „ 4 „ 30 ft.
„ „ 5 „ 30 ft.
„ „ 6 „ 29 ft.
„ „ 7 „ 29 ft.
„ „ 8 „ 29 ft.
„ „ 9 „ 29 ft.
Muelle Cargo General (General Cargo Mole)
Berth No. 3 Depth 20 ft.
„ „ 4 „ 25 ft.
„ „ 5 „ 25 ft.
„ „ 6 „ 25 ft.
Steel Mole (Muelle de Hierro)
Berth No. 1 Depth 25 ft.
„ „ 2 „ 30 ft.
„ „ 3 „ 29 ft.
„ „ 4 „ 29 ft.
„ „ 5 „ 26 ft.
Puerto Galvan
Berth No. 1 Depth 25 ft.
„ „ 2 „ 25 ft.
„ „ 3 „ 25 ft.
„ „ 4 „ 22 ft.
„ „ 5 „ 29 ft.
„ „ 6 „ 27 ft.
„ „ 7 „ 20·5 ft.
„ „ 8 „ 20·5 ft.
„ „ 9 „ 17 ft.
„ „ 10 „ 17 ft.
Puerto Cuatreros One berth depth 20 ft. now abandoned.
TANKERS: Discharge at Steel Mole berths 2 and 3, and at Galvan berths 5 and 6.
STEVEDORES: Working hours 0700–1900 Monday to Friday. 0700–1300 Saturday.
FRESH WATER: Can be supplied at 10 tons per hour at Ingeneiro White. At Puerto Galvan rate is 5 tons per hour. Water is scarce in Bahia Blanca during summer months.
FUEL: All grades available ex-wharf or by barge.
GANGWAY/DECK WATCHMEN: Compulsory, arranged by Agent.
IDENTIFICATION CARDS: Required by all crew members. (See "Buenos Aires".)
CUSTOMS ALLOWANCES: 60 cigarettes and one litre of wine per man per day.
REPAIRS: Most repairs can be effected.
CONSULS:

Belgium	Tel. 20186	Greece	Tel. 26581
Chile	„ 25808	Italy	„ 22219

Denmark	,,	28727	Netherlands	,,	20186
France	,,	28014	Peru	,,	26581
Germany	,,	21710	Spain	,,	23347

HOLIDAYS: National Holidays: 1st and 25th May; 20th June; 9th July; 17th August; 12th October; 25th December. Other holidays: 1st and 6th January; Easter Thursday and Friday; Carnival Monday and Tuesday; 15th August; 1st November; 8th December.
No work on National Holidays. On other holidays work can be arranged at double rate.
AIRPORT: Regular air service with Argentine cities.
TIME: April to October: GMT minus 4 hours. October to April: GMT minus 3 hours.
SHORE LEAVE: Allowed provided Identity Card is held.
AUTHORITY: Capitan de Puerto Bahia Blanca. Tel. 70087.

BUENOS AIRES: 34.36 S. 58.22 W.

DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew List in duplicate from first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Stores List in duplicate (deck-engine-cabins).
Certificate of Life Saving Equipment.
Certificate of wireless communication equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.
PILOTAGE: *Recalada Lightship:* is a former gun-boat, hull has red and black horizontal stripes with the inscription "Practicos Recalada" in white on each side. Vessel has 2 masts, black funnel and a rectangular lantern platform at one side of the funnel. Pilots board from the lightship to pilot vessels direct to La Plata or to Intersection. Pilots require 48 hours notice of arrival at Recalada. Radio station Recalada Pontoon, call sign LOJ.
Intersection Lightship: The hull, mast, superstructure and funnel are painted sky-blue with the inscription "Practicos Interseccion" in black on each side of hull. Radio Station LOI, 500 kc/s. Pilot boards here for Buenos Aires and River Parana ports.
RESTRICTIONS: Vessels drawing over 26 ft. must follow the Punta Indio channel from Recalada leading to Banco Chico channel up to Buenos Aires outer roads. Two main channels lead into the port from the other roads. Main channel depths about 28 ft. Northern entrance 27 ft. Southern entrance 23 ft. Depths are not constant due to continuous silting and dredging.
MAX. SIZE: Limited by depth of water in entrance channels, draft not normally more than 30 ft. subject to local conditions, though deeper draft may be allowed on favourable tide.
HEALTH: Eight hours before arrival, radio Agent advising last port of call, number passengers and crew on board and health condition of vessel requesting free pratique. If this procedure is followed, there should be no delay in obtaining pratique when officials board on arrival, provided vessel's health condition is satisfactory.
RADIO: Radio Pacheco, station 1, call sign LPD, MF 500–444. VHF Channel 16, RT receiving 4129 kHz and 2182 kHz, transmitting 4434 and 2738 kHz.
TUGS: Compulsory. Bow and stern tugs join vessel in entrance channel 5 to 8 kilometres off berths. Tow ropes to be supplied by vessels.
BERTHING: Puerto Madero: Entrance locks restrict to max. beam 20 m. Draft 21 ft.
Puerto Nuevo: Five pier heads, the longest of which can accommodate four vessels. Depth alongside over 28 ft.
Dock Sud: Continuous quay frontage with berths for 22 vessels. Depth alongside 25 to 28 ft.
Riachuelo: 4,300 m. of wharf frontage. Depth alongside 17–19 ft.
Oil Basin: Situated outside the South channel. 12 berths for tankers. Depth 28 ft.
South Anteport: Coal discharge berths. Still under construction.
TANKERS: Eight berths for tankers in Dock Sud. Twelve berths in Oil Basin. Tankers may also discharge at the Central Costanera Power House situated East of the South Anteport.
STEVEDORES: Compulsory rest periods are 0400 to 0430, 1130 to 1200, 1730 to 1800, 2330 to 2400. Ordinary rate working hours 0700 to 1100 and 1300 to 1700. Saturdays: 0700 to 1100.
DENSITY: Fresh water.
FRESH WATER: Supplied by pipeline to most berths. In Dock Sud water is usually delivered by barge.
FUEL: Available by barge.
GANGWAY/DECK WATCHMEN: Employment of shore watchman is compulsory. Arranged by Agent. Crew members may also be employed as watchmen but their duties are confined to the ship.
IDENTIFICATION CARDS: On arrival in an Argentine Port, Master must deliver in duplicate the Argentine form of identity card with photograph and fingerprints for every crew member. If it is necessary to take photographs and complete these forms on arrival, Agent should be notified to make preparation in advance. No member of the crew, except the Master, is allowed to land until the Immigration Authorities have checked the crew with the Identity cards.
CONSULS: All maritime countries are represented in Buenos Aires.
DEVELOPMENTS: The Government's intentions for the commercial port of Buenos Aires include dredging to a minimum depth of 30 ft., developing facilities for handling container and LASH vessels, and additional shipyard facilities.
REPAIRS: All repairs possible.
DRY DOCKS: No. 1 493 ft.×66 ft. No. 2 590 ft.×72 ft. In addition, there are 3 floating docks of smaller dimensions at the Naval Arsenal.
REPATRIATION: Can be arranged provided documents in order.
AIRPORT: International Airport with connections to all parts of the world.
TIME: April to October: GMT minus 4 hours. October to April: GMT minus 3 hours.
HOLIDAYS: National Holidays: 1st May; 25th May; June 20th; July 9th; August 17th; October 12th; December 25th. Other holidays: January 1st and 6th; Carnival Monday; Shrove Tuesday; Easter Thursday and Friday; Corpus Christi; 15th August; 1st November; 19th November; 8th December. No work on National Holidays. On other holidays and Sundays work may be arranged.
TELEPHONES: No connection to vessels except where Agents have private facilities to supply own vessels.
SHORE LEAVE: Allowed when all crew in possession of necessary Identification Card (ficha).
AUTHORITY: Administrador del Puerto Buenos Aires.

CAMPANA: 35.15 S. 58.58 W.

Situated on west bank of Parana River, 150 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: IDENTIFICATION CARDS: Refer to "Buenos Aires".
RESTRICTIONS: Draft is controlled by depth of water at Martin Garcia Bar. Daily draft forecasts made by local authorities.
MAX. SIZE: Up to 27 ft. draft, dependent on local river conditions.
TUGS: Not required.
BERTHING: National Mole. 120 metres long used for scrap iron and oil in drums. YPF berth: one tanker berth, depth alongside 22 ft. Esso berths: five tanker berths, two of which used by large vessels, 30 ft. depth alongside.
MEDICAL: Doctors and hospital available.
DENSITY: Fresh water.
FRESH WATER: Available at Esso and National Moles.
FUEL: Available at Esso berths. No barges.
CONSULS: At Rosario and Buenos Aires.
GENERAL: Refer to "Buenos Aires" for all general information.
AUTHORITY: Administraction de los Puertos Parana.

COMODORO RIVADAVIA: 45.51 S. 67.27 W.

DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with copies of Bills of Lading.
All other documents are provided by the Agent and compiled on arrival.
PILOTAGE: Not compulsory and not required.
ANCHORAGE: Off the port, suitable anchorages in up to 6 fathoms water.
RESTRICTIONS: Port should be entered at high water in daylight only.
MAXIMUM SIZE: Dry Cargo, Length 150 m., draft 15 ft. Tankers up to 30 ft. draft.
HEALTH: Pratique to be requested by radio to Agent before arrival. On arrival in Port the Public Health doctor boards vessel to complete Health Declaration.
RADIO: Comodoro Rivadavia Radio, call sign LPX. Radiotelegraphy 500 kHz. Radio telephone 4123, 8786, and 12.133 kHz.
TUGS: None available.
BERTHING: MOP wharf 15 ft. depth alongside. YPF wharf 23 ft. depth alongside. Caleta Cordova Tanker buoy berth in 30 ft. depth.
FRESH WATER: Obtainable at MOP wharf and YPF wharf. Ships supply own hoses.
FUEL: All grades available, can be ordered through Agent. Supplied ex-wharf at MOP and YPF berths.
DEVELOPMENTS: Dredging to increase depth to 26 ft. alongside wharves.
GANGWAY/DECK WATCHMEN: Recommended. Normally two are employed, arranged by Agent.
OPENING/CLOSING HATCHES: According to port regulations, stevedores open and close hatches at commencement and end of cargo operations.
IDENTIFICATION CARDS: Crew members are supplied with individual identity cards to be used when going ashore.
CUSTOMS ALLOWANCES: Only sufficient for normal daily consumption on board.
CONSULS: The following countries are represented: Chile, Great Britain, Portugal, Italy, Spain, and Greece.
REPAIRS: Small repairs can be arranged. Divers services available.
AIRPORT: Situated 11 km. from port. Daily services to Argentine cities.
TIME: GMT plus 3 hours, October to April. GMT plus 4 hours, April to October.
HOLIDAYS: Work can be arranged.
POLICE/FIRE/AMBULANCE:
Regional Hospital 2451; Clinica Central 2282; Police 2778; Fire Brigade 2505.
TELEPHONES: No connection aboard vessels.
SHORE LEAVE: Allowed, provided proper identification card held.
AUTHORITY: Capitania de Puerto de la Patagonia. Tel. 2325.

CONCEPCION DEL URUGUAY: 32.29 S. 58.12 W.

Situated on right bank of Uruguay River, 182 miles above Buenos Aires.
DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew Lists in duplicate from first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Stores List in duplicate (deck–engine–cabin).
Certificate of Life-saving Equipment.
Certificate of Wireless Communication Equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.
PILOTAGE: See "Buenos Aires". Pilots for Uruguay River board off Buenos Aires entry channel.
ANCHORAGE: In Uruguay River, about 900 metres North of entry channel buoy.
RESTRICTIONS: Day and night navigation allowed. Channel dredged to 20 ft. LW. Minimum depth on bars, 17 ft. LW.
MAX. SIZE: Maximum permitted draft in Uruguay River is 18 ft. Fresh water, subject to local conditions.
HEALTH: 8 hours before arrival, radio Agent advising last port of call, number passengers and crew on board and health condition of vessel requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival, provided vessel's health conditions are satisfactory.
RADIO: All messages through Pacheco Radio.
TUGS: None available.
BERTHING: Due to silting alongside quay, vessel should be prepared to be fendered about 1½ metres off the quay.
MEDICAL: All medical facilities available.
TANKERS: Two berths for tankers up to 18 ft. draft.
YPF Berth: Eight hose connections, 12 in. and 6 in. diameter.
Esso Berth: Hose connections, 8 in. for naptha, 6 in. for other products.
DENSITY: Fresh water.
FRESH WATER: Available at all times from the quay.
FUEL: Can be arranged.
OPENING/CLOSING HATCHES: Performed by stevedores, time counts additional to cargo operations.
IDENTIFICATION CARDS: See "Buenos Aires".
CONSULS: Italy, tel. 1175; Spain, tel. 1661; Uruguay, tel. 1667.
REPAIRS: National and privately owned workshops for all types of repairs.
DRY DOCK: One, owned by Ministerio de Obras Publicas, length 70 metres.
REPATRIATION: Can be arranged subject to Immigration formalities.
AIRPORT: Situated 3 km. away, with daily services to Buenos Aires.
TIME: Summer, GMT minus three hours. Winter GMT minus four hours.
POLICE/AMBULANCE/FIRE: Police, tel. 2222; Fire Service, tel. 2860; Ambulance, tel. 1792; Hospital, tel 2464.
HOLIDAYS: 1st January; Carnival Tuesday; Good Friday; 1st May; 25th May; 20th June; 9th July; 17th August; 12th October; 25th November; 25th December.
TELEPHONES: Arrangements can be made for placing telephone on board.
SHORE LEAVE: Permitted subject to Immigration control.
AUTHORITY: Capitania del Puerto Concepcion del Uruguay, tel. 3203 and 4443.

LA PLATA: 34.54 S. 57.55 W.

DOCUMENTS, PILOTAGE, HEALTH, IDENTIFICATION CARDS: Refer to "Buenos Aires".
RESTRICTIONS: From Recalada Lightship where Pilot boards, channel being dredged to 31 ft. below datum. Vessels of 200 metres length enter in daylight only.
ANCHORAGE: Four miles S.E. of Recalada.
MAX. SIZE: Up to 31 ft. draft subject tide and berth depth.
TUGS: Normally join vessel in entrance channel.
BERTHING: *Puerto Propulsora:* depth 31 ft. alongside.
Rio Santiago: Two grain elevators, capacity 400 tons, 3 berths, depths 22 and 28 ft. alongside.
Gran Dock: Seventeen berths, depth 26 ft. alongside.
TANKERS: Four tanker berths in Gran Dock, two of which are used exclusively for YPF. No facilities for slop discharge:
YPF Terminal handles crude oil, diesel, kerosine, 4 to 8 in. hoses. Bunkers available ex-wharf.
Armour Terminal handles fuel oil only, 8 in. hoses.
Swift Terminal handles fuel oil only, 8 in. hoses.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available at all berths in limited quantities.
FUEL: Obtainable from YPF terminal. No barges available.
REPAIRS: All repairs can be effected except those requiring a dry dock.
CONSULS: Following countries are represented in La Plata: Belgium, Brazil, Great Britain, Italy, Norway and Spain. All other consuls at Buenos Aires.
SHORE LEAVE: Allowed, provided crew members in possession of Identification Cards.
GENERAL: For all general information refer to "Buenos Aires".
AUTHORITY: Capitan de Puerto de La Plata.

MADRYN: 42.46 S. 65.02 W.

DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with copies of Bills of Lading. All other documents are provided by the Agent and completed on arrival.
PILOTAGE: Not compulsory.
ANCHORAGE: Half mile from pier terminal good anchorage in 60 ft. depth in protected bay. Anchorage used for transhipment cargo to smaller vessels.
HEALTH: Public Health doctor will board to complete Health Declaration. Agent should be advised by radio to arrange pratique.
RADIO: Trelew Radio (LPZ) frequency 500 and 527 kc/s, also 4428·6 and 4123·6 kc/s. Radio telephony LPZ–87 at 1500 hours local time on 8786·4 kc/s. At 0948 and 2200 hours local time area broadcast bulletin on 500 and 527 kc's. At 1000 and 1300 hours local time navigational broadcast on 500 and 527 kc/s. At 1418 hours local time broadcast of LSQ Buenos Aires.
TUGS: None.
BERTHING: 2 Berths. Main berth length 90 metres and minimum depth 15 ft. low water. Ships 140 meters length and 7000 dwt. have entered, aground at low water.
STEVEDORES: Agents arrange Stevedores.
FRESH WATER: Available by pipe-line at berthing area.
FUEL: Limited supplies all fuel and lubricants.
DEVELOPMENTS: Studies being made for building an aluminium plant with import facilities using vessels up to 50,000 dwt. Not expected to materialise before 1975.
GANGWAY/DECK WATCHMEN: Crew only.
OPENING/CLOSING HATCHES: According to Port Regulations, stevedores open and close hatches at commencement and end of cargo operations.
CUSTOMS ALLOWANCES: Sufficient for daily requirements only.
CREW IDENTIFICATION CARDS: Required.
CONSULS: Italian Consular Agent at Madryn. British and Spanish consuls at Trelew.
REPAIRS: Minor emergency repairs only, also divers available.
REPATRIATION: No facilities for effecting crew changes. Repatriation facilities only.
AIRPORT: Trelew distant 64 km. Scheduled flights to Buenos Aires and other cities.
TIME: From first Sunday in April to first Sunday in October GMT plus 4; rest of year GMT plus 3.
HOLIDAYS: Official holidays: 1st May, Labour Day; 25th May, Celebration of the Revolution (May 1810); 20th June, National Flag Day; 9th July, Argentine Independence Day; 17th August, General San Martin Remembrance Day; 12th October, Discovery of America Day; 25th December, Christmas Day. Work available these days at extra cost.
POLICE/AMBULANCE/FIRE: Police and fire tel. 249. Hospital 240.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore but must be provided with identification cards.
DELAYS: Possible delays due congestion owing berth shortage and tide.
PORT AUTHORITY: Delegation of the Capitania (Harbour Administration) del Puerto de la Patagonia, tel. 329.

MAR DEL PLATA: 38.00 S. 57.32 W.

DOCUMENTS:
Manifest from each port of loading for each Argentine port of discharge with respective copies Bills of Lading, or Ballast Certificate from first port of sailing, if no cargo.
Crew list in duplicate from first port of departure.
Certificate that Captain knows of Immigration Law No. 817.
Immigration forms (identity cards) in duplicate for each member of crew, with photographs.
Fumigation Certificate.
Store list in duplicate.
PILOTAGE: Pilotage compulsory. Pilots requested through Agent, or in emergency, direct to Prefecture Maritime Station frequency 500 kHz. ETA by radio to Agent required 24 to 48 hours in advance.
Pilot boat about 8 metres long, grey-white in colour. Pilot boards approximately 1 mile from port entrance.
ANCHORAGE: Possible within two to three cables from port entrance. Bottom sand and mud. Occasional gales may be expected in winter months.
RESTRICTIONS: Vessels may enter by day or night. A sandbank formed alongside the Southern Breakwater, continually dredged to maintain 24 ft. 6 in. depth below chart datum.
MAX. SIZE: Draft dependent on state of tide. Keel clearance of 2 ft. 6 in. required. Normal maximum draft 27 to 30 ft., or up to 33 ft. maximum in best possible conditions.
HEALTH: (a) Radio Agent, not more than 12 hours before arrival, that vessel in sanitary conditions required by Art. 45 of Regulations, to enter port and go immediately alongside. (b) Agents will present, to Health Authorities not less than six hours prior arrival, request for berth, accompanied by telegram (*a*).
Special pratique: Medical visit obtainable from 0700 to 1730 hours every day of year free of charge, but special charge made for services outside those hours. When doctors asked to particular ship, instead

of taking turn for doctor on duty, charge also made. When sick person on board, flag of vessel's country should be hoisted at foremast, and if urgent medical assistance required, yellow flag should be hoisted together with National flag.
RADIO: Messages may be sent via Buenos Aires radio, or through local coastal station, call sign LPD.
TUGS: Towage compulsory for vessels in excess of 1,000 tons. Two tugs available controlled by Port Authority.
BERTHING: Big swell causes vessels to range, therefore Captains recommended have ready fenders for use at berth. Vessels can enter or sail any time day or night.
Basin A: Used only by fishing trawlers.
Pier Head No. 1 20 ft. depth.
Pier Head No. 2 30 ft. depth.
Basin C: Grain elevator 27 ft. depth.
MEDICAL: Assistance obtainable alongside. Captain should telegraph Agent in good time expected date and hour of arrival. Hospitals and sanatoriums.
TANKERS: Only fuel oil discharged at pier head No. 2.
DENSITY: Sea water.
FRESH WATER: Available, vessels must provide hoses. 2 in. diameter hydrants at following berths: Bassin "B", sections 1 to 9, four hydrants: supply 7 tons/hour; and Bassin "B", sections 11 to 14, seven hydrants: supply 10 tons/hour. No water boats. At Bassin "C" 3 water intakes on South side. None on North side. Hoses hired at a conventional price. Watchmen to look after these, if water supplied during night. North breakwater wharf, three hydrants: supply 60 tons/hour.
FUEL: Bunkering in Bassin "C", Pier Head No. 2, also Bassin "B". Subject availability and permission from Govt. Oil Dept.
DEVELOPMENTS: Dredging to obtain depth of 30 ft. in channel and port.
WATCHMEN: Compulsory. Arranged by Agent.
STEVEDORES: Gangs engaged by Port Authority according to vessels requirements.
Working hours: 1st shift 0700 to 1300
2nd shift 1300 to 1900
3rd shift 0100 to 0700.
Normal capacity per gang, per shift:
150 to 175 tons fish (direct transhipment).
70 to 100 tons general cargo.
OPENING/CLOSING HATCHES: Can be performed by crew, but in any case subject to charter party terms.
REPATRIATION: Can be arranged.
CREW IDENTIFICATION CARDS: Compulsory. Arranged on board immediately after arrival.
CONSULS: French, Italian, Portuguese, Spanish, Uruguayan.
REPAIRS: All types of repair possible, except dry-dock repairs.
AIRPORT: Six miles distant. Two regular lines: Austral and Aerolineas Argentinas, two services/day between Mar del Plata and Buenos Aires.
TIME: GMT minus 4 (summer); GMT minus 3 (winter).
HOLIDAYS: None. Work every day during year.
TELEPHONES No telephones are available on board or on the berth.
DELAYS: In accordance grain elevator capacity. Normally none.
PORT AUTHORITY: Captain of the port: tel. 8–0770. Port Administrator: tel. 8–0141.

QUEQUEN/NECOCHEA: 38.35 S. 58.42 W.

DOCUMENTS: See Buenos Aires.
PILOTAGE: Apply for pilot through Radio Pacheco or Radio Costera Mar del Plata addressed to Agent. No pilots available in bad weather. Pilot boat grey in colour with yellow deckhouse, pilot flag or lights shown.
ANCHORAGES: Not advisable to anchor in bad weather due extremely dangerous winds from West through South to East. Anchorage in open sea 800–1500 metres from cliffs.
RESTRICTIONS: Not permitted enter or sail at night. Vessels with length in excess of 175 metres require channel navigation permit obtainable from Maritime Prefecture. Channel depth 24 ft. width 50 metres, varying according tide, average rise and fall 5 ft.
MAX. SIZE: Vessels up to 150 metres length may enter with maximum draft 27 ft. 9 in.
Vessels up to 171 metres length may enter with maximum draft 22 ft. 3 in.
Authorities should be consulted in case of vessels of more than 171 metres length.
HEALTH: Pratique obtainable inside port. Master should advise Agent in advance of health situation aboard. If proceeding from another Argentine port, health inspection not required. Deratization certificate to be shown.
RADIO: Costera del Mar de Plata (LPM).
TUGS: Compulsory for all Vessels in excess 1,000 tons registered tonnage. Two tugs required using ship's lines.
TANKERS: Fuel oil discharged.
DENSITY: Salt water.
FRESH WATER: Available. 8–10 tons/hours.
FUEL: Advance notice essential as deliveries must be lightened from Buenos Aires, Mar del Plata, or Bahia Blanca.
DEVELOPMENTS: Continuous dredging to maintain and increase depth. New quay under construction for loading cereals and grain. No facilities for discharge of general cargo.
WATCHMEN: Compulsory.
HATCHES: If opened/closed by stevedores additional charge made.
CERTIFICATES:
Grain Loading.
Safety Radio.
Safety Equipment.
CUSTOMS ALLOWANCES: Dutiable goods to be declared otherwise no restrictions.
IDENTIFICATION CARDS: Required.
CONSULS: Denmark, Spain, Italy and Greece.
REPAIRS: Minor repairs only.
REPATRIATION: Through Buenos Aires.
AIRPORT: Five miles distant. Daily flights to Buenos Aires.
TIME: GMT minus 4 summer. GMT minus 3 winter.
HOLIDAYS: Vessels worked every day of year.
POLICE/FIRE/AMBULANCE: Police Necochea 248 and Quequen 8; Ambulance Tel: Necochea 2405 and Quequen 52; Fire Tel: Necochea 4900.
TELEPHONES: No arrangements for placing abroad.
SERVICES: Any special services required, technicians sent from Buenos Aires.
SHORE LEAVE: Not permitted.
DELAYS: Daily cargo work 18 hours/day. One waiting berth available. Delays up to four days can occur in January and February.
AUTHORITY: Capitania del Puerto y Administrador de Puerto Quequen. Tel. Necochea rural 4 and Quequen 88. Telex 014–841.

RIO GALLEGOS: 51.33 S. 68.59 W.

DOCUMENTS: Manifest from each port of loading for each Argentine Port of discharge with respective copies of
Bills of Lading covering merchandise.
Crew List in duplicate from the first port of departure.
Identity cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Store Lists in duplicate (deck – engine – cabins)
Certificate of Life Saving Equipment.
Certificate of Wireless Communication Equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.
PILOTAGE: Not compulsory. There is a Pilot available.
ANCHORAGE: At Punta Loyola and Del Pueblo. Larger vessels anchor in front of Punta el Gancho.
RESTRICTIONS: Entrance to the anchorage is buoyed. The Northern channel has a shingle bank bar 13 ft. at low water. The Southern channel is more sheltered and the current not so strong. Rio Gallegos is a tidal port, the height of tide being as much as 40 ft. at times.
MAX. SIZE: Dependent on tide.
HEALTH: Eight hours before arrival radio Agent advising last port of call, number passengers and crew on board, and health condition of vessel, requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival provided vessels health condition is satisfactory.
TUGS: Not required.
BERTHING: Only small craft berth alongside where they are high and dry at low water. Other vessels work cargo at anchor using ship's gear. Ten lighters available, capacity 120 to 450 tons.
FRESH WATER: Available by barge in very limited quantities.
FUEL: Not obtainable.
MEDICAL: Doctor available.
REPAIRS: Workshop facilities for small repairs.
CONSULS: Countries represented: Great Britain, and Chile.
AIRPORT: Daily air service to Buenos Aires.
AUTHORITY: General Ports Administration.

ROSARIO: 32.57 S. 60.33 W.

DOCUMENTS:
Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew List in duplicate from the first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Store Lists in duplicate (deck – engine – cabins)
Certificate of Life Saving Equipment.
Certificate of Wireless Communication Equipment.
Certificate of Tonnage.
Vaccination Certificate of each crew member.
PILOTAGE: Compulsory. *Plate River Zone:* three pilot stations; at Recalada, at Intersection, and at Buenos Aires.
River Parana Zone; two pilot stations; at Buenos Aires for vessels navigating south of Rosario, and at Rosario for vessels navigating the river above Rosario. For distances exceeding 200 kilometres, two Pilots together are required.
For initial entry, Pilot boards at Recalada. See Buenos Aires. Applications for river Pilots made through Pacheco Radio.
ANCHORAGES: Between kilometres 410 and 413. Both anchors should be used.
RESTRICTIONS: There are no restrictions as to length and breadth of vessels, but draft and size of vessels are subject to river depth, which is very variable and no standard information can be given. Vessels up to 27 ft. draft are permitted to navigate the River Parana up to Rosario and San Lorenzo, provided vessels speed

exceeds 10 knots and that there is at least 1 ft. keel clearance. Above Rosario controlling depth 22 ft. Vessels loading in Parana Ports must keep close contact with Agents for daily forecasts of admissible draft crossing Martin-Garcia Bar to avoid risk of overloading and consequent delays.
HEALTH: Eight hours before arrival, radio Agent advising last port of call, number passengers and crew on board and health condition of vessel, requesting free pratique. If this procedure is followed, there should be no delay in obtaining pratique when officials board on arrival, provided vessels health condition is satisfactory.
TUGS: Two tugs are available, controlled by Port Authority. However, tugs are not normally required for berthing or unberthing.
RADIO: All messages through Pacheco Radio, call sign LPD, operating on 425 kHz. Pilots equipped with VHF radio Channel 16.
BERTHING: Alongside quays. There are seven elevators with the rate of loading up to 300 tons per hour of grain. Also there are four warehouses for loading light grains or seed. Between these closed sheds are paved spaces which are used for delivery of cargo to road vehicles and vice versa.
STEVEDORES: Gangs supplied according to vessels requirements by private companies under Government supervision.
Working hours: Summer time 0700 to 1100 and 1400 to 1800;
Winter time 0800 to 1200 and 1400 to 1800.
Normal capacity per gang, per shift:
20 to 25 tons per hour frozen meat.
120 to 140 tons per shift general cargo.
MEDICAL: Private and state-owned hospitals. All facilities available.
TANKERS: Discharge at Moles 3 and 4.
FRESH WATER: Available at most quays. No water boat.
FUEL: All grades available, by barge.
WATCHMEN: Compulsory for vessels over 2,000 tons. Appointed by Agent.
OPENING/CLOSING HATCHES: May be performed by crew or by stevedores according to charter party.
DEVELOPMENTS: Projected new quay of 1,000 metres length, of reinforced concrete with grain elevator. Capacity 80,000 tons, bringing total capacity in port to 230,000 tons.
Parana de Las Palmas channel: The construction is under study of a channel to link the access channel at Buenos Aires with the river Parana de Las Palmas in order to by-pass the restriction at Martin Garcia Bar. With completion of this project the distance from Buenos Aires to Parana River ports will be considerably reduced and permissible draft could be increased by up to 4 or 5 ft.
CUSTOMS ALLOWANCE: 60 cigarettes per day, and 2 bottles spirits each man.
IDENTIFICATION CARDS: On arrival in an Argentine port, Master must deliver in duplicate the Argentine form of identity card with photograph and finger-prints for every crew member. If it is necessary to take photographs and complete these forms on arrival, Agent should be notified to make preparation in advance. No member of the crew except the Master is allowed to land until the Immigration Authorities have checked the crew with the Identity cards.
REPAIRS: All repairs excluding dry docking, can be effected. Floating crane available, capacity 50 tons.
AIRPORT: 16 km. from port. Daily flights to Buenos Aires.
TIME: Oct. to April, GMT minus 3 hours. April to Oct., GMT minus 4 hours.
HOLIDAYS: National Holidays: 1st January; 1st May; 25th May; 20th June; 9th July; 17th August; 12th October; 25th December. No work on above days. Other holidays: 6th January; Monday and Tuesday of Carnival; Monday, Thursday and Good Friday; Corpus Christi; 15th August; 7th October (Rosario's Day); 1st November; 8th December. On above days work can be arranged at double rates.
CONSULS: The following countries are represented at Rosario:

Brazil	Nicaragua
Chile	Norway
Denmark	Panama
Dominican Republic	Peru
Finland	Spain
France	Sweden
Germany	Syria
Great Britain	U.A.R.
Italy	Uruguay
Lebanon	Yugoslavia

POLICE/AMBULANCE/FIRE: Police 29071; Ambulance 45600; Fire 20147.
TELEPHONES: Can be placed aboard.
SHORE LEAVE: No restrictions.
AUTHORITY: Rosario Port Administration. Avenida Belgrano No. 341, Tel. 67105.

SAN LORENZO: 32.45 S. 60.38 W.

Situated on the West Bank of the River Parana, 16 miles above Rosario.
DOCUMENTS, PILOTAGE, HEALTH, RESTRICTIONS: Refer to "Rosario".
ANCHORAGE: Vessels may anchor in the roads between buoys 447 and 449.
TUGS: Not required.
MAX. SIZE: Up to 27 ft. draft depending on river depths.
BERTHING: Puerto Granaderos; Unit 14, grain elevator, 8,700 tons capacity, pipe-lines for fuel oil discharge. YPF Installation; three piers for tankers. Esso SAPA one dolphin berth for tankers.
Puerto San Martin: three grain loading berths, Units 15, 16 17. State Gas Works Mole for LPG cargoes.
DENSITY: Fresh water.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: Doctors and hospital facilities available.
GENERAL: For all general information refer to "Rosario".
AUTHORITY: Administracion de los Puertos Parana Medio.

SAN NICOLAS: 32.22 S. 60.12 W.

Situated on the West Bank of the Parana River, 188 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
TUGS: Compulsory and essential for turning in the river before or after berthing. One tug normally used.
MAX. SIZE: Draft up to 24 ft. depending on river conditions.
BERTHING: *Embarcaderos;* seven grain loading berths situated under cliff face from which loading is carried out by gravity. Kedge anchor required to keep vessel from cliff face.
Puerto Nuevo; Two dolphin berths for grain loading and coal discharge.
Power House Wharf; 200 m. length, 24 ft. alongside.
Somisa Wharves; two berths for coal discharge.
Gotaas-Larsen; dolphin berth for coal discharge, 2,000 tons per hour.
Puerto Acevedo; Acindar Co. berth, 100 m. length, 23 ft. alongside.
DENSITY: Fresh water.
FRESH WATER: Available at berths.
FUEL: Only available by barge.
MEDICAL: Doctor, hospital facilities available.
REPAIRS: Can be effected;
CONSULS: Following countries are represented: Spain, Italy, Panama. All other consuls at Buenos Aires.
GENERAL: For all general information refer to "Rosario".
AUTHORITY: See "Santa Fe".

SAN PEDRO: 33.42 S. 59.39 W.

Situated on the West Bank of the Parana River, 151 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
ANCHORAGE: Vessels can anchor if necessary about 500 metres from wharf.
TUGS: Can be made available if required.
MAX. SIZE: The entrance depth has been dredged to 25 ft. The factor governing draft is the water level in the Parana River at the Martin Garcia Bar. See "Santa Fe", Restrictions.
BERTHING: Pier no. 1: one grain loading berth; Pier no. 2: General cargo and grain.
CARGO GEAR: Grain loading facilities with a capacity of 1,000 tons grain per hour.
Moveable cranes can be made available for discharging, but vessels may be required to use ships gear.
DENSITY: Fresh water.
FRESH WATER: Available at the berths.
FUEL: Not available.
MEDICAL: All medical assistance can be obtained.
REPAIRS: Minor repairs can be effected.
GENERAL: For all general information refer to "Rosario".
AUTHORITY: See "Santa Fe".

SANTA FE: 31.40 S. 60.37 W.

Situated on Santa Fe River, a tributary of the Parana, 312 miles above Buenos Aires.
DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew List in duplicate from the first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Stores Lists in duplicate (deck – engine – cabins).
Certificate of Life Saving Equipment.
Certificate of Wireless Communication Equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.
PILOTAGE: Compulsory. *River Plate Zone:* three pilot stations, at Recalada, at Intersection and at Buenos Aires.
River Parana Zone: two pilot stations, at Buenos Aires for vessels navigating south of Rosario, and at Rosario for vessels navigating the river above Rosario. For distance exceeding 200 kilometres, two Pilots together are required.
RESTRICTIONS: Vessels up to 27 ft. draft are permitted to navigate the River Parana up to Rosario and San Lorenzo, provided vessel's speed exceeds 10 knots and that there is at least one ft. keel clearance. Above Rosario controlling depth 22 ft. Vessels loading in Parana ports must keep close contact with Agents for daily forecasts of admissable drafts crossing Martin–Garcia Bar to avoid risk of overloading and consequent delays.
MAX. SIZE: Dependent on river depths. Advisable to check local conditions beforehand.

ANCHORAGE: In Parana River between km. 583 and 584.
HEALTH: Eight hours before arrival radio Agent advising last port of call, number passengers and crew on board, and health condition of vessel, requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival provided vessels health condition is satisfactory.
RADIO: Pacheco Radio, LPD, 425 kc/s.
TUGS: Normally join vessel in anchorage between km. 583 to 584.
BERTHING: All berths can accommodate vessels able to navigate the River to Santa Fe. Dock No. 1 (National Elevator) fourteen berths. Dock No. 2 (Flour Mill), fifteen berths. Derivation Channel 11 berths including tanker moorings. Coasting wharf: used mainly by river traffic.
MEDICAL: Doctors and hospital facilities available.
TANKERS: Berths owned by Esso, Shell, and YPF in Derivation Channel.
FRESH WATER: Available ex-wharf in Docks 1 and 2 and at berths in the Derivation Channel. No water barges available.
FUEL: Fuel oil available only from oil berths.
WATCHMEN: Compulsory. Arranged by Agent.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCES: For consumption on board each man allowed 40 to 60 cigarettes a day and one litre of spirits a week.
IDENTIFICATION CARDS: On arrival in an Argentine Port, Master must deliver in duplicate the Argentine form of identity card with photograph and finger prints for every crew member. If it is necessary to take photographs and complete these forms on arrival, Agents should be notified to make preparation in advance.

No member of the crew except the Master is allowed to land until the Immigration Authorities have checked the crew with the identity cards.
CONSULS: At Santa Fe following countries are represented: France, Italy, Paraguay, Germany, Spain, Bolivia. Other consuls at Rosario and Buenos Aires.
REPAIRS: Can be arranged.
AIRPORT: 17 km. from Santa Fe, regular flights to Buenos Aires and other Argentine cities.
TIME: April to October GMT minus 4 hours. October to April GMT minus 3 hours.
HOLIDAYS: National holidays; 1st May; 25th May; 20th June; 9th July; 17th August; 12th October; 25th December. Work can be arranged at double normal tariff.
POLICE/FIRE/AMBULANCE: Police: tel. 21141; Ambulance: 36220 and 24687; Fire: 21212.
TELEPHONES: On board connection is only made for naval vessels.
SHORE LEAVE: Allowed, provided crew members in possession of identification cards,
AUTHORITY: Administraction de los Puertos Parana Medio, Tel. 41732. Telex 048–849.

VILLA CONSTITUCION: 33.15 S. 60.17 W.

Situated on west bank of Parana River, 197 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
TUGS: Compulsory. Two tugs normally required for berthing and unberthing.
MAX. SIZE: Up to 25 ft. draft depending on river depths.
BERTHING: Railway Coal Dock, two moles with berths for four ships, 23 ft. depth. Embarcaderos: two grain loading berths. Coasting wharf: max. length 430 ft., depth 25 ft. alongside. Terminal Elevator: two berths, 25 ft. alongside.
FRESH WATER: Available at berths using ship's hose.
FUEL: Not available.
MEDICAL: Doctor and hospital facilities available.
CONSULS:

Belgium	Chile	Greece
Brazil	France	Netherlands

Panama, Spain and Uruguay represented by consuls at Rosario.
GENERAL: Refer to "Rosario" for all general information.
AUTHORITY: See "Santa Fe".

ZARATE: 34.09 S. 59.05 W.

Situated on the west bank of Parana River, 150 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
TUGS: Not required.
MAX. SIZE: Up to 26 ft. depending on river depths.
BERTHING: National Wharf: 56 metres long, depth alongside 20 ft. By using fenders alongside vessels can load to 26 ft. Smithfield Wharf: 110 m. long, depth alongside 25 ft. Meat loading and fuel oil discharge.
FRESH WATER: Available at Smithfield Wharf.
FUEL: Not available.
MEDICAL: Doctor and hospital facilities available.
CONSULS: Italy is represented locally. All other consuls at Buenos Aires.
REPAIRS: Small repairs can be effected.
GENERAL: For all general information refer to "Rosario".
AUTHORITY: See "Santa Fe".

Australia

ADELAIDE, S. Aus. (Port Adelaide): 34.51 S. 138.30 E.

PORT LIMITS: The seaward boundaries of the port are: An area embraced by a line drawn to seawards 4 miles from Outer Harbour through the Fairway Beacon and then extended 5 miles North and South returning due East to the coastline.
DOCUMENTS: See "Melbourne".
PILOTAGE: Advance notice 24 hours, telegraphic requests through ship's Agent. VHF channel 16. Call sign "Adel. OH" Pilot launch black hull, white deck house, "Pilot" on each side. Give pilot launch good lee and safe pilot ladder. Pilot boards 1½ miles seaward of Fairway Beacon.
ANCHORAGE: ½ mile West of Fairway Beacon.
RESTRICTIONS: Controlling depth in channel is 30ft. LWOST.

Vessels up to 28 ft. draft require 3 ft. keel clearance; vessels up to 28–30 ft. draft require 3ft. 6 ins. keel clearance; vessels over 30 ft. draft require 4ft. keel clearance.

Night berthing/unberthing subject to Harbour Master's approval.
MAX. SIZE: Inner Harbour – length 575 ft. OA; draft 31 ft., subject to tide. Outer Harbour – length 700 ft. OA; draft 37 ft., subject to tide.
HEALTH: Including Document A in short form. Also see "Melbourne".
RADIO: Adelaide Radio VIA.
TUGS: 4 available. Use tugs wires – charge A$4.
BERTHING: Tug power as required by pilot. Depth at berths 26 ft.–35 ft.
STEVEDORES: No advance ETA required.
RADAR: None available.
MEDICAL: Contact Quarantine Department in ample time.
TANKERS: Vessel carrying inflammable cargoes or not gas-free not navigated during darkness. "Leak free" advice to Harbourmaster to be given through Agent. 500 tons slop discharge facilities. 27 Berths 26 ft.–35 ft. Unauthorised persons not allowed on board.
DENSITY: Slightly denser than sea water; not affected by tide.
FRESH WATER: Through hydrants at 12–15 tons.
FUEL: Fuel oil, thin fuel oil, diesel, gas oil. 48 hours notice required.
DEVELOPMENTS: Channel between Inner and Outer harbour now 9·2 metres ISLW and being widened to a minimum of 150 metres, completion date 1974. On completion, vessels 210 metres OA and 9·8 metres draft will use channel on average neap tide (1·5 metres).

A riverside berth and shore facilities are being constructed in the Inner Harbour for roll-on/roll-off vessels of 180 metres length that will bring steel products from the Eastern states of Australia.

A project for a wharf, crane and large terminal for cellular type container vessels at the Outer Harbour is awaiting Government approval.
GANGWAY/DECK WATCHMEN: Optional except for white spirit tankers. Cost varies according to time of shift.
OPENING/CLOSING HATCHES: Carried out by Crew.
CERTIFICATES:

Last Port Customs clearance.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment.
Light Dues Receipt.
Ship's Articles (British Vessel).

CUSTOMS ALLOWANCES: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco. Limited amounts spirits per man.
CARGO GEAR: Accordance Australian Regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: The following countries are represented:

USA	Japan
Austria	Lebanon
Belgium	Liberia
Denmark	Netherlands
Finland	Norway
France	Peru
Germany	Philippines
Greece	Portugal
Guatemala	Sweden
Italy	

REPAIRS: All repairs possible.
DRY DOCKS: None.
REPATRIATION: Available.
AIRPORT: Adelaide 8 miles, regular airlines.
TIME: GMT plus 9 hours 30 minutes.
HOLIDAYS: Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Adelaide Cup Day (15th May), Eight Hours Day (2nd Mon. October). Restricted holidays, Boxing Day, New Year's Day.
TELEPHONE NUMBERS: Port Adelaide Police 475466, Ambulance (Wharf) 461616, Fire Brigade 471515.
Note $12 connection fee plus cost of calls.
SERVICES: Garbage disposal, cleaning out and fitting out and compass adjusting.
AUTHORITY: Dept. of Marine and Harbors, Box 679E, GPO. Adelaide, SA 5001. Telephone 51–1471.

Port Adelaide Office, Box 19, PO. Port Adelaide, SA 5015. Telephone 475811.

AGENT: James Patrick & Co. Pty Ltd., POB 107. 15 Divett Street, Port Adelaide SA 5051. Tel. 47–4655. Telex 82624. Cables: "Rikpat Adelaide".

ALBANY, W.A.: 35.2S. 117.53 E.

PORT LIMITS: All the waters of King George Sound and Princess Royal Harbour Westward of a line drawn from Herald Point to Bald Head.
DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilot boards vessels about 1 mile east of Mistaken Island.
ANCHORAGE: 1½ miles East of Possession Point (or in Frenchman's Bay if going to Whaling Station or for shelter).
RESTRICTIONS: The entrance channel from King George Sound to Princess Royal Harbour has a width of 1,800 ft., land to land, the navigable channel therein being 500 ft. wide, with a depth of 33ft. LWOST. Depth of swinging basin in the harbour is 33ft. and vessels with a draft of 31ft. can work the port. Vessels can be berthed day or night.
HEALTH: Inform Port Quarantine Office 12 hours before ETA. Also see "Melbourne".
VHF: Limited VHF, channels 6 and 16.
TUGS: Motor tug available, bollard pull approx. 10 tons.
BERTHING: Four jetty berths (no fendering system on No. 4). Largest 800 ft. North side of harbour 3 berths, total length 1996 ft., depth 33 ft.–36 ft.
FRESH WATER: Available all wharves. Rate 60–80 tons/hour.
STEVEDORES: No ETA required. Private companies.
FUEL: Bunkers available all berths, also Lt. Diesel.
CERTIFICATES:
Last Port Customs Clearance.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Light Dues Receipt.
Ship's Articles (British Vessel).
CUSTOMS ALLOWANCE: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco. Limited amounts spirits per man.
IDENTIFICATION CARDS: See "Melbourne".
TIME: GMT plus 8 hours.
HOLIDAYS: Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Labour Day (1st Monday in March). Restricted holidays, Boxing Day, New Year's Day.
CARGO GEAR: See "Melbourne".
AUTHORITY: Albany Port Authority. PO Box 175, Albany, WA 6330.

AGENT: James Patrick & Co. Pty Ltd., Box 525 PO, Albany, Western Australia. Cables "Rikpat". Tel. 413538.

ARDROSSAN, S.A.: 34.26 S. 137.55 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Not compulsory but available and recommended.
RESTRICTIONS: Max. size 20,000 deadweight for berthing and loading.
BERTHING: BHP Jetty length 3,055 ft. berth length 800 ft. at "T" head with 6 dolphins. Depth 27 ft. LW. Belt conveyor system. Fixed chute from conveyor system necessitates vessel warping along quay head during loading. Loading rates: dolomites 8/900 tons per hour; wheat 350 tons per hour; barley 340 tons per hour; salt maximum 600 tons per hour.
TIDE: Average rise and fall 6–8 ft., max. 10 ft. at spring tides.
GRAIN: Vessels loading bulk grain must be fitted out and passed by Navigation Dept. prior to arrival. Surveyors will attend vessel during loading.
VHF/TUGS/FUEL: None:
STEVEDORING: Arranged with private companies.
FRESH WATER: Limited quantities only. Delivery rate about 7 tons per hour.
AUTHORITY: The Broken Hill Pty Co. Ltd. PO Box 21, Whyalla, SA 5600.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

BALLAST HEAD, Kangaroo Is.: 35.45 S. 137.48 E.

In Eastern Cove, Kangaroo Island. Small private bulk loading installation from which charter vessels load gypsum for shipment to factories in Eastern Australian states. No facilities for discharging cargo and no Customs, health or other government departments' facilities available.
DOCUMENTATION: For vessels chartered to carry gypsum to Eastern Australian ports, Bills of Lading prepared on completion of loading.
PILOTAGE: No Pilots resident at Ballast Head but pilotage can be arranged through Harbour Master, Port Adelaide if required.
ANCHORAGE: Sea approach is unobstructed, with deep water anchorage and turning basin of Eastern Cove, three miles wide and extending ½ mile South of berth. Minimum depth about 35 ft. Sand bars exist immediately South of berth but well inside line of dolphins.
RESTRICTIONS: Vessels may proceed to anchorage at any time, but can berth only during daylight hours. Loaded vessels can leave berth or anchorage at any time without concern for tide conditions.
HEALTH: Pratique must be obtained at Port Adelaide.
BERTH: The berth consists of a line of eight dolphins running North/South, 600 ft. overall length forming a T-head jetty with loading conveyor gantry. Depth of water alongside 26 ft. LWOST. Berthing signals by radio instruction or mast head.
MAX. SIZE: Jetty can accommodate vessels up to about 7,000 tons dwt. Maximum length 400 ft. Maximum breadth 55 ft. Ships must exercise extreme care in berthing to avoid damage to dolphins or head frame.
LOADING FACILITY: Loading equipment consists of conveyor system to fixed loading gantry supporting luffing boom conveyor. Discharge from boom conveyor feeds to gimbal-mounted chute that can be pivoted mechanically in any direction up to 20° off vertical to trim to square of hatch. Boom conveyor operates only in horizontal position and loading chute does not telescope. Fixed loading gantry situated at centre of line of berthing dolphins. Maximum workable distance from wharf edge to centre line of loading unit – 26 ft. Distance from low water level to outlet end of loading chute in loading position – 19 ft. 3 in. Maximum handling rate of rock gypsum on conveyor system, 870 tons per hour.
RADIO: Ship–shore VHF radio. Call sign "Ballast Harbour". Frequencies, 150·80 mgc/s for distress and calling; 156·60 mgc/s for working.
ARRIVAL ADVICE: At least 4 hours notice of ETA is required to S.A. Gypsum Adelaide Office, tel. 45.4751 or after hours, Adelaide 56.5606 or Kingscote 2.2287.
MEDICAL: Doctor available at Kingscote, 25 miles distant. Hospital also at Kingscote.
FRESH WATER: None available
FUEL: No facilities available.
GANGWAY/DECK WATCHMEN: None required.
OPENING/CLOSING HATCHES: Carried out by crew.
CONSULS/REPAIRS/DRYDOCKS/REPATRIATION: No facilities available.
AIRPORT: Local airport approximately 20 miles distant. Regular air service to Adelaide – at least one flight daily.
TIME: Nine and a half hours in advance of GMT – permanent.
HOLIDAYS: Loading carried out on any day but at least 24 hours notice of ETA required for loading on public holidays.
POLICE/AMBULANCE/FIRE: Police station, Kingscote 2.2018; Ambulance, Kingscote 2.2037 or 2.2028; Fire, Kingscote 2.2200.
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES: None available.
DELAYS: Berth accommodates only one vessel at a time, but once berthed the loading continues without break until completion except for the time taken to shift ship from hatch to hatch and check draft.
AUTHORITY: S.A. Gypsum, Division of the Colonial Sugar Refining Co. Ltd., PO Box 58, Rosewater East, Sth. Aust. 5013. Tel. 45.4751.

BARROW ISLAND, W. Aust.: 20.49 S. 115.33 E.

DOCUMENTS: Refer to "Melbourne".
TERMINAL OPERATOR: West Australian Petroleum Pty Limited
LOCATION: The Barrow Island Tanker Terminal is a crude oil loading installation located on the east side of Barrow Island, Western Australia. The tanker moorings are located approximately 32,400 ft. offshore at latitude 20° 48′ 52″ South, longitude 115° 33′ 04″ East.
PILOTAGE: A terminal Mooring Master will meet and board tankers bound for the Island Tanker Terminal in approx. position tanks (conspc.) bearing 300° and two miles off the moorings. Tankers waiting to berth, etc., are requested to anchor in this position.
RESTRICTIONS: Vessels equipped with adequate searchlights may be berthed during the hours of darkness. Two × 12 in. reflector diameter searchlights, one fitted to each port and starboard wing of the bridge in such a manner as to provide a wide scanning range, are considered adequate. Tankers not fitted with searchlights, may berth in daylight hours only.

Slack water at the terminal moorings occurs approximately two hours after HW and LW at springs and 1½ hours after HW and LW at neaps. The direction of the flow is approximately 245° flood tide and 065° ebb tide, and attains a rate of approximately one knot at springs.
MAX. SIZE: The minimum depth of water in the berth is 46 ft. and an under keel clearance of 5 ft. is required. Tankers exceeding the following dimensions cannot be accommodated at the sea berth:
Deadweight tonnage (loaded): 70,000 tons
Overall length: 820 ft.
Moulded depth: 58 ft.
Draft: 41 ft. plus height of tide above Chart Datum.
HEALTH: Tankers arriving from foreign ports must make prior arrangements for quarantine and customs clearance through their Agents. Port Hedland, Western Australia, is the nearest port where customs and quarantine clearances can be obtained.
RADIO: All tankers proceeding to the Barrow Island Terminal shall notify the West Australian Petroleum's Perth Office, tel. 25–0181 or cable address "Wapet Perth", their estimated time of arrival, not less than ninety-six hours before arrival amending or confirming this ETA at intervals of forty-eight and twenty-four hours prior to arrival. A final ETA is to be confirmed twelve hours before arrival at Barrow Island. Failure to comply with the above procedure may result in a Berthing Master not being available on the tanker's arrival. Quantity and condition of ballast on board should be advised in original ETA message.

During normal daylight working hours, the Company's Marine Superintendent, Barrow Island, can be contacted by means of the International Maritime VHF radio-telephone. Frequencies in use are:
Channel 16: 156·8 Mc/s safety and calling
Channel 12: 156·6 Mc/s terminal operations; ship/shore
Call sign: "Barrow Island"

Channels 6 & 14 are also fitted.

At times other than normal working hours, contact may be made by pre-arranged scheduling. In all events tankers are required to tune their VHF sets to Channel 16 when within 100 miles of Barrow Island.

MOORING: Vessel berths at a seven-point conventional buoy mooring. Tankers must have at least one set of mooring bitts on the port and starboard sides at the after end of the main deck and a minimum of four sets of mooring bitts on the poop deck to which mooring lines and/or wires can be hove tight and made fast. Self-tensioning winches will not be accepted in lieu.

Both bow anchors are required to have a minimum of ten shackles of chain. All anchors and chains are to comply with the requirements of a Classification Society recognised by the Australian Department of Shipping and Transport.

Tankers should have sufficient mooring ropes and/or wire so that single or doubled up, they have a total breaking strain of 80 tons to each of the six mooring buoys. Six such lines or combinations not less than 120 fms in length are required.

Permanent 5-in. circumference wires are fitted to No. 1, 2, 3, 4, and 6 mooring buoys. These wires are provided to supplement the tanker's own lines relative to the prevailing weather conditions at the time. These wires are fitted with 110/200 ft. of 3⅛in. wire and 4½in. ×100 ft. Terylene messengers. A good ship's rope messenger is required to bring the 4½in Terylene messenger to the tanker's winch drum.

HOSES: The tanker's derrick must be capable of lifting the 5-ton submarine hose on the starboard side.

The sea line delivering the oil is 20 in. OD × ⅜in. steel pipe with a 3 in. thick concrete external coating. The line is terminated with 200 ft. of flexible submarine loading hose consisting of 150 ft. of 16 in. and 50 ft. of 12 in. hose. The sea end of the 20 in. pipeline is marked with a white spar buoy, and the pick-up end of the flexible hose is marked with a white cone buoy.

The submarine line is left full of crude oil between tanker arrivals. After picking up and connecting the hose, the system will be pressurised to about 25 psi. After the hose has been hoisted and secured at the ship's rail, the blank flange on the end of the hose assembly is removed and the hose connected to the tanker's manifold by the deck hose and the adaptor spool assembly previously delivered to the tanker by the mooring launch.

The tanker should furnish necessary personnel to perform all work involved in the connecting and disconnecting of the cargo hose. During these operations a senior officer must be present to approve the hose connections and supervise the tanker's crew members in this work.

25 ft. × 10 in. and 18 ft. × 10 in. deck hoses and 14 in. to 12 in. and 12 in. to 10 in. reducers are available.

All flanges are U.S.A., Standard. An adaptor from 10 in. diameter U.S.A.S. (flange pitch circle diameter 14¼ in.) to 10 in. diameter British Standard (flange pitch circle diameter 15 in.) is available.

BALLAST: There are facilities for receiving ballast from vessels loading at Barrow Island. Tankers are required to arrive ballasted to at least one-quarter of their deadweight. Owing to the time factor involved in pumping dirty ballast ashore, it is recommended that tankers arrive with clean ballast and preferably deballast concurrently with loading. However, if required, ballast on arriving tankers may be pumped to shore using ship's pumps through the 20-in. submarine line then through a 12-in. deballasting line to the ballast receiving pond. The following deballasting procedure is used at the Terminal:

After the hose has been connected, at least one-third of the cargo must be loaded before deballasting. Part of this oil is to be used to displace ballast from the submarine line after all the ballast aboard the tanker is pumped to shore. The line displacement of the 20 in. loading line is approximately 12,250 barrels (1,650 tons).

It is necessary to load at least one-third of the cargo before deballasting operations begin in order to keep the ship in as heavy a condition as possible and thereby minimise the effects of sudden changes in sea and weather conditions.

When the preceding operation is complete, deballasting operations start. When the oil-water interface is detected onshore, the stream is diverted from the crude oil storage tanks to the ballast receiving pond. Pumping of the ballast continues until all ballast is discharged from the ship.

At this time, the Barrow Island crude oil previously loaded is pumped into the line in order to displace all ballast from the submarine pipe-line.

When the water–oil interface is detected ashore, the stream is then diverted to the shore tanks and the ship's pumps are requested to be stopped. During the displacement operations, pumping rates should be kept as high as possible to keep line contents in a turbulent condition in order to sweep the line as clean of water as possible.

LOADING: CAUTION – Whilst loading, the flow of oil from the shore pumping station via the submarine pipe-line is not to be shut off by closing ship's valves or the pipe-line valve without prior approval of the Mooring Master. At least one tank is to be fully open to the inflow of oil from the submarine pipe-line at all times, and in order to reduce back pressure as many tanks as possible should be open during loading. In all events, the back pressure at the ship's rail is not to exceed 100 psi.

The loading pumps are rated to deliver a maximum of 17,000 bbls. per hour of crude oil to tankers with a nominal pressure of 50 psig at the ship's side.

Barrow Island crude oil has an approximate API gravity range of 35·5 to 37·1 and an approximate temperature range of 74°F to 98°F.

The Mooring Master is to be advised when 200 tons is required to complete loading so that pump motors can be eased down slowly, and again at 50 tons when the pumps will be stopped and loading completed by gravity. On completion of loading, the manifold valve is to be closed slowly to minimise the surge of oil in the pipeline and the consequent quick build up of back pressure.

Portable radios are supplied for communication between tankers and the Terminal. To minimize the possibility of a dangerous position arising due to an undetected radio failure, tankers are required to keep an hourly test call schedule with the Terminal at which time they should advise the Terminal of the rail pressure.

MEDICAL: No facilities at the Tanker Terminal.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No facilities available.

CONSULS: None at Barrow Island.

TELEPHONE: No service available.

REPATRIATION: Ships' crews cannot be accommodated ashore on the Island.

GENERAL: Notice of readiness is accepted:

(a) *Where the Marine Terminal is available;* when the vessel is all fast in the berth, i.e. all lines secured to the buoys and preventers made fast.

(b) *Where the berth is not available:* 6 hours after the vessel drops anchor at a nearby anchorage. Laytime ceases for the period of time taken for the vessel to move from the anchorage and is resumed when the vessel is all fast at the berth.

(c) *Where a vessel with inadequate lights arrives at night;* 6 hours after daybreak following arrival or when the vessel is all fast at the berth – whichever occurs first.

Tankers are required to victual and provide sleeping accommodation for the Mooring Master and Operator and to victual only, the three-man launch crew.

AGENT: Sub-agent of James Patrick & Company, Fremantle.

BOTANY BAY: N.S.W.: 34.00 S. 151.14 E.

DOCUMENTS:

2 Crew Lists (Form M. & S. II).
Stores List (Form 42 A).
Personal Effects List (Form 5).
2 copies Health Report (Form A Q360).
3 copies Ports of Call List (Form C & E 886).

If vessel has an animal aboard as ship's pet, Master will also be required to complete Forms QA 4 and QA 5.

PILOTAGE: Compulsory. Ordered by Agent basis Master's ETA. Pilot boards outside Botany Bay heads. Vessels waiting for Pilot not to proceed West of 151.15 E. Pilot can be contacted by VHF Channels 16, 12 and 14.

ANCHORAGE: Inside Heads for vessels up to 31 ft. draft. In bad weather vessels should not anchor but put to sea.

RESTRICTIONS: Vessels not berthed after sunset. Mooring normally effected two hours before HW.

RADIO: Sydney Radio. VHF to Harbour Control, Sydney. Also see "Sydney – VHF".

MAX. SIZE:

Kurnell No. 1 Length 600 ft. Draft 32 ft.
,, 2 ,, 650 ft. ,, 35 ft.
,, 3 ,, 780 ft. ,, 38 ft.

SBM Terminal, up to 32 ft. draft.

TUGS: 24 hours notice required. Tugs join vessel at sea buoy. Ship's lines used.

BERTHING: *Kurnell Jetty:* Operators: Australian Oil Refining Pty. Ltd. Finger pier with 2 berths; No. 1 – Eastside No. 2 – Westside. Vessels held 5–10 ft. off wharf face by 10 in. ship's lines to breasting off buoys situated fore and aft about 700 ft. from pier. Crude 1×26 in. 1×18 in. lines – 8 in. hoses. Fuel 1×24 in. 1×12 in. lines – 8 in. hoses. White 6 in. – 16 in. Bunkers and FW ex-wharf. Slop facilities up to 8,200 tons (1,000 t.p.h.)

Kurnell No. 3 Berth: Operators: Australian Oil Refining Pty. Ltd., also used by "Boral". Vessel moors using both anchors frd. and ropes to 5 buoys in semi-circle (astern). Hoses connected midships – 1×16 in. or 2×8 in. to 16 in. submarine line (crude). Bunkers, fuel and diesel. FW 70 t.p.h. ex-pipe-line.

"Boral" mooring: Operators: Bitumen and Oil Refineries (Australia) Ltd. Vessels moor using both anchors and ropes to 4 buoys situated stbd. quarter, stern, port quarter, port bow. Midships hose connection. Crude: 1×12 in. 600 t.p.h. No bunkers. Fuel: 1×8 in. 190 t.p.h. FW ex-tug (100 tons each lift).

"Total" mooring: Operators: Total Oil Products (Australia) Ltd. Details as for Boral. White products: 1×10 in. line and hose, 200–600 t.p.h. No bunkers. FW ex-tug (100 tons each lift).

SBM Terminal; a single buoy mooring berth for tankers up to 80,000 dwt. located just inside Bay entrance.

DENSITY: 1025.

FRESH WATER: Hose at jetty. Pipeline from Kurnell No. 3 privately owned by A.O.R. Ltd.

FUEL: Marine Fuel and Diesel Oil. No barging available, deliveries by pipeline only.

FIRE PRECAUTIONS: Normal restrictions.

GANGWAY/DECK WATCHMEN: None available.

IDENTIFICATION CARDS: See "Melbourne".

DEVELOPMENTS: Work commenced on development of Botany Bay as an ancillary port of Sydney. First stage includes dredging entrance to 70 ft. depth, and building an armoured embankment to reduce wave effect in the Bay.

REPAIRS: Most repairs. Ships not allowed to be immobilised.

DRY DOCKS: Nil.

AIR PORT: 10 miles – regular airlines.
TIME: GMT plus 10 hours.
HOLIDAYS: Cargo worked all days.
POLICE/AMBULANCE/FIRE: Tel. 2222.
TELEPHONES: At Wharf and Kurnell No. 3. AOR Ltd.
SERVICES: Compass adjusting only.
DELAYS: Normal only.
AUTHORITY: Maritime Services Board of NSW, Box 32 GPO, Sydney, NSW 2001.

AGENT: James Patrick & Co. Pty Ltd., Head Office, Box 3918 GPO, Sydney, NSW 2001.

BOWEN, Queensland: 20.01 S. 148.15 E.

PORT LIMITS: The Port of Bowen limits is an area comprised within a line commencing at Cape Edgecumbe and proceeding thence to Cape Gloucester.
DOCUMENTS: See "Melbourne".
PILOTAGE: Vessels requiring a Pilot should radio Agent giving sufficient advance notice. No VHF communication presently available. Pilot boarding ground is 1 mile outside Fairway Buoy, a distance of 4 miles from the port. Pilot requires ladder, rigged 5 ft. above the water, man-ropes rigged and heaving line ready.
RESTRICTIONS: Vessels will not be berthed at night. It is necessary for vessels to be at pilot boarding ground one hour before sunset. Vessels should have at least 1 ft. keel clearance in the swinging basin.
Depths available: South Entrance Channel 22 ft. LWOST;
North Entrance Channel 12 ft. LWOST;
Swinging Basin 20 ft. LWOST.
Vessel may sail at night.
MAX. SIZE: Length about 540 ft. overall. Berth depth from 24 ft. to 30 ft. LWOST.
HEALTH: See "Melbourne".
RADIO: Vessels arriving from the North use Townsville Radio. Vessels from the South use Sydney and Brisbane radio stations.
TUGS: Tug available for berthing and departure. Motor launch used to run lines to berth.
BERTHING: Normally carried out at high water.
SPECIALISED CARGO-HANDLING FACILITIES: Berth No. 3 is specially equipped for the handling of the export of bulk cargoes (coal, ore, grain, mineral, sands, etc.) by a ship loader equipped with telescopic chute and jet slinger feed by a belt conveyor for stockpile areas.
STEVEDORES: Ordered by Agent. Port quota is 55 men which allows 3 gangs. Loading rates: coal 600 tons per hour; bulk tallow 60 tons per hour; frozen meat 7 tons per gang/hour; hides 8 tons per gang/hour; bagged bone meal 11 tons per gang/hour.
A ship loader with loading belt conveyor, telescopic chute, and jet slinger, with loading capacity of 700 tons per hour, can handle coal, minerals and maize.
MEDICAL: Hospital facilities available. No advance notice required.
DENSITY: Average density at berths 1025 to 1027.
FRESH WATER: Available at all berths up to 50,000 gallons an hour.
FUEL: Oil bunkers not available but small quantities can be obtained from Townsville by road or rail tankers.
GANGWAY/DECK WATCHMEN: Watchmen available, but not compulsory.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
REPAIRS: Small jobs can be attended to. No engineering works available.
DEVELOPMENTS: A five-year development plan includes improvement of coal export facilities, and building a single buoy mooring terminal for bulk liquid carriers.
Plans call for the port to be dredged to 70 ft. for VLCCs in the future.
AIRPORT: 3 miles away with connecting services to major Australian airports.
HOLIDAYS: Christmas Day, Good Friday, Labour Day, and Picnic Day; no work performed on these days.
POLICE/AMBULANCE/FIRE: Police, tel. 20; Ambulance, tel 211; Fire Brigade, tel 5.
TELEPHONES: Ship-board telephones can be rented.
AUTHORITY: Bowen Harbour Board, POB 78, Bowen, North Queensland 4805. Tel. 66.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

BRISBANE, Queensland (including Fisherman's Island, Hamilton, Pinkenba): 27.27 S. 153.04 E.

PORT LIMITS: A vessel is considered an "arrived vessel" when it is at the pilot boarding grounds off Caloundra.
DOCUMENTS: See "Melbourne".
PILOTAGE: Notify Agent approximately one week in advance. Confirm ETA to Duty Harbour Master 24 hours before arrival at pilotage ground. Master of vessel to radio ETA pilot boarding ground 8 hours before arrival. Messages should be addressed: Shipserv Caloundra Signal Station.
Contact Caloundra Signal Station by VHF Channel 16 when within range. Pilot boards 3 to 6 miles S.E. of Cartwright Point. Pilot vessel white hull with words PILOTS in black letters. Orange superstructure. Place ladder about 6 ft. from water.
Pilot ground is 42 miles from entrance to river. River then navigable to ocean-going vessels for 14 miles from the mouth.
Same Pilot remains to berth vessel. Pilotage time about 5 hours.
APPROACHES: Good navigation conditions in Moreton Bay except in exceptionally heavy weather in North-west channel. Minimum depth in North-west and East channels 39 ft., in Bar Cutting 36 ft., in Swinging Basin at Luggage Point 38 ft., and to Bulimba Point 28 ft. (all LWOST). Dredged channels in Moreton Bay minimum 1,000 ft. width. River Cuttings 400 ft. width except cutting between entrance beacons and middle beacons of Bar Cutting, which 500 ft. width.
In Moreton Bay and Brisbane River the mean spring rise is 6 ft. 7 in. above LWST and mean neap rise is 5 ft. above LWST. The lowest neap tide 4 ft. above LWST and maximum spring tide 8 ft. above LWST. The visibility generally good except in cyclonic weather when heavy rain.
RESTRICTIONS: Berthing times dependent on vessel's draft in relation to state of tide.
MAX. SIZE: Length 810 ft. (special provision made for larger vessels, especially when light draft condition preparing entering Graving Dock). Moulded breadth 105 ft., draft at HWOST for tankers 40 ft.; for cargo vessels 32 ft. No limit on height at present – see "Bridges".
HEALTH: See "Melbourne". Doctor boards at river entrance or at berth. Available 24 hours per day.
RADIO: Most traffic channelled through VIB, coastal radio station Brisbane. VHF Channel 16, 156600 kc/s and 156800 kc/s.
RADAR: Continual watch kept at Caloundra Head, and Lytton Hill Signal Station.
TUGS: Seven tugs available up to 1620 h.p. Tugs are privately owned and service is compulsory for small vessels. Tugs join vessel off the berth. Line boats available.

BERTHING:

Berth		*Length*	*Depth LWOST*
South Brisbane Reach			
John Burke Ltd	*a.*	198 ft.	19 ft.
	b.	730 ft.	24 ft.
Town Reach			
MacDonald Hamilton Wharves	*a.*	460 ft.	16 ft.
	b.	386 ft.	19 ft. 6 in.
	c.	945 ft.	21 ft.
Patrick's Wharf	No. 1 & 2	384 ft.	24 ft.
	No. 3	350 ft.	25 ft.
	No. 4	460 ft.	24 ft.
Brisbane Central	*a.*	646 ft.	25 ft. 6 in.
	b.	578 ft.	24 ft.
Bulimba Reach			
Capricorn Wharf	No. 1	550 ft.	30 ft. 6 in.
	No. 2	540 ft.	30 ft. 6 in.
	No. 3	680 ft.	28 ft.
	No. 4	450 ft.	30 ft.
Mercantile Wharf	*a.*	535 ft.	30 ft.
	b.	535 ft.	28 ft.
Newstead Wharf	No. 1	470 ft.	28 ft.
	No. 2	620 ft.	30 ft.
	No. 3	360 ft.	28 ft.
Hamilton Reach			
Brett's Wharf (3 berths)		1,415 ft.	28 ft.
Cold Stores Wharf		781 ft.	30 ft.
Hamilton Wharves No. 1, 2, & 3		1,800 ft.	30 ft.
	No. 4	700 ft.	31 ft.
Cairncross Dock		1,300 ft.	30 ft.
Broken Hill Wharves	No. 1	550 ft.	30 ft.
	No. 2 & 3	825 ft.	30 ft.
Messagerie Wharf		602 ft.	30 ft.
Quarries Reach			
Abattoir Wharf		460 ft.	21 ft.
Borthwick's Wharf		412 ft.	28 ft.
Pinkenbar Wheat Wharf	No. 1	500 ft.	31 ft.
	No. 2	550 ft.	32 ft.
Shirley's Wharf		402 ft.	32 ft.
Austral-Pacific Fertilisers Wharf		500 ft.	24 ft.

BULK LOADING FACILITIES: Hamilton Wharf Berth No. 4; gross handling rate for loader is 700 tons per hour. Moveable conveyor system services 360 ft. of wharf.
Pinkenba Wheat Wharf; two belt conveyors serving seven loading spouts of which four can be used simultaneously. Nominal handling rate per hour is 800 tons, increasing to 1600 tons.
TANKERS: Two refineries at mouth of Brisbane River. Gas-freeing facilities not available, but chemist available to issue Gas-free Certificate. There are slop discharge facilities at both refineries.
Amoco Bulwer Island Refinery: on North bank, oil bunkering and export berth, 800 ft. length, 30 ft. depth LWOST.
Amoco Luggage Point Wharf: on North bank, crude import berth can accommodate vessels up to 770 ft. length. Berth length 900 ft. depth 40 ft. LWOST.
Ampol Refinery Wharf: on South bank, berth length 550 ft., depth 32 ft. LWOST. At Fisherman's Island, up to 40 ft. draft.
Phillips Refinery Wharf: can accommodate tankers up to 550 ft. length, depth alongside 30 ft. LWOST.
Shell Wharf: on North bank. Berth length 775 ft., depth 31 ft. LWOST.
Mobil Wharf Colmslie: on South bank, berth length 800 ft., depth 21 ft. LWOST.

BRIDGES: None at present, but one being considered lower reaches of river restricting height to 151 ft.
STEVEDORES: Ample labour available for all cargo working except rush periods.
Normal capacity per gang per shift: 60 tons break bulk; 75 tons palletised cargo.
DENSITY: 63·6 lb. per cubic foot.
FRESH WATER: From mains 90 psi. 180 tons per hour at all berths.
FUEL: Oil bunkering available at all oil wharves. Also by road tanker at cargo berths. Distillate, diesel fuel or fuel oil. Largest bunkering barge is 1,400 tons for fuel oil.
DEVELOPMENTS: Queensland's Harbour & Marine Department has announced plans for deepening the channels in the Brisbane River to allow vessels drawing 33 ft. to use the container facilities at Hamilton. Additionally, the Cairncross Graving Dock, which is capable of handling bulk carriers of 60,000 tons, is to improve facilities to provide a 1,000 ft. fitting-out berth; new cranes of 30 and 60 tons capacity and new service installation for power, water and air.
GANGWAY/DECK WATCHMEN: Normally by crew, but can be hired.
OPENING/CLOSING HATCHES: Performed by stevedores/crew.
CUSTOMS ALLOWANCES: See "Melbourne".
CARGO GEAR: Heavy lift facilities up to 40 tons available certain wharves. Also see "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
REPAIRS: All major repairs undertaken, including main propulsion diesel engines, steam turbines, boilers, reduction gearing servicing, propellers, tailshafts, stern bearings, all engine-room repairs, deck gear, radar, radio and sonar equipment, fitting-out berths.
DRY DOCKS: Largest vessel handled, 741 ft. 6 in. long; 104 ft. 3 in. breadth; 55 ft. 9 in. moulded depth; 40 ft. 9 in. draft; 33,773 tons grt. and 54,000 tons dwt. All major facilities available.
TIME: GMT plus 10 hours.
HOLIDAYS: New Year's Day; W.W.F. Picnic Day; 31st January—Australia Day; 13th March— Labour Day; Good Friday; Easter Monday; 25th April—Anzac Day; 12th June—Queen's Birthday; Melbourne Cup Day; Christmas Day; Boxing Day.
Close Holidays—Christmas Day, Good Friday, Anzac Day, Labour Day, WWF Picnic Day (No labour available these days).
POLICE/AMBULANCE/FIRE: Tel.: 000 and ask for service required.
TELEPHONES: At most wharves. Can be connected on board.
AUTHORITY: Department of Harbours and Marine, Box 2195 G.P.O., Brisbane, Queensland 4000.

AGENT: James Patrick & Co. Pty. Ltd., Box 1460 T, G.P.O., Brisbane, Queensland 4001. Cables "Rikpat". Tel.: 31–1871. Telex 40260. After hours tel.: 78–1998.

BROOME, W.A.: 17.59 S. 122.14 E.

PORT LIMITS: All that piece of water enclosed in an East and West line drawn through Station Hill; a North and South line drawn through Fall Point; and an East and West line drawn 3 miles to South of Entrance Point and including the whole extent of Dampier Creek.
CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: No resident Pilot. Inform Harbour & Light Dept. Fremantle ETA 2 weeks in advance. Pilot boards approximately 292 degrees (T) distant 4½ miles from Gantheaume Point.
RESTRICTIONS: Channel between Channel Rock and Middle Bank dredged to 17 ft. LWOST. Vs. more than 15 ft. draft restricted to height of tide for arrival/departure. HWOST 27·5 ft. HWONT 17·2 ft.
MAX. SIZE. Draft 31 ft.
VHF: Limited facilities channels 6 and 16.
BERTHING: 2 berths. Outer berth max. length 612 ft., 32 ft. LWOST. Inner berth 28 ft. LWOST.
STEVEDORES: 3 gangs working 8 a.m.–midnight.
CARGO GEAR: See "Melbourne".
TUGS: None.
FRESH WATER: Up to 100 tons available. Rate 10 tons/hour.
FUEL: Both diesel and furnace oil available, provide prior notice given to BP Agents.
REPAIRS: Not available.
TIME: GMT plus 8 hours.
GENERAL: Tides: Both ebb and flood in direction of line of jetty. Tide has apparent ebb period of 8 hours, flood 4 hours. Slack water 2½ hours prior HW and LW. "State of Tide" signals ebb, flood, or slack, at masthead. At night red, green or white light – by day black ball, cone, or square. Signals indicate tide at jetty not in channel.
AUTHORITY: Harbour & Light Dept., 1 Cliff Street, Fremantle, WA 6160.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

BUNBURY, W.A.: 33.19 S. 115.38 E.

CERTIFICATES/DOCUMENTS:
Number of Crew Lists, 2 official (forms M & S 11 and 2 flimsy copies).
Passenger Lists, 5.
Customs Documents: Last port clearance.
Form 42A Ship's Stores consumed in Australia.
Form 5 Manifest of Crew's Possessions.
Loading Ports List.
Ship's Master's Bond.
Approved Identification Documents of all crew.
Commonwealth Light Dues Receipt.
State Tonnage Dues Receipt.
Health Documents, Smallpox Certificates and other forms handed to Master by Quarantine Doctor.
Manifests, 3.
Bills of Lading, 2.
PILOTAGE: Radio Harbour Master, Bunbury 24 hours and 4 hours notice. VHF Channel 16 – Pilot boat and tug. Base set not manned continuously but pilot boat may be contacted 1 hour before arrival. Pilot boat painted white with black rubbing strip, black gunwhale, centre house with orange top. Word "Pilot" painted on sides. Pilot boards 1½–2 miles from breakwater. Boarding area is with North Shore leads in line bearing 160°–340° and 1 mile from Breakwater Light seawards – no alternative area. Anchorage – main lighthouse bearing 195° distance 1½–2 miles.
ANCHORAGE: Depth 7 to 9 fathoms. Anchoring not advised in stormy weather; safer to steam off shore.
RESTRICTIONS: 24 hour port but entry not generally carried out at night.
MAX. SIZE: Maximum length 585 ft., maximum draft 28 ft. 6 in.
HEALTH: Quarantine inspection required if Bunbury is first Australian port. Quarantine inspection for Health Clearance – hours of inspection 6 a.m.–10 p.m. Also see "Melbourne".
RADIO: Perth Radio.
TUGS: Joins adjacent to berth – generally pushed or ship's lines used.
BERTHING: Heavy shore mooring springs used.
BULK CARGO FACILITIES: One ore-loading berth 604 ft. in length. Conveyor system loading at 850 tons per hour.
One grain-loading berth 600 ft. in length. Conveyor system loading at 300 tons per hr.
Other special berths including roll-on/roll-off being planned in new harbour development.
STEVEDORES: Week-days – ETA to be advised by 6 a.m. for labour requirements on that day. Week-ends – ETA required by 6 a.m. Friday.
MEDICAL: Medical attention available at short notice. Hospital facilities available. Smallpox vaccinations and valid certificates required.
TANKERS: One tanker discharge berth – draft 28 ft. 6 in.
DENSITY: 1025 – no relation to tide.
FRESH WATER: Readily available – 17 cents per ton.
FUEL: Furnace oil by pipeline to jetty berths. Marine and light diesel by road and rail car delivery.
DEVELOPMENTS: Work on the Inner Harbour project due to be finished by end 1974. New harbour will have depth of 40 ft. with a 42 ft. depth in approach channel.
An alumina refinery being established at Bunbury where deep water port will facilitate export in vessels up to 45,000 tons.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Preferably by crew.
CUSTOMS ALLOWANCES: Each crew member 200 cigarettes initially and thereafter as required in reasonable quantities. Wine and/or Spirits, open bottles of spirit on arrival not to exceed 1 quart and thereafter as required in reasonable quantities.
CARGO GEAR: Must comply with Australian Loading and Unloading Safety Regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Vice-Consul for Norway,
REPAIRS: Facilities available.
DRY DOCKS: Nil.
REPATRIATION: Facilities available.
AIRPORT: Light aircraft landing strip only.
TIME: GMT plus 8 hours.
HOLIDAYS: Days on which work cannot be performed: Good Friday, Christmas Day, Labor Day, Waterside Workers' Picnic Day, Anzac Day.
POLICE/AMBULANCE/FIRE: Emergency Number Bunbury 000.
TELEPHONES: Telephones placed on board free of charge: Rental $1.50 per week plus calls at cost.
DELAYS: Generally no delays.
AUTHORITY: Bunbury Port Authority, Box 4, Bunbury, WA 6230, Tel. 212107.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

BUNDABERG, Queensland: 24.45 S. 152.24 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Compulsory. Radio not less than 24 hours ETA; VHF channel 16.
Pilot boards one mile outside Fairway Beacon.
PORT LIMITS: The port limits are defined as the waters contained within a radius of 3 miles of South Head (Burnett Heads) Lighthouse, together with all navigable rivers communicating therewith, and the banks and the foreshores thereof.
TUGS: One tug, 7½ ton bollard pull, and one small line launch, 200 h.p., which is also used for pushing, are available, both fitted with VHF and owned by the Harbour Board. Ship's lines or tug's lines are used, and no charge for tug's lines.
SPECIALISED CARGO HANDLING FACILITIES: *Bulk Sugar Berth:* Loading by gantry at 1,000 tons per hour. Ship's crew work vessel along wharf as required during loading.
Bulk Molasses: Loading rate 300–400 tons per hour. No facilities for containers or roll-on/roll-off traffic.

Oil Berth: Facilities for discharge all petroleum products and aqua ammonia and loading molasses.
BERTHING: No. 1 Bulk Sugar Berth 800 ft. long. No. 2 Oil, Molasses, Aqua Ammonia, 790 ft. long.
DEPTHS: (LWOST) Channel 20 ft.; Swinging Basin 20 ft.; Sugar Berth 25 ft.; Oil Berth 25 ft. Keel clearance dependent upon pilot, normally 8 ft.
RESTRICTIONS: Length 580 ft. maximum. Vessels not to pass out through sea reach on ebb. Oil tankers to navigate daylight only.
RADAR/VHF: No radar service. Bundaberg Harbour Board office and craft may be contacted on VHF channel 16.
MEDICAL: Hospital facilities available.
TANKERS: White-oil tankers not handled at night. Ten-inch lines. No slop discharge facilities. Oil tankers, discharge only. Molasses tankers, load only. Depth alongside tanker berth 25 ft. LWOST.
DENSITY: Average density about 1020.
FRESH WATER: Unlimited supplies available, delivered by hose 30 tons per hour. Cost 11 cents per ton.
FUEL: All grades available, 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CARGO GEAR: No additional local regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: None.
REPAIRS: Almost all types of deck and engine repairs possible.
REPATRIATION: Facilities exist.
DEVELOPMENTS: Widening shipping channel to 250 ft. (presently 200 ft.); completion 1973.
AIRPORT: Airport 2 miles from city serviced by regular internal airlines.
TIME: GMT plus 10 hours.
HOLIDAYS: Normal Queensland holidays observed but cargo worked regardless of holidays.
POLICE/AMBULANCE/FIRE: Police Tel. Bundaberg 2211; Ambulance Tel. Bundaberg 2244; Fire Tel. Bundaberg 2233.
TELEPHONES: Telephone connection to be placed at tanker berth.
DELAYS: Vessels normally berth within an hour each side of high water, unless of shallow draft when they may berth at low water. Vessels always sail within an hour of high water on flood tide only. No delays during loading, discharging or bunkering.
AUTHORITY: Harbour Master's Office, Bundaberg, tel. 71–2412 Bundaberg. Harbour Master's Residence, Pilot Station, Burnett Heads, tel. Burnett Heads 206.
AGENT: Sub-agent of James Patrick & Co. Ltd., Brisbane.

BURNIE, Tasmania: 41.03 S. 145.55 E.

PORT LIMITS: Southward of a line drawn from the Eastern Island Breakwater Light, to the Round Hill Lighthouse on the Eastern side of Emu Bay.

APPROACHES: Port situated on Western shore of Emu Bay and easy of access. Bay is two miles wide and one mile deep facing in a Northerly direction. The bottom is sand and clay interspersed with patches of reef and rock, particularly in the South Eastern sector of Bay. Vessels may anchor on main leads in vicinity of pilot boarding ground, but not advisable remain at anchor during strong on-shore winds. Port protected by two breakwaters: the inner, founded at inner end of Blackmans Reef, lies in a 110° direction and is 1,250 ft. long. The other, an island structure 1,600 ft. long and protecting the port from Easterly weather, lies in a 130°/310° direction, with its North West end bearing 045°, 700 ft. from the South-east end of the inner breakwater.
DOCUMENTS: Also see "Melbourne". (Marine Board only): Inward Manifests to be lodged on arrival. Agents supply Manifests and non-negotiable copy Bills of Lading to Customs for checking prior to vessels arrival.
PILOTAGE: Prior advice through local Agents, ETA by radio telegraphy through Melbourne Radio (VIM) or Hobart Radio (VIH) to Marine Board Burnie. Immediate advice VHF Channels 16 and 12.
Pilot launch – 46 ft. white launch with buff cabin, name "Miowera". International signals apply. Boarding area on main harbour leads 210° (T) with Round Hill Pt. Lighthouse bearing 155° (T). Ladder 5 ft. from water, man ropes, no boat rope.
ANCHORAGES: See "Approaches".
RESTRICTIONS: Vessels up to 28 ft. draft, no restriction. Over 28 ft. Draft depending on tide. Maximum length 650 ft. 24-hour service, weather permitting.
MAX. SIZE: (See "Restrictions".) Tankers at Island Breakwater to 36 ft. draft at all states of tide.
HEALTH: Pratique automatic when from other Australian ports. Otherwise notify local Agent. Port doctor boards with Pilot.
RADIO: "Radio Hobart" (VIH).
TUGS: Tug(s) join East of Island breakwater. Usually lashed alongside with tug's lines (no extra charge). When on towing duty, usually ship's line.
BERTHING: Vessels equipped with vegetable fibre ropes or bare spring wires required to use shore springs.
Quayage, Sheds and Depths
Ocean Wharf. On south side of inner breakwater. 1,000 ft. long, 91 ft. wide. Dredged depth 34 ft. for 600 ft. length, shoaling to 25 ft. at inshore end. Stern loading facilities at inshore end.
McGaw Pier. 790 ft. long and 145 ft. wide (added to Emu Pier, the original concrete breakwater). On North side is 700 ft. of effective berthage with dredged depths ranging from 30 ft. for 500 ft. length, shoaling to 12 ft. at inshore end. Apron width is 25 ft. On South side 600 ft. of effective berthage with dredged depths ranging from 27 ft. to 18 ft. at inshore end. One crane of 12 ton capacity, with outreach of 70 ft.
Jones Pier. 150 ft. South of McGraw Pier, is a wooden pile structure 700 ft. long and 100 ft. wide. On North side 500 ft. of effective berthage with dredged depths from 25 ft. to 18 ft. inshore.
Bulk Berth. 900 ft. long with 700 ft. of effective berthage. This berth incorporates a bulk loader with a capacity of up to 1,270 tons per hour. The berth is also suitable for general cargo operations.
Ferry Terminal. Is 270 ft. long and 115 ft. wide. Vessels of up to 650 ft. may berth. The wharf is traversed by a 40 ton portal crane with a 15 ton auxiliary hoist. The crane may be hired when not required for terminal operations. Arrangements for this to be made with the Harbour Master. The stern loading ramp has a width of 28 ft. permitting two lines of traffic. The axle loading of the wharf is 50 tons. The berth is dredged to 31 ft.
New Jones Pier South – berth is 560 ft. long, effective length 850 ft. Apron width to shed 100 ft. Dredged to 31 ft. overall.
BULK CARGO FACILITIES:
Roll on/Roll off facility at Southern Ferry Terminal, and at West end of Ocean Wharf.
Lift on/Lift off facility of 40 tons at Ferry Terminal as above.
Conveyor Loader at bulk berth for export of zinc, lead and copper concentrates to 1,270 tons per hour.
Inward bulk berth and crane at South McGraw Pier.
Sulphuric Acid loading facility at Island Tanker Berth, with rate of 1,000 tons per hour.
STEVEDORES: Labour to be ordered (1) by 1500 for following day (weekdays), (2) by 1300 Friday for Saturday and Sunday, (3) by 1900 Sunday for Monday.
RADAR/VHF: No radar service. Port equipped with VHF, R/T operating International Maritime Bands. Pilot vessel, tug, and other floating plant similarly equipped.
MEDICAL: Notify Agent prior arrival of extra requirements other than pratique. General Hospital ½ mile from port. Current smallpox and cholera revaccinations arranged by prior notice.
TANKERS: Tanker Berth is 278 ft. long and 100 ft. wide, sited on South side of island breakwater. 37 ft. of water in this berth, which will accommodate vessels of up to 650 ft. in length. Diameter of lines are 10 in. No residue discharge facilities. 1 berth, maximum draft 36 ft.
DENSITY: 1,025 to 1,028.
TIDES: Spring Rise, 10·4 ft.; Neap Rise, 9·3 ft.; MTL, 6·2 ft.; HHWS, 13·0 ft.; LLWS, 0·0 ft.
FRESH WATER: All wharves – hose from wharf hydrants. Rate adequate – cost 12c per ton.
FUEL: Diesel and Heavy fuel available from road tankers.
FIRE PRECAUTIONS: Normal. Twenty-four hour ferry service to be maintained to tanker berth.
GANGWAY/DECK WATCHMEN: Watchmen commonly used. Penalty rates apply on weekends and holidays.
OPENING/CLOSING HATCHES: Stevedores will close hatches.
SHIP CERTIFICATES:
Safety Construction.
Safety Equipment.
Safety Radio Telegraphy.
Load Line.
CUSTOMS ALLOWANCE: Tobacco per man on arrival 200 cigs. or 8 oz. tobacco. 120 cigarillos, 40 cigars or 300 biddies every ten days. 40 cigarettes or 1·6 oz. per day per man.
Wine: on arrival part bottle spirits. Every ten days, 2 bottles beer and one bottle wine per day. Every ten days one bottle spirits per man.
CARGO GEAR: Australian Navigation (Loading & Unloading) Regulations apply.
IDENTIFICATION CARDS: Required for Pakistan and Chinese crew only. Also see "Melbourne".
CONSULS: Nil.
REPAIRS: Limited repairs carried out. The Emu Bay Railway Company have a foundry and machine shop.
REPATRIATION: On crew member signing off Agent requires passport, identification card. Agent handles repatriation details and notifies Immigration Department, Hobart, re movements of crew member.
AIRPORT: Daily services: 11 miles distant.
TIME: Local time is Australian Eastern Standard time, i.e. GMT plus 10 hours. Tasmanian Summer Time applies. Dates of operation published in Australian Notices to Mariners.
HOLIDAYS: Cargo work performed on all holidays except Christmas Day, Good Friday, WWF Picnic, Anzac Day, Labour Day.
POLICE/AMBULANCE/FIRE: Police, 31.1444; Ambulance, 31.2111; Fire 31.1155.
TELEPHONES: Telephones are available at all wharves, through Marine Board,
AUTHORITY: The Marine Board of Burnie, PO Box 216, Burnie – 7320 Tasmania, Aust. Tel. 31.3444. No telex. Telegrams: Marine Board Burnie.
AGENT: Sub-Agent of James Patrick and Co. Pty. Ltd., Melbourne.

BUSSELTON, W.A.: 33.38 S. 115.20 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PORT LIMITS: Bounded by lines starting from Quindalup jetty, and extending due North 3 miles; thence to a point 3 miles due North from Lockville Jetty, thence to a point on the shore 20 chains North-eastward from the entrance to Vasse Inlet.
PILOTAGE: No Pilots.
ANCHORAGE: West of jetty in Geographe Bay about ½ mile from jetty. Depth at anchorage 30 ft.

RESTRICTIONS: Max. safe loaded draft 21½ ft. winter (May to September) or 22 ft. summer.
BERTHING: 2 berths. Depths 24 ft. 8 in. and 23 ft.
FUEL/TUGS/REPAIRS: Not available.
FRESH WATER: Available at jetty.
TIME: GMT plus 8 hours.
AUTHORITY: Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

CAIRNS, Queensland: 16.55 S. 145.47 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PORT LIMITS: Commencing at Cape Grafton, thence by a line bearing North (magnetic) two miles, thence by a line bearing North 82° West (magnetic) to Taylor Point, thence by the HW line on the mainland to the point of commencement, including all rivers, creeks and navigable waters within the above limits.
PILOTAGE: Arrangements are made by ship's Agent with the Harbour Master. Location of boarding is outside the Fairway Beacon, 6½ miles from port.
APPROACHES: Through Grafton Passage, which is 21 miles long and 5 miles wide, and free of any encumbrances, and is lighted by a group flashing light on Fitzroy Island which is visible in clear weather for a range of 29 miles.

Channel: 6¼ miles long, 250 ft. wide, 27 ft. LWOST – defined by beacons 600 ft. apart spaced at intervals of approximately 3,000 ft. and 4,000 ft.

After passing through the channel, the inlet widens to 1,500 ft which gives a commodious swing basin for ships of 900 ft. length This inlet runs for five miles, carrying up to 30 ft. of water for at least 2½ miles.
PRATIQUE: Available 24 hours per day, 7 days a week.
RADIO: VHF radio-telephone service is situated at the Wharfingers Office, No. 2 Wharf, and operates a service from 0800 hours to 1700 hours with "out of hours" transmission being every hour, on the hour.

Both the launch and the dredge *Trinity Bay* have VHF and two-way radio.
TUGS: Two tugs are based in the port, and are operated by Australian Towage Services Pty Limited. There are one of bollard pull 7·5 tons, and one with 12 tons bollard pull.
BERTHING: *Depth alongside:*

Nos. 1 to 5	28 ft. LWOST – 10 ft. from wharf face
No. 6	29 ft. LWOST – 10 ft. from wharf face
No. 8	30 ft. LWOST – 10 ft. from wharf face
No. 10	28 ft. LWOST – 10 ft. from wharf face
No. 12	35 ft. LWOST – 10 ft. from wharf face

BULK HANDLING FACILITIES: *Sugar Loading Terminal* at No. 12 Wharf. Boom of loader at horizontal working position 44 ft. 6 in. above HW level, but boom is capable of being lifted to a vertical position. Gross handling rate for loader – 850 tons per hour.

Bulk Molasses Terminal: Total capacity of 18,700 tons with pipeline connection to wharf. Loading rate of 300 tons per hour.

Bulk Tallow Tanks: Rear of No. 6 Wharf. Two tanks, one with a capacity of 300 tons and one with a capacity of 800 tons. Loading rate of 55 to 60 tons per hour.

Container Handling Facilities: There are facilities at No. 6 Wharf for handling containerised and unitised cargoes, including a 25-ton stiff-legged derrick crane and an adequate assembly area adjacent to the wharf.
STEVEDORES: Port quota 80 men.
WATER: Abundant fresh water is available on all wharves. Rate of supply is 70 tons per hour.
FUEL: Oil bunkering facilities are available at No. 10 Wharf. No. 8 Wharf is an alternate oil berth. Nos. 8 and 10 Wharves are connected by pipe-line to adjacent oil tank farm installations.
DRY DOCK: A dry dock, 200 ft. long and 40 ft. wide accommodates vessels up to 190 ft. in length. De-watering rate is 4,000 to 5,000 gallons per minute. Draft of vessels which can be accommodated is equivalent to the height of tide at the particular time.
TELEPHONES: There are 14 plug-in points available to shipping from Nos. 1 to 6 Wharves, and No. 8 Wharf.
AUTHORITY: The Cairns Harbour Board.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

DAMPIER: W.A.: 20.38 S. 116.45 E.

PORT LIMITS: A vessel is considered to be an arrived vessel from the time of crossing the quarantine line, which runs due East from Courtenay Head Lighthouse.
DOCUMENTS: Dampier is a first port of entry and all ships bound for this port are to radio through normal recognised coast stations, addressing their messages "Hamiron Dampier" and prefixing the message "Shipserve".

(*a*) In the case of vessels arriving from overseas:
- (i) 14 days before intended arrival, and estimated time of arrival and whether the port is the first port of call in Australia; and
- (ii) 7 days before intended arrival confirmation or any variation of the advice given in paragraph (i).

(*b*) In the case of all vessels:
- (i) 48 hours before intended arrival the ETA at pilot boarding ground East of Malus Island, and estimated draft forward and aft; and
- (ii) 24 hours before intended arrival, confirmation or any variation of advice given in immediately preceding paragraph (i).

PILOT STATION: The pilot boarding area commences from a position bearing 090° distance 1·5 miles from Courtenay Head Light, thence 195° distance 2·0 miles, thence 090° distance 1·7 miles, thence 015° distance 2·0 miles, thence 270° distance 1·7 miles to point of commencement. Pilotage services operate from the Pilot Cutter "Hamersley Star".
MAX. SIZE: (Bulk Berth) Length 1,030 ft.; draft 56 ft.; Beam 156 ft.
HEALTH: In the case of all vessels arriving from overseas following information shall be sent to port health authorities between 12 and 24 hours before arrival, addressing message "Port Health, Hamiron Dampier" and prefixing the message "Shipserve". (Also see "Melbourne".)

Post Office closes down from noon Saturday to 0900 Monday. Vessels arriving at a weekend should ensure that health messages are received before Saturday noon.
- (i) Expected hour and date of arrival.
- (ii) Confirmation that Master has individually inspected all persons on board within 24 hours of arrival and that there are no cases of febrile illness (high temperature or fever) or skin rashes on board.
- (iii) Particulars of any cases of illness on board.
- (iv) Confirmation that all persons on board are satisfactorily vaccinated against smallpox and in possession of valid vaccination certificate.
- (v) A request to cross port Quarantine Line.

RADIO: VHF Channel 16.
TUGS: Four diesel tug boats, 2,400 hp, 1,900 hp, 1,750 hp and 400 hp, respectively, available to assist berthing and unberthing operations. Two line launches available for running mooring lines.
PARKER POINT ORE JETTY: The ore jetty consists of a tubular steel pile structure carrying a deck and rail traverse of a slewing boom shiploader.

Eight multi-spring pile dolphins fitted with hardwood facings are situated clear of the ore jetty structure and vessels berth port side alongside and moor to these dolphins.

Iron ore is the only product handled and following are principal dimensions:

Length of jetty: 882 ft.
Depth of water alongside: 51 ft. at ISLW.
Travel of shiploader: 545 ft.
Radius of slew of loader boom from fender facing: 89 ft.
Radius of ore delivery from fender facing: 76 ft.
Ht. under side boom above ISLW: 71 ft.
Ht. under side boom above ISHW: 56 ft.
Total length of fendering No. 1 to No. 8 dolphins: 1,164 ft.
Rated capacity of shiploader: 6,000 long tons per hour.

The jetty is connected to the open sea by a 500 ft. wide departure channel dredged to 46 ft. ISLW.
EAST INTERCOURSE ISLAND ORE JETTY: Length of jetty 341·4 metres (1120 ft.), depth of water alongside 18·59 metres (61 ft.) at ISLW. Travel of shiploader 237·8 metres (780 ft.). Radius of slew of loader boom from fender facing 25 metres (82 ft.) Ht. underside boom at ISLW 23·55 metres (77 ft. 3 in.) Total length of fendering No. 1 to No. 9 dolphins 429·8 metres (1,410 ft.) Rated capacity of shiploader: 7,500 long tons per hour.

The ore jetty is connected to the open sea by a 167·6 metres (550 ft.) wide departure channel dredged to 15·85 metres (52 ft.) ISLW.
MISTAKEN ISLAND SALT BERTH: Due to fixed nature of the loader, ships have to be warped along the line of dolphins, to bring each hatch in sequence under the loading boom. Depth of water alongside, 12·5 metres (41 ft.). Outreach of loader boom from line of fendering, 18·29 metres (60 ft.) Ht. underside boom at ISLW, 19·51 metres (64 ft.).
GENERAL CARGO WHARF: A wharf consisting of steel sheet pile cells has been constructed in water of surrounding depth of 23 ft., below ISLW.

A berthing basin 800 ft. long and 125 ft. wide has been dredged to a depth of 27 ft. ISLW on the Western side.

The wharf is 228 ft. in length and faced with hardwood piles and timbering on which is secured rubber fenders. Mooring buoys are positioned off the North-Eastern and South-Western extremity of the wharf and head and stern lines are secured to these buoys.

Generally ships berth port side to this facility and normal discharge is carried out by three gangs using ship's own gear.

All general cargo and oil products are received over this facility.
MEDICAL: A doctor is permanently resident at Dampier and a modern 22-bed General Hospital is situated in the town site.
STEVEDORES: Three gangs available (use ship's gear).
CARGO GEAR: See "Melbourne".
FIRE PRECAUTIONS: 1 Firefighting tug.
FUEL/WATER/REPAIRS: None available.
GANGWAY/DECK WATCHMEN: Crew.
OPENING HATCHES: By Crew.
SHIP CERTIFICATES: See "Melbourne".
REPATRIATION: Limited facilities available.
AIRPORT: Daily service to Perth, and twice-weekly service to Darwin.
TIME: GMT plus 8 hours.
TELEPHONES: None available at Wharf.
SERVICES: None available.
AUTHORITY: Hamersley Iron Pty Ltd., PO Box 21, Dampier, WA 6713.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

DARWIN, N.T.: 12.28 S. 130.51 E.

CERTIFICATES/DOCUMENTS:
2 Crew Lists, Form M & S 11 (3 at outports).
5 Passenger Lists, Forms M. 308 and 309.
1 Port of call list.
3 Barber's stocks and stock in ship's shops and canteens (Form 5) continuation on the back Form 5 AA.
1 List of customable articles, Form 5 (crew).
3 Return of goods of barber's stock, etc., Form 5 AA.
3 Stores List, Form 42 A.
1 Clearance from last port.
Ship's log.
1 Derat. Certificate.
1 Light dues if paid previously.

PILOTAGE: Twenty-four hours notice before arrival to Harbourmaster, Darwin, and confirmation two hours before arrival. Channel 16 used to contact Harbourmaster and pilot vessel. Boarding ground is Channel Rock Buoy where vessels embark pilot or anchor to await pilot. Usual safety precautions are to provide a lee and have pilot ladder with man ropes on lee side.

ANCHORAGES: Within harbour, clear of charted cable and prohibited anchorage areas. Depths mostly average 10 fathoms.

RESTRICTIONS: Radio pratique may be granted between 0600 and 2200 on application to Department of Health. This means vessel may be berthed, Doctor and Customs then board and clearance is given alongside between those hours. Berthing may be restricted by tide conditions and draft but necessary for Master and Agents to contact Harbourmaster when ETA is known; Agent then notifies vessel as to when berthing will take place.

MAX. SIZE: *Fort Hill Wharf* – length 350 ft., least depth alongside 24 ft. *Note.* The water shallows abruptly immediately inside the line of the inner piles.

Stokes Hill Wharf – outer face length 700 ft., least depth 32 ft. Will take ships up to 800 ft. Inner face length 700 ft., least depth 15 ft.

Bulk Iron Ore Wharf – length (dolphin berth) 922 ft., least depth 38 ft.

Oil Tanker Berth – length 700 ft., least depth 38 ft.

HEALTH: Application direct to Health Department providing vessel healthy, if granted will enable berthing on arrival and clearance alongside between 0600 hours and 2200 hours providing also that berth available. A vessel arriving from another Australian port with pratique granted is not required take any further action. Should vessel have suspected fever or disease on board it should be reported by radio to Health Department who take whatever action necessary. Also see "Melbourne".

RADIO: Darwin Radio, call sign VID 6204 kcs. 2182 kcs. R/T 500 kcs.

TUGS: Join off berth. Charge of $A8 made if tug's towing line only is used.

BERTHING: Some tide restrictions during springs particularly Fort Hill berth.

STEVEDORES: ETA at least 24 hours before arrival as labour ordered before 1330 hours the day before required, except week-ends when labour ordered at 1330 hours on Friday for Saturday, Sunday, and Monday requirements.

RADAR/VHF: No port radar; VHF Channel 16 contacts Harbourmaster's office and Pilot vessel.

MEDICAL: Medical facilities and hospital available. Certificates required for smallpox vaccination and cholera if vessel from certain overseas countries.

TANKERS: Night movements subject to Harbour Master's permission. Usual to berth vessel at high water if necessary and discharge cargo to safe draft by next low water. Tankers may berth at Fort Hill Wharf or at the Oil Tanker berth.

DENSITY: Considerable variations experienced. Average 1025

FRESH WATER: Unlimited. 30 tons per hour for each connection from three outlets.

FUEL: All grades available at all wharves.

FIRE PRECAUTIONS: Watchman at approach to wharf. Towing-off wires on off side of vessel.

GANGWAY/DECK WATCHMAN: Required, owing to large rise and fall of tide. Ship's crew or shore watchman.

OPENING/CLOSING HATCHES: Optional, if alongside usually done by watersiders; not alongside by crew.

CUSTOMS ALLOWANCES: 200 cigarettes. One bottle spirits (26 oz.) three bottles beer.

CARGO GEAR: As required by Australian Navigation Act. See "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: Portuguese only.

REPAIRS: Limited small repairs. Slipway capacity 240 tons.

REPATRIATION: Facilities available.

AIRPORT: International and domestic flights.

TIME: GMT plus 9½ hours. Permanent.

HOLIDAYS: Extraordinary Holidays (closed port). Good Friday; Labour Day (1st May); Picnic Day (1st Monday in August); Christmas Day (25th December). Other Holidays: New Year's Day (1st January); Anniversary Day; Easter Saturday; Easter Monday; Anzac Day; Queen's Birthday (June); Boxing Day.

POLICE/AMBULANCE/FIRE: Tel.: Police 81–2121; Ambulance 81–2244; Fire 81–2222.

TELEPHONES: May be placed on board.

SERVICES: Nil.

DELAYS: Port congestion and occasional short delays for tide.

AUTHORITY: Correspondence to The Port Superintendent, NT Port Authority, PO Box 390, Darwin, NT, 5794.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Sydney, NSW.

DERBY, W.A.: 17.17 S. 123.35 E.

CERTIFICATES/DOCUMENTS: See "Melbourne".

PORT LIMITS: All waters to South and Eastward of a line through Valentine Island in a 053°–233° direction to the mainland on each side.

PILOTAGE: Not compulsory but recommended. Private Pilots arranged by agents Fremantle or Derby. Pilot boards Cockatoo Island in Yampi Sound. Two weeks advance notice required of Pilot requirement.

ANCHORAGES: N.N.W. of North Mary Ann Island with Derby front lead bearing 141° dist. 6·4 miles.

RESTRICTIONS: Numerous islands and reefs, strong tides. Navigate during day.

MAX. SIZE: 575 ft. length.

HEALTH: First port of entry. Vessel examined for pratique alongside. Also see "Melbourne".

VHF: Limited VHF, channels 6 and 16.

BERTHING: Tide range one of biggest in the world. Berth alongside dries 2 ft. 6 in. at springs. Several patches dry, 1–2 ft. Ground in berth level and it is "Practice of Port" vessels stay aground if stay over tide. Important to note above for circulating water for ships auxiliaries, as vessel makes own arrangements on board.

STEVEDORES: Irregular, but usually 3 gangs, 8 a.m.–5 p.m. with reasonable overtime.

TANKERS: Oil – discharge connection 236 ft. from southern end of jetty.

FRESH WATER: Up to 224 tons at 15 tons per hour. Could be restricted by drought.

TIME: GMT plus 8 hours.

CARGO GEAR: Due to extreme range of tide vessels. with short derricks will have difficulty at LW. Also see "Melbourne".

AUTHORITY: Harbour and Light Dept., 1 Cliff St., Fremantle, WA 6160.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

DEVONPORT, Tasmania: 41.11 S. 146.24 E.

PORT LIMITS: Within all waters that extend 3 miles to seawards bounded on the Eastward by an imaginary line drawn 000° distance 3 miles from the coastline and intersecting the most Easterly point of Wright Island and to the Westward by another imaginary line drawn 000° distance 3 miles from the Western side of the entrance to the River Don.

DOCUMENTS: See "Melbourne".

APPROACHES: Port situated 1 mile inside Mersey River, entrance to which sheltered by Mersey Bluff on West and by breakwater on East bank. Pilot boarding ground 1 to 2 miles off breakwater beacon on main leads. Good anchorage in vicinity boarding ground, but inadvisable remain at anchor during strong on-shore winds. Inner harbour provides all-weather shelter.

PILOTAGE: Compulsory. 24-hour service. Pilot Boards 2 miles off entrance to harbour.

RESTRICTIONS: Approach channel 25 ft. MLWS. Tidal range 9 ft. Enquiries should be made for vessels exceeding 29 ft. draft or 600 ft. length.

VHF: 24-hour service on 156·80 Mg/s.

TUGS: Modern tug 1,200 h.p., also auxiliary 250 h.p. Additional tugs available at short notice.

BERTHING: 6 berths. Berth lengths various from 550 ft. to 700 ft. Depths alongside 26 ft. to 30 ft.

TANKERS: Two berths with 10-in. discharge lines for black and white oils.

BULK HANDLING FACILTIES:

Wheat. One berth, discharge connections to 8,000 ton capacity silo.

Cement. One berth, loading connections from 4,000 ton capacity silos.

Ores, etc. Two berths. One fitted with 16-ton grab and 40-ton capacity hopper. Ship's gear discharge on wharf apron on second berth. Conveyor available to load industrial sands.

Roll on/Roll off Container Berths. Two berths fitted with stern loading ramps. Fully equipped to handle cellular and vehicle deck ships. One travelling crane 30 ton capacity. One fixed-legged 18-ton capacity crane. Six acres hardstanding storage area for ISO container. Sixty power points for refrigerated units.

Livestock Berth. One jetty with loading ramp and adjacent holding area. Suitable for ships up to 250 ft. length.

MEDICAL: Hospital available 5 miles from port.

REPAIRS: Limited repairs carried out, foundry and machine shop available.

STEVEDORES: Agents for ships arrange stevedores.

CARGO GEAR: Australian Navigation (Loading and Unloading) regulations apply.

FRESH WATER: Available all wharves. 40 tons per hour.

FUEL: Road tanker delivery only.

TELEPHONES: Available each berth.

HOLIDAYS: Work all days except Christmas Day, Good Friday, Anzac Day, Labour Day, Picnic Day W.W.F.

TIME: GMT plus 10 hours (Summer time GMT plus 11 hours mid-October to mid-March).
AIRPORT: Approximately 5 miles away. Regular service.
DEVELOPMENT: Channel improvement in progress to deepen to 28 ft. MLWS.
AUTHORITY: Marine Board of Devonport, PO Box 478, Devonport, Tasmania. 7310.

AGENT: Sub-agent of James Patrick & Co. Pty. Ltd. Melbourne.

ESPERANCE, W.A.: 33.52 S. 121.53 E.

DOCUMENTS: The following documents should be available for inspection:
Ship's Papers, including the following certificates:
(*a*) Register.
(*b*) Load Line.
(*c*) Safety Equipment.
(*d*) Safety Radio.
(*e*) Safety Construction.
(*f*) Australian Light Dues Receipt.
(*g*) Articles of Agreement and Account of the Crew (or equivalent).
(*h*) Western Australian "Port Bill" – Tonnage Dues Receipt.
Valid Deratisation or Exemption Certificate.
Crew's Identity Documents.
International Vaccination Certificates of all persons aboard.
PILOTAGE: Pilotage is compulsory except where Exemption Certificates are held. Radio "Harbour Master – Esperance" 48 and 24 hours before arrival. VHF Channel 16 – pilot boat and base set. Base set not manned continuously but pilot boat may be contacted 1 hour before arrival. Pilot boat painted white with black rubbing band and white centre house. Word "Pilot" painted on both sides of house. Pilot boards 1½ miles N.E. of Gull Island. Pilot ladder and ancillary equipment must comply with international regulations. Lee to be provided against swell.

It is more usual for vessels to approach from the Westward. In this case use may be made of either West or Causeway channels. Approaching from the Eastward is not recommended during the hours of darkness or in weather which is in any way restricting visibility.
ANCHORAGE: Vessels proceeding to anchorage should anchor in an East-North-Easterly direction from the Eastern extreme of the breakwater. Good holding is found in depths ranging from 14·5–27·5 metres. However, plenty of cable should be veered and at least six shackles is recommended. In the most boisterous conditions vessels have held well with from six to eight shackles out. However, the vessel should always be watched. A pilot ladder and not accommodation ladder is recommended for vessels at anchor due to the swell conditions which normally prevail at the anchorage.
BERTHING/RESTRICTIONS/MAX. SIZE: The port is divided into two areas, namely the Tanker Jetty and the Inner Harbour. There is a tidal range of 0·4–1·0 metres.

The Tanker Jetty is situated 1 mile North of the Inner Harbour and has a depth of 10·97 metres in the approaches and 9·6 metres alongside. The Jetty is exposed to the E.S.E. Vessels are berthed "head-in". Maximum mean draft must not exceed 9·14 metres; however, vessel may be trimmed by stern but must not exceed 9·75 metres aft. The maximum length of vessel permitted 171 metres.

The Inner Harbour consists of one land-backed berth of 244 metres (No. 1). A second berth of 213 metres in length adjoining the first is to the S.E. (No. 2). The depth in the approach channel, manoeuvring area and alongside is 11 metres. Maximum draft permitted is 10·4 metres and length overall 186 metres. On occasions it may be possible to exceed this draft but reference must be made to the Harbour Master before so doing, who may at his discretion permit an increase dependent on tide and prevailing weather conditions.

At all berths shore coir and/or nylon springs are used to supplement ships moorings.

Twenty-four-hour port but entry not generally carried out at night.
PRATIQUE: Vessels requiring "Free Pratique" are cleared between the hours of 6 a.m. and 10 p.m. daily.

Vessels may be cleared outside these hours upon request and at the discretion of the local Medical Officer.

Vessels are cleared alongside and rarely at anchor.
RADIO: Esperance: Radio call sign VIE (operative from 7 a.m. to 8 p.m.). Perth: Radio call sign VIP (continuous).

Port VHF limited to Channels 6 and 16.
TUGS: One tug with 9½ ton bollard pull will be used.
STEVEDORES: 45 men. Working hours 8 a.m.–5 p.m. 6 p.m.–2400. 0000–7 a.m. ETA to Agent by 4 p.m. previous day for labour requirements Tuesday to Friday. For weekend and Monday ETA to Agent by 4 p.m. Friday. Notice for pick-up has to be posted by 5 p.m.
OPENING OF HATCHES: Preferably handled by crew or as per charter party.
MEDICAL: Advance notice not required. Normal facilities and hospitalisation available.
DENSITY: 1026–1028.
FRESH WATER: Available at all berths; 25 tons per hour; charge, 75 cents per 1,000 gallons.
FUEL: Available by road tanker only. Advise Agent of grade and quantity at least one week before arrival.
GANGWAY/DECK WATCHMEN: Shore watchman is supplied at entrance to Tanker Jetty in the case of tankers only. Shore watchmen are available if requested by vessel. It is more normal for ship to provide gangway watchmen from crew. Irrespective a gangway watchman must be on duty at all times at any berth.
CUSTOMS ALLOWANCES: 200 cigarettes or 40 cigars or 8 oz. tobacco. One part bottle spirits.
CARGO GEAR: No shore cranes and discharge effected by ship's gear. Inner Harbour berths, two link belt bulk loaders used. One loader for grain and salt at No. 1 berth. One loader for nickel concentrates at No. 1 and No. 2. Rates achieved on various commodities – salt 850 t.p.h., grain 500 t.p.h., nickel concentrates, copper concentrates, magnesite 200 t.p.h., phosphate and sulphur 25/30 t.p.h. with conventional ship's gear in union purchase.
IDENTIFICATION CARDS: see "Melbourne".
CONSULS: Nearest at Fremantle.
REPAIRS: Welding, rewinds, under-water inspections. Large structural repairs not possible.
DRY DOCKS: Nil.
REPATRIATION: Facilities exist for repatriation of crews.
AIRPORT: Feeder airline services connect with Perth and international flights. Nine flights per week in either direction. Airport is 15 miles from harbour area.
TIME: GMT plus 8 hours.
POLICE/AMBULANCE/FIRE: Police Esperance 17; Ambulance Esperance 318; Fire Esperance 328.
TELEPHONES: Available all berths.
SHORE LEAVE: Crew allowed ashore provided Immigration Act complied with in relation to Identification Cards.
DELAYS: Not normally encountered. Vessels remain at anchorage even if berth is clear unless loading/discharging or making preparations for same, due swell conditions which are sometimes encountered.
AUTHORITY: Esperance Port Authority, PO Box 35, Esperance, WA 6450.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd. Fremantle.

FREMANTLE, W.A.: 32.1 S. 115.47 E.

DOCUMENTS: See "Melbourne". Also Inward and Outward manifests accordance Regulations Nos. 142 and 143 and schedule. These documents supplied by ship's Agents.
APPROACHES: Channel leading from Gage Roads into Cockburn Sound presently 45 ft. deep, planned to be deepened to 55 ft. to take ships of 120,000 tons.
PILOTAGE: Pilotage is compulsory in the Port of Fremantle except for ships not exceeding 150 tons gross registered tonnage, and for coastal and inter-state ships, the Masters of which hold operative Pilot Exemption Certificates. There are two pilot boarding grounds: the non-compulsory ground which is situated 2 miles North-West of the Fairway Buoy, and the compulsory pilot boarding ground in Gage Roads to the Westward of Hall Bank Buoy, which is approximately 2 miles from the entrance to the Inner Harbour. It is necessary for all vessels to give 24 hours notice by radio telegraphy of the expected time of arrival at Fairway Buoy, followed by a second notice, confirming or amending the previous notice, 2 hours ahead of the expected arrival time in that locality.

Ships requiring a Pilot at the non-compulsory ground must include this requirement in their 24 hours notice of arrival.

Three pilot vessels available, royal blue hull, white superstructure. Pilots may be contacted by VHF Channels 16, 12 and 6.
ANCHORAGES: Gage Roads 44 ft. Owen Anchorage 42 ft. Cockburn Sound 50 ft.
RESTRICTIONS: *Inner Harbour:* Basin and entrance channel dredged to minimum of 36 ft. below datum.

Outer Harbour: Main approach channels dredged to minimum of 45 ft. below datum – secondary channels leading to alumina refinery jetty and steelworks jetties dredged to minimum of 38 ft. below datum.
MAX. SIZE: Limited by draft.
Outer Harbour, up to 41 ft. 6 in. draft.
Inner Harbour, up to 32 ft. draft but with suitable tide and by special permission of Harbour Master up to 34 ft. 6 in. draft.
Tankers: The maximum ship draft acceptable at the Oil Refinery Jetty at Kwinana is 41 ft. 6 in., this being the maximum draft permitted in the approach channels.
HEALTH: No restrictions except quarantine. Doctor not normally available between 2200 and 0600 hours. See "Melbourne".
RADIO: VIP Perth.
TUGS: *Inner Harbour:* Five available up to 2,600 h.p., join vessel in Gage Roads – extra charge if tug's line is used.

Outer Harbour: Inner Harbour tugs proceed to Outer Harbour berths except oil refinery berths where two special tugs equipped as fire tenders are stationed. Tugs join ships approx. 2½ miles from berths – extra charge if tug's line is used.
BERTHING: *Inner Harbour:* Victoria Quay – continuous quayage 5,359 ft.; 8 berths.

North Quay – continuous quayage 5,877 ft.; 10 berths. Lay-up berth (No. 11) 642 ft.; 1 berth. Container berth (No. 12) 893 ft.; 1 berth.

All berths in the Inner Harbour, including Victoria Quay, North Quay and the container berth are dredged to a minimum of 36 ft. below datum.

Outer Harbour: Alumina Refinery Jetty, length of berth 800 ft., depth 38 ft. Steelworks Jetty No. 1, length of berth 600 ft., depth 38 ft. Steelworks Jetty No. 2, length of berth 850 ft., depth 40 ft. Oil Refinery Jetty, see "Tankers" below. Bulk Cargo Jetty, length of berth 850 ft., depth 44 ft. Explosives Jetty, length of berth 250 ft., depth 11 ft. to 27 ft.
STEVEDORES: Shipboard stevedoring by private contractor, shore side by FPA – usually arranged by ship's Agent. ETA should include

particulars of cargo, showing heavy lifts, dangerous or hazardous cargoes, hatch stowage, gangs required, etc.

MEDICAL: Notice not necessary but advisable if treatment required. Full hospital facilities available. Cholera and smallpox vaccinations essential if ship comes from affected areas. International certificates must be current.

TANKERS: *Kwinana Oil Refinery Jetty:* 2 berths for tankers up to 750 ft. – depths 44 ft. and 46 ft. 1 berth for tankers up to 860 ft. – depth 47 ft. Oil separation tanks ashore serve each berth.

DENSITY: Salt 1025, generally at all tides.

FRESH WATER: Available 24 hr. a day, delivered by hose up to 65 tons an hour, 12 cents a ton.

FUEL: Marine fuel (2 grades); Marine diesel. Notice 14 days then 48 hrs.

FIRE PRECAUTIONS: Watchman to be on duty. Ship heading out. Fenced off on land. Buoys 50 ft. out from ship marking prohibited area.

DEVELOPMENTS: Proposed extension to jetty to increase unloading rate to 1,000 tons/hour. Extensive future development planned in Cockburn Sound. Development of extensive ship overhaul and repair facilities proposed also handling of containerised cargo.

GANGWAY/DECK WATCHMAN: Watchman required – member of crew, or shore-based watchman available. Ordinary rate currently A$1.275 an hour.

OPENING/CLOSING HATCHES: By arrangement between ship's Agent and Stevedore.

CERTIFICATES: Health; Deratisation; Load Line; Ship's Register; Articles. Also see "Melbourne".

CUSTOMS ALLOWANCE: According to local customs dept.

CARGO GEAR: Strict surveillance of cargo handling gear by Commonwealth Government Dept. of Shipping and Navigation. Also see "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS:

America, United States of
Austria
Belgium
Denmark
Finland
France
Germany
Guatemala
Italy
Japan
Netherlands
Norway
Philippines
Portugal
Sweden

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: No dry docks – slipway up to 3,000 T.

REPATRIATION: Facilities exist for repatriation of crews.

AIRPORT: 17 miles to Perth International Airport.

TIME: GMT plus 8 hours.

HOLIDAYS: *Extraordinary Holidays – Port closed:* Labour Day (1st Monday in March); Good Friday; Anzac Day (25th April); Union Picnic Day (celebrated on a Wednesday usually late in October); Christmas Day (25th December).

Ordinary Holidays: New Year's Day (1st January); Australia Day (celebrated on a Monday late in January); Easter Monday; State Foundation Day (1st Monday in June); Boxing Day (26th December).

On ordinary holidays waterside labour available to work ships in following categories:

(*a*) Scheduled passenger ships.
(*b*) Marine casualties.
(*c*) Ships that can complete cargo handling operations prior to the next engagement of labour.

POLICE/AMBULANCE/FIRE: Victoria Quay Police Station Tel. 35.6262, 35.2783; Saint John Ambulance 35.3725; Fremantle Fire Brigade 35.1222.

TELEPHONES: Telephones can be supplied to any vessel – $12 installation plus cost of calls.

SERVICES: All special services available.

REGULATIONS: Normal port regulations. Special Regulations for Tankers berthing at Oil Refinery Jetties.

AUTHORITY: Fremantle Port Authority, 1 Cliff Street, Fremantle, Western Australia 6160. Tel. 35.3981. Cable Address "Fremport".

AGENT: James Patrick & Co. Pty Ltd., POB 656, No. 1 Mouatt Street, Fremantle, W. Australia 6160. Tel. 35–6311. Telex Perth 92434. Cables: "Rikpat Perth WA."

GEELONG, Victoria: 38.11 S. 144.20 E.

PORT LIMITS: A line in a 150½° direction from a beacon 1½ chains West of the Little River entrance intersecting with a line in a 009° direction from the North-West extremity of Sproat St., Portarlington. N.B. – This seaward limit passes two cables Eastward of No. 2 beacon Pt. Richards channel.

DOCUMENTS:

3 Crew Lists Form M & S 11.
1 Store List Form 42A.
1 Articles owned or in possession of Master, officers or crew Form 5.
Three ports of call Form C & E 886.
1 Form QA 3 ship's cargo.
1 Form QA 4 ship's pets.
2 Form QA 5.
2 Health reports Form AQ 360.

PILOTAGE: See "Melbourne". Radio ETA to "Seapilots Melbourne" 24 hours prior arrival advising deepest draft and requesting pratique. Pilot vessel equipped with radio-telephone continuous watch on 2182 kHz., and VHF Channels 16, 12, 8 and 6. Pilots carry portable sets. Deep laden tankers advised to rig pilot ladder from bridge to avoid swamping boat.

ANCHORAGES:

1. Quarantine. As directed.
2. Explosives.
   (*a*) *Outer:* 088° from Pt. Wilson Beacon 3·52 miles. Circle 0·25 miles radius. Depth 32 ft.
   (*b*) *Inner:* 077° from Pt. Wilson Beacon 1·77 miles. Circle 0·15 miles radius. Depth 21 ft.
3. Vessels over 30 ft. draft: outside No. 2 Beacon Pt. Richards and South of the line of prolongation of the Pt. Richards Channel. Least depth 42 ft.
4. Vessels over 27 ft. 6 in. draft: East of and within one mile of No. 14 Beacon Pt. Richards Channel. Least depth 31 ft.
5. Inner Harbour: Reference Point B.W. Pier F.R. Triangular Light (38° 6.9′ S., 144° 21.8′ E.).
   (*a*) 067° 9·3 cables from the above position. Least depth 29 ft.
   (*b*) 092° 8·2 cables from the above position. Least depth 29 ft.
   (*c*) 117° 8·7 cables from the above position. Least depth 29 ft.
   (*d*) 133° 1·42 miles from the above position. Least depth 26 ft.
   (*e*) 147° 1·43 miles from the above position. Least depth 26 ft.

Masters of vessels are cautioned (*a*) that the bottom of the Inner Harbour is soft mud and is not good holding ground and (*b*) that vessels should not be immobilised unless with the express permission of the Harbour Master.

RESTRICTIONS: Vessel must have at least 2 ft. of water under the keel with a maximum of 6 in. for tide.

Night navigation is not permissible for any vessel over 34 ft. draft or 700 ft. in length.

MAX. SIZE: Tankers: 825 ft. length with 34 ft. 6 in. draft. Other vessels: enquiries should be made with regard to vessels over 650 ft. length.

HEALTH: An oversea vessel approaching the port requiring pratique shall send a message to the Quarantine Officer not more than 24 hours and not less than 12 hours before arrival containing the following information: name of vessel, ETA, number of passengers, number of crew, number of passengers disembarking, port of departure and date, disease on board.

On arrival the health report shall be given to the Quarantine Officer, two copies being furnished on the prescribed form, one of which will be signed by the Quarantine Officer and returned to the Master.

RADIO: The Geelong Harbor Trust Commissioners maintain a Signal Station at Point Henry at which a 24-hour watch is kept. (38° 7′ 51″ S., 144° 25′ 28″ E.) The building is a cream brick tower 37 ft. in height to the roof, situated at the Northern end of the high land of Point Henry, and is surmounted by a white signal mast. Movement of traffic within the port is controlled through the Signal Station. Communication is affected as follows:

1. Telephone. Geelong 9-4810.
2. Radio Telephone VHF F/M (International Channel).
   (i) Channel 16. 156·8 M/cs Calling (continuous watch).
   (ii) Channel 12. 156·6 M/cs Working.
   (iii) Channel 8. 156·4 M/cs Pilots and Tugs (continuous watch).
   (iv) Channel 6. 156·3 M/cs. Tugs.

These frequencies are the same as those operated by the pilot vessels, Point Lonsdale Signal Station, Melbourne Harbour Control and all Port Phillip Tugboats on commercial towage.

There is a link set situated at Portarlington, operated remotely from Point Henry, on which a continuous watch is also kept (Channel 8), which covers vessels in the approaches to the port.

TUGS: Vessels normally towed from Hopetown Channel to berth, extended towage if required. Four large and two small tugs available, the largest tug is licensed for ocean work.

STEVEDORES: Labour ordering: Day labour must be ordered by 1600 the preceding day. Twilight shift labour by 1600 preceding day, ditto midnight shift, but these can be subject to confirmation 0800. Saturday labour must be ordered by 0900 Friday, Sunday labour by 1100 Friday (day and twilight shift), Sunday midnight before 0900, Friday. Monday labour is ordered at 1600 Sunday. Ships can order for a 1000 start, at 1600, which is subject to 0800 confirmation. Special requirements exist for labour requirements on public holidays.

BERTHS	*No.*	*Length* ft.	*Depth* ft.	*Use and Facilities*
Cunningham Pier	4	1075	32	Gen. cargo – cargo shed 460 ft.×50 ft., Rail access.
Bulk Wheat Pier	2	660	36	Bulk grain export. Gantry extends 500 ft. of berth.
Corio Quay South 1	1	600	32	Stern loading ramp for roll-on/roll-off. Rail access for gen. cargo shed 220 ft.×100 ft.
2	1	420	32	Reserve
3	1	480	32	Reserve
Corio Quay North 1	1	600	32	Steel and dry bulk cargo. Rail access.
2	1	600	32	Gen. Cargo. Shed 300×100 ft. Rail access. 4 6T Portal Cranes.
3	1	600	32	Gen. Cargo. Shed 320 ft.×90 ft.
Lascelles Wharf 1	1	570	36	Dry Bulk Cargo. 4×7½T Portal Cranes.
Point Henry Pier	1	500	30	Bulk Alumina and allied products. Unloading gantry.
Explosives Pier	2	550	30	Explosives. Commonwealth Government Facility.

TANKERS: Refinery Pier. Four berths, depth alongside 36 ft. Pumping platform 16 ft. above low water, wharf 12 ft. above low water. One-ton crane at each berth and accommodation ladder.

Nos. 1 and 2 Berths: Pier 2,909 ft. long, direction 315°, berth 700 ft. approx., suitable for ships up to 600 ft. long OA. Ships moor to two spring dolphins 200 ft. apart; pumping platform set back 5 ft. 6 in. from line of these dolphins. Barge platform inshore of each berth.

Nos. 3 and 4 Berths: a branch from the main pier, direction 330°, berth 900 ft. approx., suitable for ships up to 850 ft. long OA. Ships lie alongside a concrete sprung berthing beam 240 ft. in length. 8 in. hoses – reduction from 10 in. available. Shore accommodation ladder provided at all berths. Ballast and slop discharge available all berths.

MEDICAL: Comprehensive medical facilities available, including 459-bed Geelong Hospital. If vessel to be in port less than 24 hours it is advisable to radio Agent informing time of medical requirements prior to vessel's arrival.

DENSITY: Normally 1025, may decrease to 1023 after much rain, or increase to 1027 in summer after prolonged dry spell.

FRESH WATER: Available at all berths from shore hose at 40–50 tph. Water may be provided to vessels at anchor by using a tug as waterboat, delivery 25–30 tph, tug hire $52 per hour. At Lascelles Wharf, special water delivery facilities available from 9 in. main at 150 tons per hour.

FUEL: Marine fuel to 650 sec. and diesel fuel available Corio Quay North and Lascelles Wharf; all grades to 3,500 sec. available at Refinery Pier berth.

FIRE PRECAUTIONS: Stringent restrictions against burning or welding on vessels. carrying dangerous cargoes. Standard fire precautions.

GANGWAY/WATCHMEN: Available if required by Master. Penalty rates after hours.

OPENING/CLOSING HATCHES: Crew or stevedores, to Master's requirements. It is normal to request bulk carriers to arrive at berth with hatches all open.

CERTIFICATES:

Deratisation Certificate (Health Requirement).
Ship's Articles (British) (Customs requirement).
Ship's Register " "
Load Line Certificate " "
Safety Equipment Cert. " "
Safety Radio Cert. " "
Last Port Clearance " "

CUSTOMS ALLOWANCE: 200 cigarettes, 8 oz. pipe tobacco, 40 cigars. Spirits: any bottle opened not to exceed one quart.

CARGO GEAR: Australian Navigation Act requirements. See "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: Italian Vice-Consul in Geelong. Other Consulates in Melbourne available if required: American, Austrian, Belgian, Brazilian, Chilean, Danish, Chinese, Dominican, Ecuadorian, Finnish, French, German, Greek, Honduras, Icelandic, Japanese, Latvian, Mexican, Monaco, Netherlands, Norwegian, Panamanian, Peruvian, Philippines, Portuguese, Thai, Spanish, Swedish, Swiss, Uruguayan, Venezuelan.

REPAIRS: All services available. Most Melbourne repair and service firms will also undertake work in Geelong.

DRY DOCKS: Slipways only.

REPATRIATION: Possible without difficulty.

AIRPORT: Nearest major commercial airport is Tullamarine, 50 miles distant, from which there are frequent interstate and international flights. Airport accessible by road in about 1 hour 15 minutes.

TIME: GMT plus 10 hours. Summertime, GMT plus 11 hours.

HOLIDAYS: Closed holidays: Christmas Day; Waterside Workers Picnic Day; Labour Day; Good Friday; Anzac Day (Tanker operations excepted). Other holidays: Australia Day; Queen's Birthday; Geelong Cup Day.

TELEPHONE: Always placed aboard on arrival; ship charged for trunk line calls, etc.

SERVICES: Cleaning, painting, fitting out, etc., fumigation, licensed compass adjuster. Good fresh stores available.

POLICE/AMBULANCE/FIRE: Police 9 8111; Ambulance 21 2655; Fire 21 2755.

SHORE LEAVE: No restrictions. Seamen aboard vessels berthed at Refinery Pier sign book on leaving pier and again on re-entering; this is in lieu of any form of dock pass.

AUTHORITY: The Geelong Harbor Trust Commissioners, 65 Brougham Street, Geelong, Victoria 3220. PO Box 344, Cable address "Harbor" Geelong.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

GERALDTON, W.A.: 28.46 S. 114.36 E.

PORT LIMITS: Inner Harbour includes all that area of water in Champion Bay bounded by a line drawn from Gregory Street, Geraldton, along the foreshore to a point due south of the Western extremity of the breakwater; thence along the breakwater to the Western extremity of the Eastern breakwater; thence South-Easterly to the foot of the said Gregory Street, and also including the Entrance Channel thereto.

Outer Harbour includes all that area of water in Champion Bay bounded by an imaginary line between Point Moore lighthouse to a point 2½ miles true North; thence true East of the shore to the mainland, but excluding the waters of Geraldton Inner Harbour and the Entrance Channel thereto.

CERTIFICATES/DOCUMENTS: Quarantine notice and declaration QA3 Form A, Quarantine Notice QA 4 Form E2, Shipmaster's Bond QA 5, Departure Notice, 2 Crew Lists. Also see "Melbourne".

PILOTAGE: Compulsory. Pilot Boards in position with Point Moore Lt. Ho. 2 m. bearing 135° if conditions abnormal Pilot launch may not be able to reach this position then Port Authority would advise boarding point. Usually off Inner Knoll Buoy.

ANCHORAGE: Point Moore Lighthouse bearing 195° distance 2·2 miles in 6 fathoms. Good holding.

MAX. SIZE: 700 ft. Length; 28 ft. 6 in. max. loaded draft.

RESTRICTIONS: Swells up to 14 ft. in outer approaches. Loaded ships advised not to enter when swell excessive.

Bluff Point leads or Outer Channel. Depth of water 34 ft., minimum LWIS width of channel 500 ft.

Turning Area (Inner Knoll Buoy to Inner Harbour Channel). Depth of water 31 to 36 ft. LWIS.

Inner Harbour Channel. Depth of water 30 ft. LWIS, width of channel 300 ft.

Dredging work in operation to increase depth to minimum of 32 ft.

HEALTH: First port of entry, radio Port Authority not less than 12 hours prior to arrival advising state of health. Also see "Melbourne".

TUGS: One – 13 tons bollard pull. Compulsory.

RADIO: VHF available for communications with Pilot. Channels 6, 9, 12 and 16.

BERTHING: The wharf is divided into four berths numbered 1, 2, 3 and 4 from East end, three 548 ft. in length and the fourth 594 ft.

No. 1. Berth has a transit shed with a 1,000 ton capacity, and an old shed which has been used for bulk storage of wheat and salt. The berth is used as a general purpose berth.

No. 2. Used as the tanker berth, and also for the discharge of bulk phosphate, sulphur and allied cargoes. Also for loading bulk cargo other than wheat. General cargo can also be handled and facilities are available for the holding and loading of sheep. Has an unobstructed apron of 90 ft. for almost the full length of berth.

No. 3. Berth mainly for loading of bulk grain. There are two loading gantries on the wharf each capable of loading wheat at the rate of 400 tons per hour.

No. 4. It will be possible to use No. 4 for general purposes, but an ore-loading gantry and conveyor system has been erected and iron ore loading will have priority.

CARGO GEAR: See "Melbourne".

STEVEDORES: 90 men working hours 8 a.m.–5 p.m. Monday–Friday. Extended shifts Monday–Thursday. Evening shifts all days except Saturday.

FRESH WATER: At each berth 10–15 tons/hour.

FUEL: Light diesel, heavy fuel oil 80 tons/hour.

REPAIRS: Engine repairs available.

CUSTOMS ALLOWANCES: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco and limited amounts spirits per man.

TIME: GMT plus 8 hours.,

TELEPHONES: Available at each berth (ordered through Agent).

AUTHORITY: Geraldton Port Authority.

AGENTS: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

GLADSTONE, Queensland (including Barney Point): 23.50 S. 151.15 E.

DOCUMENTS: See "Melbourne".

PILOTAGE: Masters' advices through radio station, Rockhampton, not less than 24 hours before arrival, followed by amended advices where necessary as takes pilot launch 2 hours to reach Fairway Buoy from town. Pilotage compulsory all merchant ships. Pilot boards at Fairway Buoy. VHF Channel 16 may be used to contact Pilot Station, call sign "Gladstone Harbour Control"; 24 hour watch maintained. Pilot boat also has VHF. Pilot boat white launch and displays usual signals.

ANCHORAGE: Good anchorage inside Gatcombe Head about 7 cables South of Bushy Islet in 8 to 10 fathoms, sand and mud, north of Facing Island leads.

RESTRICTIONS: Depth of water in entrance channel is 33 ft. LWOST. A minimum of 5 ft. keel clearance required at all times. Deep drafted ships are dependent on state of tide.

Tankers carrying petroleum products may enter during hours of darkness only at Harbour Masters discretion.

MAX. SIZE: Maximum draft for entrance channels varies 38 ft. to 42 ft. depending upon tidal conditions. Length and breadth dependent upon wharf to which vessel is to proceed. Principal wharves are:

(i) Auckland Point Wharf containing three berths is 1,896 ft. in length. No. 1 berth coal loading 850 ft. length, 120 ft. width minimum depth alongside 37 ft. LWOST. Loading by movable conveyor gantries, each at 800 tons per hour. No. 2 and No. 3 berths general cargo, and oil tanker berths. Minimum depth alongside berths 33 ft. LWOST, width 120 ft.

(ii) Barney Point Wharf 677 ft. long, minimum depth alongside 40 ft. LWOST. Maximum size ships this berth approx. 60,000 tons deadweight.

(iii) South Trees Island Wharf 1,568 ft. long, minimum depth 42 ft. LWOST alongside. This wharf used exclusively for import bauxite/export alumina. Maximum size ship accommodated at wharf 70,000 tons deadweight, 835 ft. LOA.

HEALTH: Pratique granted when alongside wharf, unless proceeding anchorage inside port, which case quarantine officials board anchorage. Agents should be advised in advance in event any suspected fever or disease on board. Pratique granted in Australian ports normally covers vessel for any subsequent ports.

Also see "Melbourne".

RADIO: Radio messages passed to Agents via any coastal radio station. Nearest Rockhampton Radio (VIR). All shipping cables to Agents, etc., should be prefixed "Shipserv" to enable delivery destination outside ordinary postal hours if necessary.

TUGS: Four tugs in service. Tugs normally join vessel in vicinity of South Trees Point. Use of ship's or tug's lines optional, extra charge if tug's line used.

BERTHING: Large vessels requiring load coal either Auckland Point Wharf or Barney Point Wharf normally swing and berth starboard side to, head to sea, on flood tide. Smaller vessels using these berths either port or starboard side to, depending upon tide. Vessels requiring discharge bauxite South Trees Island Wharf berth at periods of slack water (high or low) only. Vessels loading alumina this wharf berth either on flood tide or slack water – *never* on ebb tide. Tankers with petroleum products do not berth during hours of darkness.

BULK HANDLING FACILITIES: *Auckland Point:* Coal loading facility, capacity 1,600 tons per hour.

Bulk grain loading facility at No. 2 section, capacity 400 tons per hour. Pyrites loading installation at this jetty.

Barney Point: Coal loading facility, capacity 2,000 tons per hour.

South Trees: Alumina loading facility (Eastern berth), capacity 1,200 tons per hour. Bauxite unloading facilities (Western berth) capacity 2,200 tons per hour.

STEVEDORES: Special ETA advices necessary if week-end labour required and must be ordered by 2 p.m. on previous Friday. Monday labour for vessels arriving after Friday must be ordered by 3 p.m. on Friday. Main commodities (other than coal, bauxite and alumina) requiring shore labour, is frozen meat. Average loading rate frozen meat 7–8 tons per hour/per gang.

MEDICAL: Dependent duration stay in port, prior notice for medical attention not required (other than notice of infectious diseases). Hospital facilities available. Current vaccination certificate for each member of crew required.

TANKERS: Diameters of discharge lines 12 in. and 8 in. for white oils and 6 in. black oils. No slop discharge facilities. Main tanker berth at Auckland Point Wharf minimum depth alongside 33 ft. LWOST. Black oil also discharged South Trees Island Wharf for use in alumina plant only.

DENSITY: Average density 1027–1028.

FRESH WATER: Available all wharves. Fresh water hydrants placed at intervals along wharves.

FUEL: Available ex-wharf at Auckland Point for quantities up to 1000 tons. Diesel, distillate and coal also available.

FIRE PRECAUTIONS: Loading or discharging of petroleum not permitted except between sunrise and sunset. Where petroleum and goods of dangerous inflammable character are being unloaded, watchman shall be employed to collect matches from all persons in vicinity and to patrol wharf within the limits in which petroleum cargo is being handled. Every vessel carrying inflammable liquids when in any Queensland port shall display red flag, not less than three (3) ft. square with white circular centre six (6) in. in diameter.

GANGWAY/DECK WATCHMEN: Services of watchmen is not recommended except in the case of petroleum tankers previously mentioned.

OPENING/CLOSING HATCHES: Either by ship's crew or shore labour.

SHIP CERTIFICATES: List of certificates usual for Australian Ports. See "Melbourne".

CUSTOMS ALLOWANCES: ½ lb. of tobacco or 200 cigarettes, to be opened. 1 only 26 ounce bottle, to be opened.

CARGO GEAR: To be in accordance with Commonwealth Navigation (Loading and Unloading Safety Measures) Regulations. See "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: None.

REPAIRS: Minor engine and deck repairs are undertaken.

DRY DOCKS: None available. Slipway capable of lifting vessels up to 125 tons displacement with maximum beam 23 ft. and maximum draft forward of 6 ft.

REPATRIATION: Facilities for effecting crew changes and necessary repatriations can be arranged. Prior notice required.

AIRPORT: Airport approximately 5 miles from port and is regularly served by two internal airlines. Four daily flights to Brisbane where connections with overseas airlines.

TIME: GMT plus 10 hours.

HOLIDAYS: Only five official holidays in year when it is *not* possible to arrange cargo work: Christmas Day; Anzac Day (25th April); Labour Day (1st Monday in May); Good Friday; Picnic Day (2nd Friday in July).

POLICE/AMBULANCE/FIRE: Telephone number these services in cases of emergency only is "000" and ask to be connected to the required service. Emergency call to Hospital is 72.1033.

TELEPHONES: Public phones available on wharf.

GENERAL: No cranes on wharves. Mobile cranes available for hire. No lighterage facilities. No provision for supply of electricity to ships. Passengers not normally embarked or disembarked this port, as no facilities for them.

SERVICES: No tank cleaning facilities. No slop facilities.

SHORE LEAVE: Crew members allowed ashore providing vaccination certificates in order.

DELAYS: No unusual delays other than berth availability or unusual tidal conditions.

AUTHORITY: 1. The Harbour Master, PO Box 123, Gladstone, Qld. 4680. Tel. 72.1533, 72.1445 (after hours). Telex Harbour Master, Gladstone.

2. The Gladstone Harbour Board, PO Box 259, Gladstone, Qld. 4680. Tel. 72.2011, 72.1490 (after hours).

AGENT: James Patrick & Co. Pty Ltd., POB 374, 59 Gondoon Street, Gladstone, Queensland 4680. Tel. 72–2511. Cables: "Rikpat Gladstone". Telex: AA 79089.

GOVE, N.T.: 12.12 S. 136.39 E.

DOCUMENTS:

2 Crew lists Form M. & S. 11 (3 at outports).
5 Passenger lists, Forms M. 308 and 309.
1 Port of Call List.
3 Barber' stocks and stock in ship's shops and canteens (Form 5) continuation of the back Form 5AA.
1 List of Customable Articles, Form 5 (crew).
3 Return of Goods of Barber's stock, etc., Form 5 AA.
3 Stores List Form 42A.
1 Clearance from Last Port.
Ship's Log.
1 Derat. Certificate.
1 Light Dues if paid previously.

PILOTAGE: Compulsory for vessels proceeding to Nabalco facilities.

ANCHORAGE: Melville Bay affords good holding ground, the bottom being either sand or mud and the depths ranging up to 48 ft. (14·64 metres) West of Dundas Point. Vessels awaiting a berth should anchor approximately 1¼ miles (2·41 km) Westward of West Woody Island. The Quarantine Officer and Customs Officer will also board in this area.

RESTRICTIONS: Approach channel to bulk cargo and tanker jetties has min. depth 12·8 metres.

Approach channel to general cargo jetty has min. depth 25 ft.

PRATIQUE: The port of Gove has not yet been declared a port of first entry for health clearance of vessels arriving from overseas. However, arrangements have been made with the Health Department for overseas vessels arriving direct from an overseas port to be cleared on arrival at Gove.

The Commonwealth quarantine regulations provide for health clearance of a vessel between sunrise and sunset. However, the Quarantine Officer has direction to clear ships up to 22.00 hours local time. Arrangements can be made for vessels to depart on a 24 hours basis, as health clearance is not necessary for outgoing ships.

(*a*) Primary Health Report;
(*b*) A Vaccination Register proving that all persons have been currently vaccinated against smallpox;
(*c*) Usual valid Cholera Certificate if the vessel is less than 5 days from a cholera-infected area.

Vessels should note that berthing cannot be effected between 22.00 hours local time and sunrise unless quarantine clearance has been received. Round the clock berthing will become practicable when pratique is available round the clock.

RADIO: Radio messages should be addressed to "GOBAUX", Darwin. The call sign of the Radio Station at Darwin is VID. Radio messages will be passed by teleprinter to Gove. Cable messages for Nabalco should be addressed to "SHIPSERV", "GOBAUX", Gove.

The Nabalco Harbour Master's Office maintains a listening watch on Channel 16 during office hours when a vessel is expected. VHF frequencies used are 16, 12 and 6.

TUGS: There are three work boats available for hire in the port, max. h.p. 750.

BERTHING: A total of five berths available.

Bulk Cargo Jetty: A "T"-shaped construction. The bulk cargo section of the jetty is 710 ft. in length connected to shore with an access bridge 3,220 ft. in length. Six breasting dolphins and two mooring dolphins situated beyond each end of the jetty.

General Cargo Jetty: Two berths one each side of jetty. Berthing face 300 ft. Dolphins each end, distance between dolphins 850 ft. Depth alongside 36 ft.

Small Cargo Jetty: Berthing face 50 ft. Depth alongside 14 ft.

STEVEDORES: No local stevedoring companies.

BULK HANDLING FACILITIES: One mobile luffing conveyor outloader. Loading rate: alumina 20,000 tons per day; bauxite 30,000 tons per day. Mobile cranes to 60 ton capacity. Fork lifts to 25,000 lb. capacity.

TANKERS: The tanker pier is in line with the face of the bulk cargo jetty, joined to it by a pipe-line bridge 563 ft. in length. Depth alongside 47 ft.

FRESH WATER: Available at all berths.

FUEL: Not available.

MEDICAL: Medical services and a large modern hospital with comprehensive theatre, medical and surgical facilities, at Nhulunbuy, 8 miles from the port.

AIRPORT: Gove is served by commercial flights to and from Darwin on 6 days a week and by commercial flights several times a week from Brisbane and Sydney via Cairns and Mount Isa. Services to other parts of Australia and the rest of the world are frequent from Darwin.

REPAIRS: No facilities for repairs.

AUTHORITY: Nabalco Pty Ltd., P.O. Box 21, Gove, N.T.

AGENT: Sub-agent of James Patrick & Co., Sydney.

GROOTE EYLANDT (Milner Bay) N. Territory: 13.59 S. 136.54 E.

DOCUMENTS:
3 Crew Lists.
5 Passenger Lists.
1 Port of Call List.
3 Stores Lists.
1 Crew's Personal Effects List.
Derat. Certificate.
Clearance from last port.

PORT LIMITS: The waters in Milner Bay bounded by a line commencing at the HW mark on the N.W. coast of Groote Eylandt in position lat. 13° 50′ 05′ S. long. 136° 24′ 29′ E. and proceeding in a 260° 44′ 10″ direction to a point in lat. 13° 50′ 28″ S. long. 136° 22′ 3″ E. at the high-water mark on the East coast of Connexion Islet; thence by a line following the contour of the coast of Connexion Islet at the HW mark to "Boulder" in position lat. 13° 50′ 46″ S., long 136° 20′ 14″ E.; thence by a line bearing 151° 30′ to a position lat. 13° 53′ 34″ S. long. 136° 21′ 47″ E.; thence by a line bearing 80° 44′ 10″ to a point being lat. 13° 52′ 54″ S. long. 136° 25′ 58″ E. thence by a line following the contour of the coast at high-water mark to the point of commencement.

PILOTAGE: There is a Port Officer at Milner Bay who will assist Masters in berthing and departing from the jetty. Approaching Groote Eylandt from the Northwards, vessels should steer to a position 10 miles North of the North-east Islet, which is rocky on the Northern coast and rises to grassy hills. From the above position, steer to pass about 3 miles North of Chasm Islet until the recommended track on chart Aus. 14 is reached. This track 221° passes about 1 mile East of Brady Rock (light GP. FL. (3) ev. 12 seconds) and continues on this course until Hand Islet (FL. 5 secs.) bears 250° when the course should be altered to steer for Hand Islet on the recommended track (250°) until reaching the position to alter course to 195° to pass down the middle of Warwick Channel. It is recommended to remain on this course until reaching the patch south of Connexion Island.

If vessels enter via the Connexion passage, care must be taken to avoid the 3 fathom patch off N.W. Bluff and keep clear of the 27-foot patch about 3½ miles N.E. of Connexion Islet.

ANCHORAGE: Good holding ground is found ½ mile West of the jetty where there is a good sand bottom free of obstructions with about 40 ft. of water. Quarantine is granted at this anchorage.

MAX. SIZE: The maximum LOA is 640 ft. and max. breadth 95 ft. The maximum draft is 35 ft.

RADIO: The Groote Eylandt Mining Company has a radio-telephone through Darwin to all Australian centres, and a telex system through to Cairns.

The telephone number is Darwin 91–6589.

All telegrams should be addressed "HEMATITE, ALYANGULA NT".

PRATIQUE: Twenty-four hours before arrival at Milner Bay, vessel's Masters are requested to cable "QUARANTINE DARWIN" stating their last port of call, date sailed, number of crew and nationality, any sickness on board and whether all smallpox and cholera vaccinations are current and valid.

BERTHING: The ore-loading jetty is situated in approximately 13°65.5′S. 136°25′E., with a depth of water alongside of 35 ft. MLWOST with a tide range of 6 ft. A small tug is available to assist in berthing vessels and a launch is provided for running lines. The jetty consists of a central landing 324 ft. long and 36 ft. wide, with two breasting dolphins on the North and South ends of the central landing. A roadway extends from the shore to the central landing, virtually parallel to and on the North side of the loading conveyor belt. As there is no tidal information for this area, the tidal direction should be checked with the shore prior to berthing, as the tidal stream is sometimes different half a mile from the jetty.

The line of dolphins is offset 8° from the jetty stem which runs out 1,259 ft. from the shore in a 249° 45′ direction so that care must be exercised in placing the vessel for loading. All breasting dolphins are fendered with vertical timbering. When berthing, vessels should keep well clear of the loading head in the centre of the jetty, as it is possible that a vessel on a too fine approach could cause damage to the loading boom with the flare of the bow.

Vessels must have rat guards in position at all times (except while shifting ship), otherwise they will be liable to a fine. As Groote Eylandt is a reserve this requirement is rigidly enforced.

Loading rate is 1,200 tons per hour and the vessel is required to shift ship to load each hatch as the loading boom is fixed. Shore labour is available to shift lines, etc., as required.

FRESH WATER: Not available.

FUEL: Not available.

CUSTOMS ALLOWANCES: 200 cigarettes, one bottle spirits, three bottles of beer per man.

MEDICAL: There is a hospital and medical staff available if necessary. Valid vaccination certificates are required, covering the requirements of the Australian Government Department of Health.

FIRE PRECAUTION: A permanent fire-fighting facility is installed on the ore-loading jetty. It is an automatic system which starts as soon as a fire hydrant is turned on, and delivers a 140 psi through a 2½-in. hydrant with a 5 TPI V Thread connection.

All shore hoses are 2½ in. and are equipped with fog nozzles. Foam equipment is also available on the jetty with an output of approximately 1,000 gallons per minute. Fire-fighting lines on the jetty deliver salt water only.

TIME: Time kept is Northern Territory "Standard Time" GMT plus 9 hr. 30 min.

HOLIDAYS: Cargo worked on most holidays by arrangement.

SHORE LEAVE: The area is a nature reserve and *no shore leave allowed to the crew.*

AUTHORITY/AGENT: The Groote Eylandt Mining Company Pty. Ltd. act as ships' Agents in all cases. Tel. address is: GEMCO Hematite Alyangula N.T.

HAY POINT, Queensland: 21.18 S. 149.15 E.

DOCUMENTS, and all general information: refer to "Melbourne".

PILOTAGE: Radio "Harbour Master Mackay" at least 24 hours prior arrival, giving notice of ETA to order Pilot. Pilot may be contacted by VHF Channel 16, calling "Mackay Harbour Board". Pilot boards 2 miles East of Hay Point wharf from small orange launch, or small white launch. Pilot may board off Mackay Harbour in bad weather. Regulation Pilot ladder required with adequate lighting and vessel to provide a good lee.

ANCHORAGE: Off Hay Point anchor 2 miles East of wharf in depths of 13·7 metres.

Off Mackay Harbour anchor 1½ miles S.E. of Slade Island in depths of 11·0 metres.

Vessels berth on flood stream. Least water in approaches 13·4 metres. Night berthing restricted to vessels under 40,000 tons dwt. but this restriction is under constant review.

MAX. SIZE: Maximum length 950 ft. (not including bulbousb ow). Maximum draft dependent on tide height. A 5–ft. (1·6 metre) under keel clearance is recommended in the berth, which has a depth of 55 ft. (16·7 metres). Under keel clearance required at departure is 10% of maximum draft, plus 2 ft. (0·6 metres). Least water on departure is 44 ft. (13·4 metres).

PRATIQUE: Doctor may board off Mackay Harbour. Refer to "Melbourne".

TUGS: Tugs meet vessel off the berth when Pilot boards. Tugs lines are always used and there is no extra charge.

BERTHING: Arrival drafts to be advised with 24 hours notice of ETA. All ballast must be clean and the Master must sign a document to this effect before the Pilot berths the ship. All useable ships lines must be ready for use at the berth.

Wharf is equipped with Speed of Approach Metering Instrument (SAMI) for use when berthing.

BULK HANDLING FACILITIES: The plant is expected to load up to 6,000 tons per hour when fully operational.

MEDICAL: Agents arrange medical attention. Hospital facilities are available.

DENSITY: 1025.

FRESH WATER: FUEL: Not available at berth for ships.

GANWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Crew operate hatches.

CONSULS: No local representatives.

REPAIRS: Only light repairs may be effected.

REPATRIATION: Can be arranged.

AIRPORT: 25 miles by road. Regular flights to all capital cities.

TIME: GMT plus 10 hours (Eastern Australian Standard Time).

POLICE/FIRE/AMBULANCE: Police, Mackay 2468; Ambulance, Mackay 2222; Fire, Mackay 2244; Police, Sarina 20; Ambulance, Sarina 1; Fire, Sarina 100.

TELEPHONES: Public telephone available on wharf only.

SHORE LEAVE: Allowed.

AUTHORITY: Department of Harbours and Marine, POB 2195 GPO, Brisbane, Queensland 4001. Telegraphic address: "HARBOURS".

AGENT: Sub-agent of James Patrick and Co., Brisbane.

HOBART, Tasmania (including Electrona, Port Huon and Risdon): 42.53 S. 147.20 E.

DOCUMENTS: See "Melbourne".

PILOTAGE: Pilotage compulsory. Pilotage fee payable whether pilot employed or not, unless Master holds valid certificate of exemption from pilotage. ETA usually sent vessels' Agent at least 24 hours prior arrival. Advisable also send ETA to Harbour Master, Hobart. Continuous watch maintained on VHF, channel 16, call sign "Hobart Harbour". Pilot launches also maintain watch on channel 16 having established contact, converse on channel 6.

Three launches used for pilotage work. Usual vessel is 41 ft. steel built launch painted dark blue. Upperworks light grey. Word "Pilot" painted on each side of hull. No specific sound signals required for calling pilot.

For pilotage purposes Hobart divided into two areas, namely, Hobart, and the Huon and Channel Ports. In the case of Hobart or Risdon, pilot boards on imaginary line joining White Rock and Crayfish Point. For Huon and Channel Ports vessel from eastwards embarks pilot on imaginary line joining Kelly Point, and Piersons Point, or from Westward, on imaginary line joining Southern end of Partridge Island and Southport Island. No alternative pilot grounds.

Specific requirements for embarking pilots are those in force in most ports, namely, provide a good lee, a pilot ladder fitted with spreaders and manropes adequately lit at night.

ANCHORAGE: Anchorages with excellent holding can be found everywhere in estuaries of Derwent and Huon Rivers. Quarantine Anchorage situated off Kangaroo Bluff where excellent holding obtained in 10 to 13 fathoms.

RESTRICTIONS: With exception of oil tankers carrying petrol or similar highly flammable oil, there is no restriction on entry. White-oil tankers may not berth between hours of sunset and sunrise. Tide does not affect entry.

MAX. SIZE: Length 900 ft., beam 97 ft. 2 in., draft 34 ft. Vessels up to 35 ft. draft accommodated at Risdon.
HEALTH: Vessels requiring pratique anchor in quarantine anchorage and there boarded by doctor, immigration and customs officials. Full crew muster required. Quarantine authorities must be informed of suspected disease or fever at least eighteen hours prior arrival. Pratique automatic if granted at previous port Also see "Melbourne".
RADIO: Hobart Radio, call sign VIH. Hours of duty, 0700 to 2000 Eastern Standard Time.
TUGS: Normally join vessels approximately one mile from berth. Usual to use tug's line for which additional charge of $2.50 is made, but ship's line may be used.
BERTHING: Port operates on a 24 hour per day basis, and, with exception of tankers carrying petrol and other light volatile oils, berthing of vessels can take place at any time. Tankers may berth only between hours of sunrise and sunset.
BRIDGES: Only one bridge, the Tasman Bridge, required to be navigated and this only when berthing at Self's Point Oil Wharf or at Electrolytic Zinc Company's Wharf at Risdon. With exception of white-oil tankers, there is no restriction on the time of passing through this bridge. Clearance 155 ft. above mean water level.
STEVEDORES: Gangs ordered by 1600 on previous day, or 1400 on Fridays.
MEDICAL: Advance notice of required medical attention necessary including if possible, symptoms of complaint. As much notice as reasonably possible is required. Vaccination for smallpox compulsory. Inoculation against yellow fever or cholera necessary if vessel has visited a port where either disease proclaimed.
TANKERS: Tankers when sending their ETA must state whether or not there are any leaks in the hull. All oil discharge lines 8 in. in diameter. One Oil berth, maximum draught allowance 32 ft.

Self's Point Oil Wharf is used for discharge of bulk petroleum products and has facilities for the discharge of liquid petroleum gas.
BULK HANDLING FACILITIES: Bulk wheat is discharged at Princes Wharf. Liquid caustic soda and feedstock for the gas company are discharged at Macquarie Wharf No. 2. Risdon Wharf, owned by the Electrolytic Zinc Company of Australasia Ltd., handles bulk cargo consisting of phosphate rock, zinc concentrates and potash. The wharf also has facilities for loading bulk sulphuric acid. Australian Paper Manufacturers Pty. Ltd. own a wharf at Hospital Bay, Port Huon, which is used for loading wood pulp in bulk. Roll-on/roll-off traffic accommodated at Princes Wharf No. 1, Macquairie Wharf No. 4, and at Princes Wharf No. 4, which is also equipped with a 22-ton crane for handling containers.
DENSITY: 1025.
FRESH WATER: No restriction on availability. Rate of delivery approximately 30 tons per hour/per hose. Water available all berths. No water boats. Cost per 1,000 gallons 45 cents or part thereof.
FUEL: The following grades of fuel are kept in stock: marine fuel oil, light diesel and gas oil. Twenty-four hours notice required for bunkering.
FIRE PRECAUTIONS: No special fire precautions other than non-smoking or lighting of fires or use of naked lights.
GANGWAY/DECK WATCHMAN: Gangway watchmen are recommended. Watchmen work 12-hour shift. On Saturday, Sundays and holidays, twice normal rate.
OPENING/CLOSING HATCHES: Normally by stevedores.
CERTIFICATES: Register, Load Line Certificate, Deratisation Certificate, Light Dues, Articles of Agreement, Clearance from previous port.
CUSTOMS ALLOWANCES: If vessel arrives as first port, allowance of tobacco for crew is 200 cigarettes in opened carton or equivalent in tobacco or cigars. Allowance of wines or spirits is any opened bottle, but not exceeding 26 fluid ounces.
CARGO GEAR: No additional requirements. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS:

Belgium	Netherlands
China (Republic)	Norway
France	Denmark
Greece	Sweden
Italy	Germany

REPAIRS: No facilities for major repairs, but a number of engineering works which can perform small repairs.
REPATRIATION: Facilities available.
AIRPORT: Situated 11 miles from Hobart, and is served by regular airlines connecting with Melbourne from where services operate world wide.
TIME: Local time (Eastern Standard Time) 10 hours ahead of GMT. Summer Time in force from October to March when clocks advanced one hour.
HOLIDAYS: Official Holidays observed in Hobart: New Year's Day; Australia Day (late January); Regatta Day (mid February); *Labour Day (early March); *Good Friday; Easter Saturday; Easter Sunday; Easter Monday; Easter Tuesday (Bank holiday); *Anzac Day (April 25th); Queen's Birthday (mid June); Show Day (third Thursday in October); *Christmas Day; Boxing Day.

* Days on which no work is performed.
POLICE/AMBULANCE/FIRE: Police 342011; Ambulance 343131; Fire Brigade 345655. In emergency dial 000.
TELEPHONES: Arrangements exist for placing telephones aboard vessels at all berths.
GENERAL: Master may anchor vessel in Quarantine Anchorage at any time without services of pilot.
DELAYS: Not usual for any delays to occur in berthing. Occasionally a deep-loaded bulk carrier has to wait for high water at Risdon.
AUTHORITY: Marine Board of Hobart, GPO Box 202B, Hobart. 7001. Tel. 237371.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

INNISFAIL/MOURILYAN, Queensland: 17. 32 S. 146.02 E.

PORT LIMITS: Mourilyan Harbour, the area to the West of a line joining Hall Point and the outer extremity of the North Head.
ARRIVAL: Requirement for vessels in ballast; minimum forward draft to be 2 per cent of overall length, minimum after draft – propellor immersed. Draft to be notified to Agent in arrival telegram.
CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES: See "Melbourne".
PILOTAGE: Order Pilot through Agent, as early as possible. Confirm through Agent or direct to Harbour Master, Innisfail. Pilot vessel, located in Mourilyan Harbour, watches on VHF 16 when vessel expected. Pilot vessel white with stone-colour cabin tops and blue trim. Pilot (and Doctor if applicable) boards 1½–3 miles East of harbour entrance. Approved pilot ladder and good lee required, *not* accommodation ladder. Vessels awaiting pilot anchor in boarding position above, good holding. Leading beacons – fixed red. Entrance beacons flashing – red port, green starboard.
RESTRICTIONS: No night-time arrival pilotage. On spring tides, entry restricted to at or near slack water. No turbine-powered vessels accepted. Berthing daylight only. Night-time sailings permitted.
MAX. SIZE: 515 ft. LOA without tug, 580 ft. LOA with tug. Beam, unrestricted. Draught, arrival or departure 25 ft. plus rise of tide (up to 9 ft. on springs, 5 ft. at neaps).
HEALTH: See "Pilotage". Also see "Melbourne".
RADIO: VIK Cairns, or VIT Townsville.
TUGS: No tug stationed at Mourilyan. Tug comes from Cairns or Townsville when required, e.g. when vessel over 515 ft. LOA. Tug not usually required for unberthing. Tug normally pushing or using tug's lines, no extra charge.
BERTHING: Ships always berth port side to at Mourilyan. One sugar and molasses berth, length 633 ft. depth 32 ft. LWOST.
STEVEDORES: No waterside workers employed. Normal ETA advices to Agents for arrangement of bulk-loading staff.
DENSITY: Usually 1024–1027 irrespective of tide. After heavy rains, particularly January–April, considerable freshening occurs.
FRESH WATER: Good water readily available, shore hoses from wharf face. Approx. 30 tph per hose. 55c. per 1,000 gals.
FUEL: Limited quantities of fuel oil and diesel oil available by road-tanker.
GANGWAY WATCHMEN: Not normally required.
HATCHES: Worked by crew.
CARGO GEAR: See "Melbourne".
CREW I.D. CARDS: See "Melbourne".
CONSULS: Nil.
REPAIRS: No major facilities available. Most types of welding, light machinery, and pipe-fitting can be arranged. Technicians can usually be obtained for radar, etc., with advance notice by radio to Agents.
TIME: GMT plus 10 hours.
HOLIDAYS: Various national, state and local holidays. Cargo usually worked on all holidays except Christmas Day.
POLICE/FIRE/AMBULANCE: Advise exchange (manual).
TELEPHONE: Mourilyan 196. Can be connected on board.
GENERAL: Port normally used only for export of sugar and molasses. Deadweight (cargo on board on arrival) restrictions may apply to certain classes of vessel. Agents will advise details if applicable.
SHORE LEAVE: Not normally restricted. Distance to nearest township (Mourilyan) 6 miles, to Innisfail 10 miles. No public transport services from harbour.
DELAYS: Awaiting daylight or tide or, exceptionally, awaiting vacancy of berth on moderation of weather. No delays usually in loading.
AUTHORITY: Dept. Harbours and Marine, PO Box 34, Innisfail. Tel. 611599.
AGENTS: Sub-agent of James Patrick & Co Pty Ltd., Brisbane.

LAUNCESTON, Tasmania (including Beauty Point, Bell Bay, Inspection Head): 41.27 S. 147.07 E.

PORT LIMITS: A vessel is considered to have arrived when at the pilot boarding ground.
DOCUMENTS: Agents prepare Bills of Lading and Shipping Documents. Only documents required Crew List and Passenger List. Light Dues receipt is necessary if payment is made before arrival.
PILOTAGE: Compulsory for vessels over 50 tons dwt. Pilot boards off Low Head lighthouse, slightly to East of leads in line.

Contact Pilot by radio giving ETA 24 hours before arrival. Telegraphic address "Portlaun". Pilots equipped with VHF Channels 16 and 12. "G" Flag to be flown on arrival.

Instructions for boarding given by Pilot over radio-telephone.
ANCHORAGE:
Position (*a*) Low Head 41° 03′ 32″, 146° 47′ 18″
(*b*) 1·15 miles 280° from (*a*)
(*c*) 0·9 miles 308° from (*b*)
(*d*) 0·85 miles 038° from (*c*)
(*e*) 0·9 miles 128° from (*d*)
thence 0·85 miles 218° to (*b*).

RESTRICTIONS: Night navigation undertaken (tankers now operate at night).
MAX. SIZE: Maximum permissible draft 28 ft. at low water. 35 ft. at high water. Length restricted to approx. 750 ft. Vessels over 500 ft. length cannot work channel during ebb tide.
HEALTH: Organised by ship's Agent. Notify Agent prior to arrival. Pratique automatic if vessel visits other ports in Australia prior calling Launceston. Also see "Melbourne".
RADIO: Melbourne VIM or Hobart VIH.
TUGS: Two tugs – one of 1,265 h.p., available at Launceston. Tugs normally join at Point Effingham.
VHF: Pilot station, pilot launch, and the two Launceston tugs are fitted with VHF Channels 12 and 16 operating on frequencies 156·6 and 156·8 respectively.
BERTHING: Launceston: *King's Wharf,* depth alongside 16 to 20 ft. LWOST.
Town Pier: depth alongside 10 ft. LWOST.
Port Dalrymple: *Beauty Point,* berth 500 ft. in length, 31 ft. depth alongside.
Bell Bay Wharf, 500 ft. long, 37 ft. depth alongside.
Oil Berth: 37 ft. depth alongside.
Roll on roll off Berth: a specially designed terminal equipped with stern loading facilities and passenger terminal. Berth length 599 ft. depth alongside 25 ft.
Comalco Private Wharf, berth 500 ft. long. Depth alongside 35.5 ft.
Inspection Head: two berths total length 1,100 ft. depth alongside 32.5 ft.
BRIDGES: No bridges for large overseas shipping. Some inter-state vessels proceeding to Launceston will pass under Batman Bridge – 91 ft. mast clearance HW allows 3 ft. clearance.
STEVEDORES: Agent for ship arranges stevedores. No ETA required.
MEDICAL: Agents should be notified to prepare for medical attention or hospitalisation. Hospitals Launceston, Beaconsfield, and George Town.
TANKERS: One oil berth at Bell Bay suitable for tankers up to 620 ft. length. Vessel berths alongside loading platform and dolphins. Length between mooring dolphins 860 ft. Depth alongside berth 37 ft. LWOST.
Also one private tanker berth (HEC) with depth 40·5 ft. alongside.
BULK HANDLING FACILITIES: One 450 ton per hour bulk handling crane at Bell Bay Wharf. Two 350 ton per hour bulk handling cranes at Comalco Private wharf. One 25 ton luffing crane at RO/RO Berth.
DENSITY: 1.025 to 1.028.
FRESH WATER: Fresh water available at all berths. Delivery 30 tons per hour by hose. Cost 25c to 40c 1,000 gallons plus $4 service charge.
FUEL: Available.
DEVELOPMENTS: Channel improvements in progress to admit 31 ft. draft LW. 38 ft. draft HW, and lengths to approx. 750 ft.
GANGWAY/DECK WATCHMEN: Most vessels supply their own. May be supplied if required. Tidal port makes this requirement necessary.
OPENING/CLOSING HATCHES: Usually by Stevedores.
CUSTOMS ALLOWANCES: Allowance 40 cigarettes per day per man. Stores sealed on arrival; allowance per day per man 2 bottles beer, 1 wine; spirits 1 bottle per 10 days.
CARGO GEAR: Certificates of loading gear and derrick tests to be produced. Also see "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Nil.
REPAIRS: All repairs possible.
DRY DOCKS: Steel and concrete graving dock located Launceston. Will accommodate ships up to 190 ft. length and 12 ft. draft. Clear width of entrance 40 ft.
REPATRIATION: Arranged through ship's Agents.
AIRPORT: Approx. 40 miles to airport, regular services.
TIME: EST; clocks advanced by 1 hour October–March.
HOLIDAYS: Good Friday, Christmas Day and New Year's Day close holidays. Work on other holidays may be arranged through Agents.
POLICE/AMBULANCE/FIRE: Beauty Point and Inspection Head–83 1141; 83 1204; 83 1109 (fire calls only), Bell Bay 82 1566; 82 1680; 82 1717 (fire calls only).
TELEPHONES: Ship-to-shore phones available.
AUTHORITY: Port of Launceston Authority, PO Box 257C, Launceston 7250. Tel. 2 5901. Telegrams Portlaun.
AGENTS: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

MACKAY, Queensland: 21.08 S. 149.13 E.

CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES: See "Melbourne".
PORT LIMITS: As for anchorage.
PILOTAGE: Compulsory, service obtained by radio to Agents at least 24 hours before ETA. Pilots board either at the anchorage (E.S.E. of the Harbour) or to seaward of Slade Island with the vessel just South of the Sea Leads (287°).
ANCHORAGES: To South of the line of sea leads, with Slade Island summit bearing 351° (343° Mag.), and green light on Southern side of breakwater entrance bearing 294° (286° Mag.), good anchorage with not less than 30 ft. LWOS. Bottom sand and good holding ground.
RESTRICTIONS: None. Day or night access.
MAX. SIZE: Up to 620 ft. with one tug. Largest vessels load at bulk sugar berth, maximum length governed by length of traverse of loading appliance which 445 ft. 8 in.
HEALTH: See "Melbourne". Inspection at anchorage or at berth.
TUGS: Two tugs available, 1×5 tons bollard pull; 1×10 tons bollard pull.
RADIO: See "Brisbane". A VHF Port Radio Station has been established at Mackay Harbour. Frequency: Channels 6, 12, 16, F.3. Hours: every hour on the hour and monitoring will commence 5 minutes before the hour and 5 minutes after the hour.
BERTHING: Slack water entry. Swinging basin 22 ft. LWOST. Mean high neap tide rise 13 ft. 4 in. Mean high water spring tide rise 18 ft. 1 in. Depth at berths 33–35 ft.
SPECIALISED CARGO HANDLING FACILITIES:
Sugar Loading Gantry
(*a*) Loader Height: Clear height of loader in horizontal position from top of the Pier, 26 ft. Height of pier, 26 ft. Height of pier above low water, 34 ft. Can be used in lifting slope "V" position, up to 14° above horizontal. Max. vessel's hatch height above sea surface with which vessel may start loading even at high water, 35 ft.
(*b*) Outreach: Maximum outreach of loader from side of pier, 40 ft. Breadth of permanent fender from side of pier, 2 ft. 6 in. The chute can be traversed along the boom for a maximum distance of 20 ft.
(*c*) Movable Range: Length of moveable range along pier, 445 ft. 8 in.
(*d*) Capacity: Average loading rate 1,015 tons per hour; best rate over one ship 1,116 tons per hour.
Container/Unit Load Facilities
Wharf: Length 600 ft., depth 34 ft., width 100 ft. Wharf deck: 126 ft.×60 ft., plus 2 ft. 6 in. breadth of permanent fender; height above low water 28 ft. Crane: 25 ton capacity at 110 ft. radius.
STEVEDORES: As much notice as possible.
TANKERS: Berth at Breast Wharf. Load rate for bulk molasses 300 tons per hour through 10 in. dockline. 8 in. (Caltex) dockline for white petroleum. 10 in. dockline (Mobil) for black petroleum products. 8 in. dockline (CSR) for export of industrial alcohol.
DENSITY: Sea water.
FRESH WATER: Available all berths, rate of load 45 tons per hour.
FUEL: Available at Breast Wharf and North Pier Berth.
FIRE PRECAUTIONS: Normal requirements.
DEVELOPMENTS: Extension of breakwater planned adjacent to industrial land development to give more facilities.
WATCHMEN: Not obligatory.
OPENING/CLOSING HATCHES: Normally by crew, but can be done by stevedores if required.
CARGO GEAR: See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
REPAIRS: Small repairs can be carried out. Oxy-welding and electric welding plants, compressors and air tools available. Salvage divers available.
REPATRIATION: Facilities available.
AIRPORT: Daily service to Brisbane and thence to world-wide destinations.
TIME: GMT plus 10 hours.
HOLIDAYS: Bank holidays as for Brisbane, plus Waterside Workers' Picnic Day.
TELEPHONES: Ships' extension telephones may be connected at all berths.
SERVICES: Compass adjusting.
AUTHORITY: Mackay Harbour Board.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

MELBOURNE (including Coode Island, Holden Oil Dock., Port Melbourne, Williamstown, Yarraville): 37.50 S. 144.58 E.

PORT LIMITS: Vessels at anchor off Gellibrand Lighthouse are considered "arrived" for the purposes of priority of berthing.
DOCUMENTS:

	No. of copies required
Form M & S 11 (List of crew)	Two
Form 42A (Store List)	One
Form 5 (Articles owned or in possession of Master, Officers or crew)	One
Form C & E 886 (Ports of call)	Three
Form QA3 (Declaration of animals carried as cargo)	One
Form QA4 (Declaration of ship's pets)	One
Form QA5 (Shipmaster's Bond to cover ship's pets)	One
Form A Q360 (Health Report)	Two

Of the above, Forms 42A and 5 need only be compiled at first port of call in Australia. Passenger – individual Passenger Cards are utilised therefore no list of passengers required. Agents require seven copies of Manifest of cargo on board and at least one set copies Bills of Lading. These normally received by airfreight or air-mail direct from Agents at loading port outside Australia therefore not necessary for Masters to be in possession of either Manifest of cargo on board or appropriate copies of Bills of Lading.
PILOTAGE: Two vessels, *Wyuna* and *Akuna,* one of which kept on station outside Port Phillip Heads, within limits of cruising station,

except for short periods when making shore contacts and from 0900 to 1100 local time each Monday. *Wyuna* has two masts, buff coloured hull and funnel with white painted superstructure.

The *Akuna* relief pilot vessel, steamship, one mast, buff coloured hull, funnel and white painted superstructure. Pilot vessel on station exhibits by day from foreyard mast, horizontal striped flag, upper half white and lower half red. At night lights as prescribed in International Collision Regulations for a pilot vessel over 65 ft. in length.

Cruising Station: Cruising station extends seaward to 15 miles 221° from centre of fairway between Port Phillip Heads, from which position the Western boundary extends in 334° direction towards coast at Zealey Point, and Southern boundary in 092° direction towards Cape Schank until Arthur's Seat bears 050°, which line towards coast forms Eastern boundary of station. Generally, pilot vessel cruises from 2 to 5 miles 225° from Point Lonsdale Lighthouse in order keep Westward of confused seas caused by tide race through entrance.

Radio message sent direct to pilot vessel 24 hours prior to arrival advising ship's deepest draught and estimated time of arrival at Port Phillip Heads, subject to confirmation pilot vs. If not in sight, vessels stand off at least 5 miles from Point Lonsdale and make inquiries addressed by visual signals or VHF radio telephone to Point Lonsdale Signal Station.

ANCHORAGE: Quarantine Anchorage: if, from Quarantine Regulations, southerly gales, or other causes, it is necessary to anchor off Quarantine Station, a vessel drawing more than 20 ft. should anchor to Northward, with jetty bearing 195°, in depths of from 48 to 54 ft., from 3 to 6 cables off-shore; and at night in white sector of jetty light, visible from 126° through South to 195°, preferably with that light bearing 180°, and Point Lonsdale light bearing 280°.

Symonds Channel Anchorage: good anchorage clear of all fairways, in red sector of Low light, and well to windward of southern shore in northerlies, is to be had in the middle of Symonds Channel close to its Southern end. A good berth is in a depth of about 40 ft. with Queenscliff High Light bearing 286°, and No. 3. (Tuckey) West Channel in transit with Coles Channel Light. Queenscliff Anchorage: in anchoring off Queenscliff, care should be taken to keep clear of West Channel fairway by bringing up as near as possible to Northwestern side of channel. A good berth in a depth of 38 ft. and in red sector of Low light, may be obtained with High Lighthouse bearing 284° distant half a mile, and fixed green light at Queenscliff South pier head bearing 336°.

Vessels awaiting berths in the Port of Melbourne are normally directed to anchor at pilot's discretion South of Gellibrand light and clear of the Melbourne ship channel.

RESTRICTIONS: For navigating channels a minimum keel clearance of 2 ft. required for vessels up to 36 ft. draft, and 3 ft. keel clearance for vessels of 36 to 40 ft. Depth in River Yarra to be dredged to 36 ft. The channel leading to oil berths at Breakwater and Gellibrand is guaranteed at 37 ft. Consideration being given to increase this to 38 ft. to permit berthing of tankers up to 37 ft. draft at HW.

MAX. SIZE: Draft of 31 ft. acceptable at LW.

Max. length daytime	950 ft.
Max. length night time	850 ft.
Max. draft at HW daytime	35 ft.
Max. draft at HW night time	34 ft.

Tankers: up to 36 ft. draft.

PRATIQUE: All overseas vessels at first port of entry to Australia or at any subsequent ports, subject to quarantine until pratique granted or until vessel released from quarantine. If examinations and inspections satisfactory vessel granted pratique for all Australian ports, provided all on board have satisfactorily completed Certificate of Vaccination within last three years, or if vessel is fourteen days or more from date of departure from last overseas port. A list of names and addresses of passengers also required at first port of entry. 24 hours quarantine clearance of overseas vessels available. Treatment of crew members for illnesses other than quarantinable diseases arranged by private practitioners through ship's Agent.

Radio Pratique: Concession of Radio Pratique is to all vessels carrying surgeons, provided these officers medical graduates of a university. Following requirements to be met in the case of a vessel requiring Radio Pratique.

(*a*) (1) ETA.

(2) that individual inspection of all persons on board has been made by Ship's Surgeon within twenty-four hours of expected time of arrival and no cases of quarantinable diseases or varicella in an adult or coloured person, not associated with cases in children, then existed on board or had occurred or had been on board within previous fourteen days: and

(3) that all members of crew currently satisfactorily vaccinated against smallpox (i.e. not less than eight days nor more than three years previously in the case of revaccination) and a satisfactory Vaccination Register is kept on board;

(4) that all passengers over age of 12 months have been satisfactorily vaccinated against smallpox before embarkation and are in possession of current valid International Certificate of Vaccination against smallpox (i.e. all certificates, duly authenticated, show that vaccination has taken place not less than eight days nor more than three years previously in the case of primary vaccination and not more than three years previously in the case of revaccination) except those who before embarkation submitted a medical certificate stating that they have a medical disability which would make vaccination inadvisable and except those who before embarkation signed a statutory declaration stating that they object to vaccination on religious grounds.

(*b*) Commonwealth Director of Health will advise master by wireless whether Radio Pratique is granted or not.

(*c*) A vessel granted Radio Pratique will fly "Q" flag by day and Quarantine signal by night and will on arrival at quarantine anchorage be boarded by Quarantine Officer with Immigration and Customs Officers. Quarantine Officer will inspect crew Vaccination Register and passenger manifest on which must be stated full name, address in Australia and vaccinal status of each passenger and will see cases of illness brought to notice by Ship's Surgeon, including all cases infectious disease and will receive Primary Health Report. If no cases of illness as referred in sub-paragraph (*a*) (2), Quarantine Officer will confirm Radio Pratique and issue Pratique Certificate for all ports. Master will not be required to submit Supplementary Health Report at subsequent ports. When Pratique confirmed, "Q" flag may be lowered.

(*d*) Notwithstanding that pratique for all ports may have been granted, Master will still be responsible for reporting any case of infectious diseases which may subsequently occur whilst vessel in Australian waters.

Should a case of infectious disease (not being a quarantinable disease or varicella in an adult or coloured person not associated with cases in children) occur on board whilst vessel at sea in Australian waters Master will be required to advise by radio Commonwealth Director of Health for State in which next port situated, who will arrange for a Quarantine Officer to see case on arrival, Master will not be required to fill in a Supplementary Health Form and vessel will be permitted to proceed direct to berth without flying "Q" flag.

Should a case of suspected quarantinable disease or a case of varicella in an adult or coloured person occur on board whilst at sea in Australian waters, Master required radio details to Commonwealth Director of Health for State in which next port situated and await instructions. Commonwealth Director of Health will decide according to circumstances whether inspect vessel outside Quarantine Line or permit it to proceed to berth and will advise Master.

(*e*) Should it come to notice in any particular case that Radio Pratique has been granted as a result of a wireless message sent in accordance with sub-paragraph (*a*) whereas in fact wireless message contains false information, matter will be investigated throughly and reported to the Director General of Health who will decide whether Radio Pratique will be denied in future to vessels on which Master and the Ship's Surgeon hold responsibility.

RADIO: Melbourne Radio VIM.

Shipping Control Centre operates to co-ordinate movement of vessels within port, all arrangements being made after notification of arrival or departure time received from Ship's Agent or Master.

Radio call sign "Harbour Control" and following frequencies and channels available:

156·3 M.Hz.	Channel	6 Used for Interstate Shipping.
156·4	,,	8 Instructions to and from tugs and pilots.
156·6	,,	12 Vessels at anchor.
156·8	,,	16 Calling and safety channels.

Present radio procedure prior to entering Port Phillip Bay is to communicate initially with "Lonsdale" on Channel 16 then on a channel as directed by "Lonsdale" regarding estimated time of arrival, pilot arrangements, etc. When approaching Port communications with "Harbour Control" initially on Channel 16 then on channel as directed for berthing information.

TUGS: Tugs attend for inward-bound vessels at or in vicinity of Gellibrand Light for vessels proceeding either up River or to Port Melbourne berths. On departure and should vessels require attendance down river, service terminated in vicinity of river entrance. Tugs present for service at any point required by Owner or Agent. Ships lines, or tug lines at charge of A$10.00. Crews of tugs will not accept wire tow line. Wire tow line with rope end of 5 or 6 fathoms acceptable, rope section being available for tugs towing hook.

BERTHING:

Victoria Dock – depth 31 ft.
Swanson Dock – depth 31 ft.
Yarra River North Wharf – depths alongside 26 to 28 ft.
Appleton Dock – depth alongside 31 ft.
Yarra River South Wharf – depth alongside 26 to 31 ft.

Port Melbourne: Princes Pier – length 645 ft. depth alongside 34 to 36 ft.
Station Pier – length 845 ft. depth alongside 34 to 36 ft.

Yarraville: Wharf, four berths, maximum depth 33 ft.

SPECIALISED CARGO HANDLING FACILITIES: *Swanson Dock:* Four berths each served by a portainer crane. Depth alongside 33 ft.

Webb Dock: Three berths. Roll-on/roll-off facilities operated by Australian National Line Coastwise, and Eastern Searoad Service to Japan. Depth alongside 23 to 31 ft. One 30-ton travelling crane two 15-ton fixed cranes.

Appleton Dock: Two berths – 1,310 ft. Depth alongside 31 ft. Four 7½-ton electric grabbing cranes. Suitable all bulk cargoes. Rail on wharf apron. Dumping area behind each berth.

Victoria Dock: Depth 31 ft. Bulk oats and malt extract. From silo via gantry belt to one spout. Silo filled from road or rail.

Yarraville Wharf: No. 1, depth 26 ft.; No. 2, depth 26 ft.; No. 5 depth 22 to 28 ft.; No. 6, depth 32 ft. Ammonia by pipe-line. Other cargo shore cranes with grabs and front-end loader aboard.

North Wharf: Nos. 1 and 2, depth 26 ft. No. 1 roll-on/roll-off stern ramps and ships' cranes on vessels regularly berthing. No. 2 solely roll-on/roll-off.

STEVEDORES: ETA Advices: Firm ETA, if possible, before noon on previous day to arrival. If not possible no later than 3 p.m. on day previous to arrival.
MEDICAL: No advance notice necessary for medical attention required on vessel's arrival. All hospital facilities available. No inoculations required for vessels coming to Australia but Master should possess International Health Cards for each member of crew.
TANKERS: Holden Oil Dock at Yarraville suitable for tankers up to 600 ft. length, draft 31 ft.
Williamstown: Gellibrand Pier, depth alongside 39 ft. can accommodate tankers up to 950 ft. length. Discharge via Chiksan arms. Breakwater Pier, depth alongside 39 ft. accepting tankers up to 740 ft. length.
Maribyrnong: No. 1 berth, depth 30 ft. can accommodate tankers up to 600 ft. length.
Coode Island: Petrochemical and molasses berth, depth alongside 26 ft.
Ballast: Slop facilities only at Holden Oil Dock.
DENSITY: 1000.
FRESH WATER: Water available at wharf face at 100-ft. intervals. Rate 50–100 tph.
FUEL: 24 hours notice required. All grades 1–1500 secs Rl. Marine Diesel. Light Marine Diesel. Gas Oil 34 sec. Red No. 100F. Bunker Fuel 600 sec. Red No. 100F. Light Diesel 37 sec. Red No. 100F.
At Gellibrand and Breakwater Piers. Min. notice 48 hours; prefer notice 4–5 days.
Tanker fuel oil 450 SSF at 122° F. Volume – unlimited if 4 to 5 days notice given.
FIRE PRECAUTIONS: Copy of Handbook "Emergency Action" is handed to Master of tankers together with booklet "Advice to Masters" printed in eleven languages.
DEVELOPMENTS: Lower Yarra Crossing: New bridge with clearance of 170 ft. under construction, on completion in 1974 the removal of Williamstown ferry will enable river to be widened in that section. Future dredging to 35 ft. envisaged.
New dry dock to be constructed at Williamstown for vessels up to 30,000 dwt. Dock length 650 ft., depth over sill 24 ft.
GANGWAY WATCHMEN: Shore Watchmen not usually employed and this service left to discretion of Master.
OPENING/CLOSING HATCHES: Normally carried out by Stevedores. Ship's crew may if required by vessel to do so. Crew may close hatches prior to sailing; but if Stevedores instructed to do so, they then claim right to finish, unless ship sails before completion of work.
SHIP CERTIFICATES: Register – showing vessel's name, port of registry, gross and nett tonnages and Owner. Loadline Certificate which must be current. Safety Radio Certificate. Safety Equipment Certificate. Light dues receipt, ship's Articles (British), Clearance from previous port.
CUSTOMS ALLOWANCES: Two hundred cigarettes in an opened carton *or* ½ lb. cigars or ½ lb. tobacco. One bottle spirits (opened).
CARGO GEAR: This must comply with Australian Regulations, as issued by the Ministry of Shipping and Transport.
When working cargo with ship's gear, certificates should be available to attest to identification and good condition of all such gear. If vessel on first visit to Australia and certificates not available, a declaration by Master will be accepted provided gear in order. On subsequent visits certificates and identification of each item of gear must be readily produced.
IDENTITY CARDS: Not required to be carried by crew going ashore in Australia. However, Section 23 of the Migration Act 1958/1964 provides that Masters of vessels entering Australia from overseas shall have in their possession an identity card in an approved form for each member of crew. These provisions included in the Act to ensure positive identification available to departmental officers should any Seaman, not being an Australian citizen, desert vessel. Should vessel arrive Australia without required Seamen's identification cards, Seamen unable to go ashore until photographer called to vessel order photograph each crew member, and identification cards completed.
Following nationalities need not complete identification card required under Migration Act provided crew members in possession of relevant Seamens Identity certificates/discharge book; Canada, Denmark, Fiji, Ghana, Hong Kong, India, Israel, Italy, Japan, Malaysia, Norway, South Africa, South Korea, Pakistan, United Kingdom.
Masters of vessels, Australians and New Zealanders are not required to have such an Identification Card.
Masters are reminded that crew members' travel documents and Commonwealth of Australian Forms M.315, where applicable, are to be retained in the custody of the Master at all times, and are to be produced to Customs Boarding Officers upon demand.
CONSULS: The following countries are represented by consuls at Melbourne:

Belgium	Greece	Philippines
Brazil	Honduras	Portugal
Chile	Iceland	Spain
China	Italy	Sweden
Denmark	Japan	Switzerland
Dominican Rep.	Mexico	Thailand
Ecuador	Netherlands	U.S.A.
Finland	Norway	Uruguay
France	Panama	Venezuela
Germany	Peru	

REPAIRS: All major repairs possible.
DRYDOCKS: 3. Largest Dock 527 ft. × 72 ft.
REPATRIATION: All facilities available for effecting crew changes and repatriation – namely sea, air and rail.
HOLIDAYS: Sunday, Christmas Day, Good Friday, Labour Day, Picnic Day, Anzac Day: with exception of Sunday are regarded as "close holidays" and waterside workers cannot be required work on these days. Only work of special nature performed on these days by agreement.
Following ordinary holidays observed: Boxing Day, New Year's Day, Australia Day, Easter Monday, Queen's Birthday, Melbourne Cup Day.
On Boxing Day and New Year's Day, waterside workers will work on following classes of vessels only, namely:
(*a*) Passenger ships to sail on schedule.
(*b*) Ships to finish and sail before next pick-up of labour.
(*c*) Ships, which in opinion of local Board of Reference, should be declared "Urgent Vessels".
(*d*) Marine casualties.
On remaining ordinary holidays work performed if required by an employer. Work performed on holidays subject premium rates of pay.
POLICE/AMBULANCE/FIRE: Fire, Ambulance, Security – Port Emergency Service. Tel. 61–2861 or, by VHF Radio Channel 16 "Melbourne Port Emergency".
TELEPHONES: Telephone can be placed aboard at all berths. Charge 90 cents per quarter day includes service charge and local calls. Trunk calls cannot be made from shipboard phones.
SERVICES: Tank cleaning. Compass adjusters available.
SHORE LEAVE: Crew allowed ashore. Visitors to ship after dark require permit issued by Master. No passport required while ashore.
PORT AUTHORITY: Melbourne Harbour Trust Commissioners, 29 Market Street, Melbourne, 3000. Tel. 620731. Cable: Harbour–Melbourne.
AGENTS: James Patrick & Co. Pty Ltd., Box 4329 GPO, Melbourne, Victoria, 3001. Cables: "Rikpat". Tel. 61–2941. Telex. 30456. After hours Tel. 96–5131.

NEWCASTLE, N.S.W.: 32.56 S. 151.47 E.

PORT LIMITS: The port limits are at the entrance between the end of the breakwater and vessels must enter the port to be considered an arrived vessel for Charter Party purposes.
DOCUMENTS: See Melbourne.
PILOTAGE: As much notice as possible through Maritime Radio, Sydney (VIS), amending 2 hours prior arrival. Amendment through Channel 16 VHF, to Harbour Control. Telegraphic address "Marboard". Pilot vessel painted high-visibility orange, "Pilots" on deckhouse in black paint. Boarding ground on side East of entrance. A good lee, speed 3–5 knots, no boatrope, ladder 8 ft. above water with manropes.
ANCHORAGE: No good anchorages off port. A restricted anchorage exists immediately off entrance. No anchorages within the port.
RESTRICTIONS: Entrance channel dredged to 36 ft. – a minimum keel clearance of 10% draft required. Certain berths within port may only be worked during slack water or early ebb tide.
MAX. SIZE: Maximum length of 800 ft., no beam restriction, draft up to 38 ft. Vessels over 700 ft. navigated in daylight only.
HEALTH: Refer to Melbourne.
RADIO: All radio messages through Sydney (VIS).
TUGS: Tugs usually come alongside shortly after entering breakwater. Ship's lines for towing lines, tug's lines for tugs alongside.
BERTHING: See Restrictions.
Thirty berths with lengths from 500 ft. to 2,025 ft. Depths alongside up to 38 ft.
New Cargo Berth suitable for unit and limited container traffic, depth alongside 36 ft. ISLW.
New grain berth with four loading heads can accommodate vessels up to 700 ft. length. Depth alongside 38 ft.
RADAR/VHF: No port radar. VHF channels 16, 13, 12, 4. Pilot has own set. Also see "Sydney–VHF".
MEDICAL: All hospital facilities available.
TANKERS: One tanker berth – 33 ft. depth water alongside, 600 ft. in length.
DENSITY: Density varies considerably throughout port, with particular reference to upstream rains.
FRESH WATER: Available all berths, 4–15 tons per hour delivery, dependent on other demands.
FUEL: Normal bunkering available by either road or barge, or pipeline at inflammable liquids wharf.
FIRE PRECAUTIONS: Written notice to Fire Brigade for tankers.
BULK HANDLING FACILITIES: Coal Basin berth numbers 1 and 2 loading capacity 2,000 tons per hour.
Dyke Coal Loader: loading capacity 600 tons per hour.
Western Basin: Berth numbers 1, 2 and 3, bulk wheat loading.
Kooragang Island Bulk berth: two gantry cranes each of 10 tons capacity. Grab unloading 650 tons per hour.
Grain – No. 3 Western Basin – four 1,000 t.p.h. loading heads.
Coal – No. 1 Basin Coal Loader – two 1,000 t.p.h. heads and Dyke Coal Loader, one 600 t.p.h. head.
Iron and Limestone – BHP No. 5 berth – three ore bridges with 10 to 20 ton grabs.
Bulk Berth – two 650 t.p.h. bulk unloaders used for phosphate, sulphur, alumina, petroleum coke and cement clinker.
Containers – one general cargo berth, No. 1 Throsby, fitted with 26-ton luffing crane.

Liquid Chemicals and LPG – now use Bulk Berth, Kooragang. Will use new Bulk Liquids Berth, Kooragang which is under construction.

DEVELOPMENTS: Plans to build new coal loader with a capacity of 7,000,000 tons annually. Preliminary site at Kooragang Island. The existing coal loader will continue operation.

Two new deep-water berths under construction at Dyke Wharf.

New bulk liquids berth to be built at Kooragang Island.

GANGWAY/DECK WATCHMEN: Services of watchmen available and recommended ($1.50 hourly average).

OPENING/CLOSING HATCHES: Dependent on type of cargo and hatch (coal, wheat, ship's crews close hatches).

CERTIFICATES AND CUSTOMS ALLOWANCES: See "Melbourne".

CARGO GEAR: No additional other than wire preventers to derrick heads if rope guys used. Also see "Melbourne".

CREW I.D. CARDS: See "Melbourne".

CONSULS: The following countries are represented at Newcastle: Belgium, France, Netherlands, Norway and Sweden.

REPAIRS: Most deck and engine repairs.

DRY DOCK: One floating dock, Government managed, 630 ft. length and 82 ft. beam. Capacity about 9,000 tons.

REPATRIATION: Normal facilities available.

AIRPORTS: Two, roughly 7 miles from city. Several flights daily to Sydney.

TIME: GMT plus 10 hours. Clocks advanced 1 hour between October and February.

HOLIDAYS: Christmas Day; Good Friday; Labour Day; Picnic Day; Anzac Day are regarded as close holidays and waterside workers cannot be required to be worked on these days. On Boxing Day, New Year's Day, waterside workers will work on following classes of vessel only;

(*a*) Passenger ships to sail on schedule; (*b*) ships to finish and sail before next pick-up of labour; (*c*) marine casualties; (*d*) other vessels which are agreed between employer and WWF branch officials in the port concerned; if there is no agreement on a port basis, agreement as to any such ships, to be reached at Federal level.

On remaining ordinary holidays, work performed as required by an employer. Work performed on holidays subject to premium rates of pay. No Saturday afternoon work unless vessel is proceeding to sea.

POLICE/AMBULANCE/FIRE: dial 000 for Emergency.

TELEPHONES: 'Phones available at all working berths. Costs 50 cents daily plus cost of calls plus 30 cents booking fee.

SERVICES: Compass adjusters and surveyors available.

DELAYS: Waiting for coal berths occasionally, usually no wait for general cargo wharves.

AUTHORITY: Maritime Services Board of New South Wales, Newcomen and Scott Street, Newcastle 2300. Tel. 25904.

AGENT: James Patrick & Co. Pty Ltd., Box 447 PO, Newcastle, NSW 2300. Cables "Rikpat Newcastle NSW". Tel. 2–2353.

PORT AUGUSTA, S. Aus.: 32.29 S. 137.46 E.

CERTIFICATE/DOCUMENTS/HEALTH: See "Melbourne".

PILOTAGE: One mile N.W. of Eastern Shoal North Beacon. The regulation pilot ladder secured four steps up from water and manropes are required. Boat ropes not required.

RESTRICTIONS: 16 ft. low water. Minimum 2 ft. under keel. No navigation at night. Maximum length 450 ft. overall. Tug required for vessels 410 ft. and over.

TUGS: From Port Pirie or Whyalla.

BERTHING:

No. 1	South	370 ft.	Depth 20 ft.
No. 2	Centre	400 ft.	,, 20 ft.
No. 3	North	420 ft.	,, 18 ft.

Total length of wharf 1,190 ft.

FRESH WATER: 10 tons per hour.

REPAIRS: Minor repairs only.

TIME: GMT plus 9½ hours.

TELEPHONE: Police 2241; Fire Brigade 2758; Hospital 2201.

AGENT: James Patrick & Co. Pty Ltd., Box 38–APO, Port-Pirie, SA. Cables "Rikpat". Tel. 323222 or 323423.

PORT GILES, South Australia: 35.02 S. 137.46 E.

On Western shore of Gulf of St. Vincent, 36 miles S.W. direction from Port Adelaide. For entry formalities not listed below, see "Adelaide".

PILOTAGE: Compulsory. If vessel on first entry to Australia, pratique and surveys are carried out at Semaphore anchorage, Port Adelaide, where Pilot will board.

If proceeding direct to Port Giles, 12 hours' notice required to Dept. of Marine and Harbors, Port Adelaide. Pilot boarding station is at northern end of Troubridge shoal, about 1 mile west of MacDonnell Sound Light Beacon.

ANCHORAGE: Macdonnell sound, 7 miles from berth. Also see "Pilotage".

MAX. SIZE: Vessels up to 40,000 tons dwt. able to load fully and depart at lowest tide. Normal limit to length of vessel 675 ft., beam 95 ft.

BERTHING: The new jetty, about 1½ miles North of Giles Point, reaches out from the shore some 2,000 ft. to the seaward end dolphin. The ship's berth has a depth of 38 ft. below low water over a length of 840 ft. Grain transported from Silos to ship's side by conventional belt conveyor capable of handling 800 tons an hour. Alongside ship, elevated gallery with 5 swivelling and telescopic booms feeds grain into any hold without movement of ship along berth. Each boom has a maximum load rate of 400 tons an hour so that at least two must be used to achieve full ship loading rate.

TUGS: None. Mooring launch available, but if tugs required, must be obtained from Port Adelaide.

FRESH WATER: Available.

TELEPHONES: Available on berth.

FUEL/REPAIRS: None.

TIDES: Mean high water springs 6·6 ft., mean high water neaps 4·0 ft. (Edithburgh).

VHF: VHF radio telephone (Edithburgh Base Station).

AUTHORITY: Department of Marine and Harbors, 211 Victoria Square, Box 679 E GPO, Adelaide, S. Australia 5001.

AGENT: See "Adelaide".

PORT HEDLAND, W.A.: 20.18 S. 118.35 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".

PILOTAGE: Compulsory, arranged through Harbour Master. Pilot boards between No. C.6 Buoy (20° 11′ 25″ S. 118° 31′ 04″ E.) and area marked FOUL GROUND.

RESTRICTIONS: Dredged outer channel, depth 42 ft. LWOST, width 600 ft. (800 ft. on curves), length 7¾ miles. Turning basin depth 30 ft. LWOST.

Port cleared for passage of ships up to 925 ft. length during daylight hours, and ships of 790 ft. length by night.

MAX. SIZE:

(Ore Jetty)	Length Jetty		856 ft.
	Travel Loader		545 ft.
Total length No. 1 to No. 8			
	Dolphins		1,159 ft.
(Dredged Basin)	Length		1,200 ft.
	Depth		51 ft. ISLW.
	Width		270 ft.
Depth Departure Channel			46 ft. ISLW.
(Vessel)	Length		886 ft.
	Beam		138 ft.
	Loaded Draught		48 ft.
(Cargo Jetty)	Tankers		21,000 DWT.
	Length Jetty		210 ft.
	Depth		25 ft. ISLW.

TUGS: 4 tugs of 2,400 hp; 1 tug of 1,000 hp; 1 tug of 570 hp.

BERTHING:

Goldsworthy Pier – Iron Ore. Depth 52 ft. Length between mooring dolphins 1,200 ft. Length of berthing face 582 ft.

No. 1 and No. 2 berth – comprises of a wooden jetty. Depth 20 ft. – maximum length of vessel 400 and 415 ft. respectively. Manganese and general cargo berths.

No. 3 berth – Steel Wharf. Depth 40 ft. Length between mooring dolphins 900 ft. Length of berthing face 600 ft. General cargo and salt loading.

Mt. Newman Pier

Berth A	Length	1,000 ft.
	Depth	60 ft.
Berth B	Length	1,160 ft.
	Depth	56 ft.

FUEL: Bunkers available at 1, 2 and 3 berths.

FRESH WATER: Limited supplies available at 1, 2 and 3 and Mt. Newman Pier.

STEVEDORES: 4 gangs, continuous hours as required. Rate 9 tons/hour per gang. 50 tons/hour per gang for manganese.

REPAIRS: Minor repairs only can be effected.

TIME: GMT plus 8 hours.

AUTHORITY: Port Hedland Port Authority.

AGENT: James Patrick & Co. Pty Ltd., POB 81, Wharf Road, Port Hedland, WA6721. Tel. 31809. Telex 99596. Cables: "Rikpat Port Hedland".

PORT KEMBLA, N.S.W.: 34.28 S. 150.54 E.

CERTIFICATES/DOCUMENTS/HEALTH/CUSTOMS ALLOWANCES/CARGO GEAR: See "Melbourne".

PILOTAGE: Pilotage is compulsory for all foreign vessels and Australian Masters without an exemption; this service operates 24 hours per day. When entering or leaving the Inner Harbour, the Pilot requires 3 ft. clearance under the keel. Pilots equipped with VHF.

The pilot boarding station is at the Wollongong Head Light House, bearing 310° – distance 1·25 miles from Harbour entrance.

RESTRICTIONS: An artificial harbour, formed by two breakwaters with an entrance of 1,000 ft. and a depth of 50 ft. ISLW at the entrance. Leading from the Outer Harbour there is an inner harbour basin, which is entered through a 370 ft. wide channel, having a depth of 36 ft. ISLW. The port consists of two harbours, locally referred to as the Outer Harbour and the Inner Harbour. In the Outer Harbour the swinging basin is approximately 1,500 ft. with a minimum depth of 35 ft., and in the Inner Harbour the swinging basin is approximately 1,200 ft. with a minimum depth of 36 ft. Major deepening has already commenced at the Inner Harbour. It is intended to deepen the entrance channel from the Outer Basin to the Inner Basin to 50 ft. and the Inner Harbour Discharge Berths to the same depth. The Coal Berth and the Multi-purpose Berth to be dredged to 43 ft. This work is anticipated to be completed by the end of 1975.

PRATIQUE: Quarantine service is available 24 hours per day

vessels 450 ft. or less in length are boarded for pratique at the Outer Harbour Anchorage in daylight hours only.

Vessels in excess of 450 ft. in length are granted pratique alongside the berth only.

As vessels over 450 ft. can only be granted pratique when alongside a berth, it is recommended, due to harbour congestion and/or prior arrived ships (therefore there being no berths available at this port), to arrange for vessels coming from the North to divert to Sydney Anchorage for pratique.

This allows vessels to tender Notice of Readiness on arrival off Port Kembla and establish turn for a particular berth.

RADIO: A continuously manned communication centre maintains constant contact with the Pilot, pilot tender, tugs and launches. In addition, a VHF radio-telephone system (operated by the Central Control Point in Sydney) provides communication for vessels at sea or under the control of a pilot.

Whilst anchored off the port of Port Kembla, it is necessary to maintain radio watches, as officially a vessel is at sea until entering the breakwaters into the port.

TUGS: At the present time three tugs are available, 24 hours per day, provided previous notification is given. Although their assistance is not compulsory, they are invariably requested by Pilots and Masters.

Two tugs have a bollard pull of 17·2 tons, one tug has a bollard pull of 25 tons.

BERTHING: Outer Harbour:

No. 2 Jetty – South side: bulk discharging berth for Australian Iron and Steel Pty Limited, exclusively for ironstone, limestone and other raw materials used in the manufacture of steel. Depth of water alongside, 32 ft.

No. 3 Jetty – General Cargo Berth: depth of water ranging from 33 ft. seaward end to 13 ft. shore end.

No. 4 Jetty – General Cargo Berth: depth of water ranging from 36 ft. seaward end to 16 ft. shore end.

Jetty No. 5 – used exclusively for the discharge of bulk petroleum products. It is situated on the southernside of the breakwater, and can accommodate vessels up to 600 ft. length, depth alongside 35 ft. This berth is also used for bunkering however, no priority is given for bunkering ships over tankers.

No. 6 Jetty – General Cargo Berth: Depth of water ranging from 33 ft. seaward end to 24 ft. shore end.

Inner Harbour: Four of the six wharves in the Inner Harbour are privately owned, three by the Australian Iron & Steel Pty Limited and one by Australian National Line.

AIS No. 1 Loading Berth – depth 36 ft.

AIS Discharge Berth – this berth is serviced by two 15-ton capacity grabs capable of 500 tons per hour each, and has both road and rail transport. It is actually a continuation of the loading berth and also has one coal/coke loader, capable of a loading rate of 600 tons per hour. The depth of water alongside is 37 ft.

AIS No. 2 Loading Berth – depth alongside 40 ft.

Roll-on/roll-off Berth – depth alongside 36 ft.

Coal Berth – length of berth 704 ft. The coal or coke is loaded by means of a travelling gantry, with trimmer. The unit has been designed for a loading rate of 2,000 tons of coal or 800 tons of coke per hour, and the trimmer for loading vessels to 110 ft. beam. The average rate is approximately 1,250 tons coal and 550 tons coke per hour. The loading boom (in the horizontal position) and loading chutes will clear the hatch coaming at 57 ft. above ISLW.

Multi-purpose Berth – can accommodate vessels up to 700 ft. length, depth alongside is 38 ft.

STEVEDORES: The Australian Stevedoring Authority controls labour in the port, the present total strength being 483 men.

Working Times:

1st shift: 0730 to 1430 – Monday to Friday, Sunday
2nd shift: 1500 to 2200 – Monday to Friday, Sunday
3rd shift: 2300 to 0600 – Monday to Friday, Sunday
1st shift: 0730 to 1130 – Saturday only
or: 0730 to 1430 – Saturday only.

There are sufficient forklifts, tractors, bulldozers, etc., available to handle all general and bulk cargoes as necessary

FRESH WATER: Fresh water is available at all berths.

FUEL: Furnace and diesel oil is obtainable by pipe-line at the inflammable liquid berth and No. 6 Jetty and also at the AIS discharge berth and AIS No. 1 loading berth. Limited quantities are available by road tanker at No. 3 jetty, the coal loading berth and the multi purpose berth. No bunkering barges are available.

Delivery capacity by pipe-line is approx. 120 tons per hour. Delivery capacity by road tanker is approximately 20 tons per hour.

MEDICAL: There are sufficient doctors, dentists, etc., to handle all eventualities; also two well equipped modern hospitals.

REPAIRS: There are no drydocking facilities, but several marine engineering companies operate here, who can handle most types of repairs.

HOLIDAYS: See "Sydney".

GANGWAY/DECK WATCH: Carried out by crew.

OPENING/CLOSING HATCHES: Crew/stevedores.

CREW IDENTIFICATION: See "Melbourne".

TIME: GMT plus 10 hours.

AIRPORT: Kingsford Smith International Airport, Sydney.

TELEPHONES: Pilot Station 40761; Signal Station 41089. Telephones available

AUTHORITY: Maritime Services Board of NSW, P.O. Box 89 Port Kembla.

AGENT: James Patrick & Co. Pty Ltd., Box 83 PO, Port Kembla, New South Wales 2505. Cables "Rikpat". Tel. 74–2267.

PORT LATTA, Tasmania: 40.51 S.145.23 E.

DOCUMENTS:
4 Crew Lists, Commonwealth No. MSL.
1 Customs Store List, Commonwealth No. 42A.
1 Personnel Effects, Commonwealth No. 5.
1 Quarantine/Animals, Commonwealth No. QA4 and QA5.
1 Smallpox Vaccination Register.

PILOTAGE: Compulsory pilotage from anchorage to berth. Pilot remains on board throughout loading. Pilot station equipped VHF radio Channels 16, 12 and 6. Pilots and line boats stationed at small boat harbour, Port Latta. Pilot boards at anchorage. Vessels communicate with Port Latta Marine Department on normal ship-shore frequencies, through Australian coastal stations, addressing message to "Pickands Burnie" prefixed "Shipserv". ETA required 10 days, 2 days, 1 day prior. Accommodation ladder to be rigged and ready on port side.

ANCHORAGE: One mile radius from point with Rocky Cape Light. Bearing 130° (T) × 5 miles (16 fthms).

RESTRICTIONS: Vessels berth on arrival day or night, weather permitting. Approach channel and depth alongside berth 50 ft.

MAX. SIZE: Length, 850 ft. LOA; beam 130 ft.; draft 45 ft.; 9 ft. range of tide.

HEALTH: Commonwealth appointed health doctor will board on arrival, weather permitting, for crew inspection. Doctor requires one copy Crew List and one copy Smallpox Vaccination Register. Doctor boards only when Port Latta first port of call.

RADIO: Radio messages addressed to "Shipserv. Pickands, Burnie" and Agent.

TUG: Will join vessel at anchorage. Tug stationed at Port of Stanley and will stay with vessel throughout loading. The use of tug or ship line is at discretion of Pilot. No extra charge made for use of tug lines.

BERTHING: Vessels berth port side alongside using starboard anchor. Lines required: Six 120 fathom lines and one wire backspring at each end of vessel. One berth where vessel moors to buoys and alongside two dolphins. A 6,000 ft. long steel structure carries ore conveyor to two ship loaders each protected by a dolphin. Minimum depth of water in berth and approaches 50 ft.

MEDICAL: Minimum of 24 hours notice required by Agent to arrange doctor. Hospitals situated at Smithton, 19 miles; Wynyard, 25 miles.

TANKERS: Berth at anytime. Hose 10 in. diameter, discharge line only, no facilities for receiving ballast or slops. Maximum permitted draft 45 ft.

DENSITY: 1,025.

FRESH WATER: Limited quantity from tug – 40 tons.

FUEL: Not available.

FIRE REGULATIONS: Standard Mines Department fire regulations.

OPENING/CLOSING HATCHES: Ship's responsibility.

CERTIFICATES: Required: De-rat., Safety Equipment, Load Line, Registered Tonnage.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or 8 ozs. tobacco per man. Wine/Spirit, One quart per man, bottle/bottles must be unsealed.

CARGO GEAR: None required.

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: No consulates.

REPAIRS: Minor repairs can be carried out by local contractors.

REPATRIATION: Agents can arrange repatriation and crew changes.

AIRPORT: Nearest airport 25 miles at Wynyard with daily domestic flights to mainland for international flight connections.

TIME: Local time on Eastern Australian Standard. GMT plus 10 hours. Tasmanian summer exists between October and March, GMT plus 11 hours.

HOLIDAYS: Cargo loading continuous throughout public holidays.

POLICE/AMBULANCE/FIRE: Police, Stanley 40; Ambulance, Smithton 2–1221; Fire, Forest 58–3123.

TELEPHONES: No arrangements available for placing phone on board ship. Use of company phone can be arranged for business matters.

SHORE LEAVE: Shore leave is allowed providing sufficient crew remain on board to handle vessel for clearing berth.

AUTHORITY: Port Latta Marine Department. Tel. Rocky Cape 43–4104 and 43–4175. Telex Pickand 58522.

AGENT: Sub-agent of James Patrick & Co. Pty. Lid., Melbourne.

PORT LINCOLN, S.A.: 34.47 S. 135.54 E.

DOCUMENTS: See "Melbourne".

PILOTAGE: Compulsory. Pilot board 1½ miles South-east or East-south-east of Boston Point.

APPROACHES: Depth in approach channel 30 ft.

BERTHING: Kirton Point Jetty oil tanker berth at "T" head, berthing space 900 ft., depth 32 ft. Shipping pier depth 27 and 28 ft. Bulk grain loading berth 670 ft. long, depth 32 ft. Maximum beam permissible 80 ft. Broken Hill Jetty (Proper Bay) jetty and berth with mooring dolphins. Distance between outer dolphins 882 ft. Depth 34 ft. LWOST. Loading rate 1,900/2,000 per hour. Maximum beam permissible 80 ft.

FUEL: Not available.

FRESH WATER: Available at jetty and shipping pier. Not available at Broken Hill (Proper Bay) berth.

TUGS: 1 tug available.

VHF: Radio telephone in operation.

DEVELOPMENTS: Two new berths are being constructed as a 600-metre extension of the Shipping Pier. The outer berth will accommodate bulk grain vessels up to 50,000 dwt. and the loading rate will be 2,000 tons per hour. The inner berth will accommodate vessels up to 35,000 dwt. discharging phosphate rock imports. Target date for completion 1975.
AUTHORITY: Department of Marine and Harbors, 211 Victoria Square, Adelaide. For Proper Bay: Broken Hill Proprietary Co. Ltd. PO Box 21, Whyalla, S. Australia 5600.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

PORT PIRIE, S. Aus.: 33.10 S. 138.02 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Pilot boarding station is one mile NW of Eastern Shoal North Beacon. Regulation pilot ladder secured four steps up from water and man-ropes required. Boat ropes not required.

The port serviced by VHF in the following ways: Port Pirie Harbourmaster in office hours or Watchman outside office hours, all have channels 6, 12 and 16. Pilot Launch *E. A. Farquhar*; Mooring Launch *Tarparrie*; Motor Tug *Tenacious* (11 ton pull); Motor Tug *Mudgee* (5 ton pull).
PILOTAGE: The Pilot will board at any time, but the channel is only navigated inward bound during daylight hours.
RESTRICTIONS: Ships berth in order of first come, first served except in special circumstances. Required keel clearance 3 ft.
MAX. SIZE: LOA 580 ft. BP 550 ft. Draft 21 ft. plus height of tide less keel clearance.
RADIO: VHF (see Pilotage).
TUGS: Tug will be required for vessels of 410 ft and over.
BERTHING:

No. 1	24 ft.	LW	General Rail
No. 2	27 ft.	,,	Silo
No. 3	24 ft.	,,	Tankers
No. 4	19 ft.	,,	Tugs and Launches
No. 5	27 ft.	,,	Bulk Concentrates
No. 6	27 ft.	,,	Bulk Concentrates
No. 7	27 ft.	,,	Zinc Concentrates (Interstate)
No. 8	27 ft.	,,	Lead Pigs
No. 9	27 ft.	,,	Lead Pigs
No. 10	27 ft.	,,	Coke (Inwards)
No. 11	12 ft.	,,	Acid

There is 500 ft. overall length limit at No. 1 Berth. At Nos. 2, 3, 5, 6, 7, 8, 9 and 10 Berths the port maximum of 580 ft overall is the limit.
BULK HANDLING FACILITIES: The boom of the shiploader is 70 ft. in length and when lowered to the horizontal position for pouring should plumb the midship line of most ships loading from this machine. The "jet-trimming slinger" at the lower end of the loading chute is capable of throwing a stream of ore some 60 ft. through 360° and can be directed to any position within the vessel's hold.
FRESH WATER: Fresh water available all berths at rate of 10–15 tons per hour.
REPAIRS: Subject special arrangements.
TIME: GMT plus 9½ hours.
TELEPHONES: Police 32 1200; Fire Department 32 3000; Harbour Master 32 1455.

AGENT: James Patrick & Co. Pty Ltd., POB 38, 15 David Street, Port Pirie, S.A. 5540. Tel. 32–3222. Cables: "Rikpat Port Pirie".

PORT STANVAC, S.A.: 35.06 S. 138.28 E.

DOCUMENTS: The following Australian forms are required at first port of call. If not on board, they must be completed on arrival:
2 copies Form M & S II or M & S 14 (Crew List).
1 ,, ,, 42 A (Store List).
1 ,, ,, 5 (Customs Manifest).
2 ,, ,, C & E 886 (Ports of Call).
1 ,, ,, QA 3 (Cargo).
1 ,, ,, QA 4 (Pets).
1 ,, ,, QA 5 (not necessary if no pets on board).
2 ,, ,, FQ 360 (Health Report).
PILOTAGE: Compulsory. Mooring Master acts as Pilot. On approaching port, contact Port Stanvac Information Station on VHF Channel 16, day or night, for latest orders.
RESTRICTIONS: Approaches from the West, through Investigator Strait; from the East, through Backstairs Passage.

Minimum depth in channel to jetty berth is 40 ft. Minimum depth in channel to Sea Line Berth is 60 ft.

Height of tide, 9·0 ft. HHW, and 4·6 ft. LHW.
ANCHORAGE: Crude vessels – with Marino Rocks Lighthouse 065° distance 4·5 miles in 14 fathoms of water.

Product vessels – with Marino Rocks Lighthouse 065° distance 3 miles in 11 fathoms of water.

Not recommended anchor West of sea berth due to presence of sunken barges, although deep water.
MAX. SIZE: At Jetty berth: length 560 ft., draft 32 ft.

At Sea Line berth: length 1,000 ft., draft 51 ft.
RADIO: VHF radio telephone Channels 16, 14 and 9. Call sign 'PORT STANVAC'. Mooring Master in radio contact with terminal while at berth.
TUGS: Obtainable from Port Adelaide. Normally one tug assists berthing.
BERTHING: Jetty extends over a stone causeway and thence north-westward for about 2,000 ft. Causeway is about 1,000 ft. long. The "L" head of the jetty is about 400 ft. long in a N.E. direction, with a depth of 35 ft. alongside.

A pipe-line extends about 1,800 ft. from the jetty head in a N.W. direction to the Sea Line berth in a depth of 60 ft. of water. At the Sea Line berth vessel moors using both anchors and ship's ropes to five buoys aft. In addition, up to four 5½ in. wires may be picked up from the sea bed. Use of these wires is recommended as vessel is moored beam on to tidal streams. After westerly storms, berth is exposed to heavy swell.
HOSES: Sea Line berth; two 12 in. hoses connect vessel with 34 in. sea line. A shore gang of fitters joins ship to connect hoses under Berthing Master's supervision. These men are accommodated on board.

Ship's port derrick to be rigged with a single runner. Diver goes under water to connect hose.

Shore tanks situated 120 ft. above sea-level, high back pressure to be expected.
FRESH WATER: Fresh water available at the Products Wharf only, at an approximate rate of 25 tons per hour.
FUEL: Fuel and diesel oil available at jetty. Only Bunker "C" available at Sea Line berth.
MEDICAL: Doctor available.
REPAIRS: No facilities for repairs.
TIME: GMT plus 9½ hours.
SHORE LEAVE: Allowed. Launch service can be arranged. Crew members not allowed through refinery on foot, must use taxi or approved transport.
AUTHORITY: Petroleum Refineries (Australia) Pty. Ltd., GPO Box 1905, Adelaide, S.A.

AGENT: Sub-Agent of James Patrick & Co. Pty. Ltd., Adelaide.

PORT WALCOTT, W.A. 20.37 S. 117.12 E. (including Point Samson and Cape Lambert)

PORT LIMITS: The port is bounded on the South and West by the coast between the north of the Sherlock River and the Northern extremity of Dolphin Island, including all the intermediate bays, creeks, coves, inlets and navigable waters; on the North by an imaginary line from the Northern extremity of Dolphin Island to the Southern extremity of Delambre Island and thence South-Eastward to a position 5 statute miles North of the mouth of the Sherlock River; and to the East by an imaginary line extending 5 statute miles Northward from the mouth of the Sherlock River.
HEALTH/DOCUMENTS: See 'Melbourne'.
PILOTAGE: Compulsory. No permanent Pilot stationed at Port Walcott. The Harbour and Light Department at Fremantle should be advised of vessel's ETA, with ten days advance notice, stating whether vessel destined for Port Walcott (Samson) or Port Walcott (Lambert). The pilot boarding ground is situated in a position with Point Samson Lighthouse bearing 200° at a distance of 7 miles.
ANCHORAGE: Anchorage can be obtained in a depth of about 4 fathoms, sand, with Jarman Island Lighthouse bearing 192° and Popes Nose bearing 259°, or nearer Samson Point in a slightly less depth.
RADIO: VHF is available on Channels 6, 9, 12 and 16 though a continuous watch is not kept. ETAs to be given 10 days, 48 hours and about 24 hours. prior to vessel's arrival. Telegrams should be addressed SHIPSERVE, HARBOURMASTER PORTWALCOTT.
TUGS: Available for handling ore carriers. Small tugs are available for use on Lambert and Samson jetties.
BERTHING: *Point Samson*

Neck approach to jetty is 2,269 ft. long extending then to berths, one on each side of spring piling system on each side of jetty. Heavy coir moorings are used in conjunction with ship's moorings as a precaution against swell conditions.

Vessels berthed "head in" and extra mooring arrangements enable vessels of up to 475 ft. to be moored alongside, but with vessels in excess of 400 ft. in length, No. 1 hatch cannot be used, either for loading or discharging. Although minimum depth of 22 ft. of water in normal berth, at LWOST it shallows to shoreward and vessels over 400 ft. should only allow a depth of 18 ft. forward.

Vessels should only be berthed at slack water. Berthing signals are displayed from mast at end of jetty head.

Cape Lambert

Cape Lambert Service Jetty is owned by Cliffs Western Australian Mining Co. Pty. Limited. The neck is 1,500 ft. long and the berthing head is 510 ft. long. Off each end of the head is a mooring dolphin some 90 ft. away. This permits a vessel of about 600 ft. long to berth. There is a minimum depth of 30 ft. at LWOST. The height of the jetty, above LWOST, is 35 ft. Cargo is handled by ship's gear. The jetty is designed for road transport only.

Ore Jetty owned and operated by Cliffs Western Australian Mining Co. Pty. Ltd. extends about 1½ miles into the sea, double-sided and capable of handling ships up to 150,000 dwt. The depth of water on the South side, 57 ft. The depth of water on the North side, 63 ft. There is a single ship loader operating at 6,000 tons per hour.
STEVEDORES: The wharfinger at Point Samson should be advised of ETA and labour requirements for vessels using Point Samson jetty. Under normal conditions 3 gangs average 6 to 8 tons per gang per hour handling cargo.
CARGO GEAR: See "Melbourne".
FRESH WATER: Not available.
FUEL: Not available.
TIME: GMT plus 8 hours.
AUTHORITY: Point Samson: Harbour and Light Dept., Fremantle. Cape Lambert: Cliff's Ore Company.

AGENTS: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

PORTLAND, Victoria: 38.20s. 141.37E.

PORT LIMITS: So much of the waters of Portland Bay as lie Westward of a line bearing due North from Point Danger to the opposite shore of Portland Bay.
DOCUMENTS: Refer to Melbourne.
PILOTAGE: Compulsory except for exempt Masters. Pilot boards ¼ to ½ mile from main breakwater.

Approach from the West: A safe course into Portland Bay can be maintained by rounding Lawrence Rocks at a distance of 1½ miles and altering until a course of 330° can be steered, which will clear the Southern side of the Bay between Danger Point and Portland by 1½ miles. Steer this course until Whaler Point Lighthouse bears 270° about 2½ miles distant where course can be altered for the harbour entrance.

Approach from East: Is a straight course after rounding Lady Julia Percy Island, 18 miles from the breakwater.
ANCHORAGE: Portland Bay is clear of all dangers and safe anchorage may be found ¼ to ½ mile North and North-east of the main breakwater and for smaller vessels between the lee breakwater and Whaler Reef Buoy (conical Bl. & W. checkered). Holding ground is good, and excellent shelter is obtained from Westerly weather. Anchoring is not recommended in strong Easterly or South-easterly weather, as there may be a confused sea and swell.
RESTRICTIONS: *The Harbour* is bounded by two breakwaters, enclosing 250 acres. The entrance is 800 ft. wide.

Swinging Basin: Between the two breakwaters, bounded by No. 6 Berth and the Lee Breakwater.

Depth of water in the harbour is based on a datum of 0·63 ft. above LWOST, which ensures a depth of not less than 36 ft. under all tidal conditions. Mean rise and fall is approximately 2½ ft. but the prevailing wind has a certain influence on the tide.
MAX. SIZE: The largest vessel to use the port to date was 741 ft. long and 104 ft. beam.

Deepest vessel to use the port to date was with a departure draft of 36 ft. 7 in.
HEALTH: Portland is a first port of entry. When requiring pratique, inform the Port Health Officer of the ETA, number of crew and passengers, and the state of health of the complement. Use the prefix "Shipserv" for all cabled messages. All requirements as for Melbourne.
RADIO: Maritime VHF operating on Channels 12 and 16 is installed in the Harbour Master's Office and on the tugs.

Listening on Channel 16 between 8.30 a.m. and 5 p.m. and when shipping is expected.

Radio Advice of Arrival: Address ETA telegrams to the Harbour Master, using the prefix "Shipserv".
TUGS: One of 1,600 h.p. and one of 250 h.p. are at present available. The largest tug is designed for deep-sea work.
BERTHING: The main breakwater extends 4,200 ft. in a North–South direction from Battery Point with its Northern extremity in 46 ft. of water. There are two berths at the inshore end known as No. 1 and No. 2, K. S. Anderson Wharf.

Depth alongside is 36 ft. LW with limestone and sand bottom. Maximum draft is 34 ft. 6 in., which may be increased if written application made to Harbour Master, stating the maximum required.

No. 1 Berth is suitable for bulk or general cargoes. It is also used for the discharge of diesel and fuel oil and for bunkering. It is a berth ideally suited for the assembly and handling of containers or unit loads as both road and rail transport can be utilised.

No. 2 Berth is a continuation of No. 1, and is also the grain loading berth with the silos situated at the South end of the wharf, and the loading gantry running along the roof of the shed. Two travelling ship-loaders operate over the length of the berth; when used simultaneously capacity is 200 t.p.h. each, used singly 400 t.p.h. The berth is also used for discharge of diesel and fuel oil, and as a bunker berth. The tank farm is approximately ½ mile distant.
BULK LOADING FACILITIES: Located at No. 1 and No. 2 berth K. S. Anderson Wharf. The loading units consist of two 90 ft. high lateral traversing ship-loaders, for the delivery of bulk grain (oats, wheat, barley, maize and sorghum).

The maximum distance of traverse is 450 ft. and with telescopic delivery spouts providing an additional 50 ft. at either end. Maximum permissible length of ship using loading units is 700 ft. to obviate shifting.

Maximum beam served to date 90 ft. in bulk carrier with wing tanks.

Maximum height above LW of ship's rail to swing spouts inboard 46 ft.

Gross handling rate per hour: oats 400, wheat 600, and barley 500 t.p.h. reduced when trimmers are used.

No. 6 berth is at right angles to K. S. Anderson berths and 450 ft. West. The berth is designed and built for the discharge of bulk cargoes but, as with No. 1 berth, is also used for the handling of general cargo.

It is 750 ft. in length with 36 ft. LW alongside and a clay bottom. Maximum draft is 34 ft. 6 in., with the same conditions as for No. 1 and No. 2 berths.
TANKERS: *Lee Breakwater and S. L. Patterson Oil Berth* protrudes in an Easterly direction from point 3·7 cables South of Whaler Point Lighthouse for a distance of 3,870 ft., with its extremity in 30 ft. of water.

The S. L. Patterson Oil Berth is situated on this breakwater about 1,500 ft. from the seaward end.

The wharf is 250 ft. in length and designed for vessels of up to 38,000 tons GRT. Depth alongside is 34 ft. low water, with limestone and sandy bottom.

Maximum draft permitted is 32½ feet.

The berthing and unberthing of tankers is *restricted to daylight hours* whether piloted or exempt.

The Shell Company of Australia Limited, and Ampol Petroleum (Victoria) Pty Limited have pipe-lines to the berth. Average discharge rate is approximately 300 t.p.h. This wharf can also be utilised as a loading berth ex-road transports, and as a fitting out or repair berth.

Ocean Pier lies between the Lee Breakwater No. 6 berth, but is no longer available as a shipping berth, as it is under progressive demolition.
STEVEDORES: There are 120 registered members available.

Hours of work are from 8 a.m. to 5 p.m., from 5 p.m. to 11 p.m. and midnight to 7 a.m.

Extended shifts are allowed to be worked to 7 p.m. each day (except Thursday and Sunday) when no twilight labour is available.
Average rates of loading are approximately:
12 to 15 t.p.h. for cartons.
12 t.p.h. for carcass meats.
12 to 15 t.p.h. for butter and cheese.
50 bales per hour for sheep skins, and 100 bales per hour for wool. Pallets can be manufactured locally by prior arrangement.

Vessels can be serviced expeditiously under skilled supervision including fitting out for grain, battening out for freezer or general cargo and securing cargoes to departmental requirements. Ample supplies of dunnage are available.
MEDICAL: Medical, dental and optical services are available.
FRESH WATER: Is obtainable in unlimited quantity at all berths at a loading rate of over 20 t.p.h.
FUEL: Can be obtained ex-pipe-line on the K. S. Anderson Wharf for quantities in excess of 100 tons. Vessels can bunker at up to 350 t.p.h. for either grade of oil. Smaller quantities are delivered by road tank wagons.
REPAIRS: Limited to the Trust's workshops and local tradesmen.
GENERAL: *Provisions:* plentiful, good, and available at short notice. Bonded stores are at present only available from Melbourne at approximately 24 hours notice.
AIRPORT: An air service is maintained between Portland and Melbourne. Three flights daily connecting with all interstate and international services.
POLICE/AMBULANCE/FIRE: Fire Brigade 232998; Police 231999; Ambulance 231666; Hospital 231033, after hours, general patients 231400.
AUTHORITY: Portland Harbour Trust Commissioners.

RAPID BAY, S.A.: 35.32 S. 138.12 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Not compulsory but recommended. Pilot station as for Port Adelaide.
LOCATION: On Eastern shore of St. Vincent's Gulf about 55 sea miles South of Port Adelaide.
BERTHING: "T" shaped jetty 1,600 ft. long, "T" head 737 ft. berthing length. Depth 29 ft. LWOST. Loading rate 1,100/1,200 tons per hour. Height of chute above water LWOST 38 ft.
FRESH WATER: Small emergency supplies only.
FUEL: Small emergency supplies only by road tankers from Port Stanvac.
TUGS/REPAIRS: None.
OPERATIONS: Working hours flexible to suit vessels requirements.
VHF: Available.
AUTHORITY: Broken Hill Proprietary Co. Ltd., Box 21, Whyalla, SA 5600.
AGENT: Sub-agent of Messrs. James Patrick & Co. Pty Ltd., Adelaide.

ROCKHAMPTON, (Port Alma) Queensland: 23.24 S. 150.33 E.

CERTIFICATES/DOCUMENTS: All determination carried out by ship's agents either in Rockhampton or at main agent's office. Also see "Melbourne".
PILOTAGE: Agent notifies Pilot of ETA, and boarding time then determined by pilot, taking into consideration circumstances prevailing.

Pilot boards from 50 ft. white launch. Pilots can be contacted by VHF Channels 8, 12 and 16., or radio-telephone 2182 and 2760 kHz.
RESTRICTIONS: Channel depth 24 ft. LWOST. Berth depth 32 ft. LWOST. Two feet keel clearance required. Max. draft dependent on height of tide.
ANCHORAGES: Anchorage for Port Alma is Timandra Buoy, approximately thirteen (13) miles from Port.
HEALTH: Health regulations carried out by Agents. Pratique only necessary when port is first port of call. See "Melbourne".
RADIO: VIR Rockhampton.
TUGS: Tug assistance obtainable if required from Port of Gladstone.
BERTHING: Berth at Pilot's discretion after receiving advice from Agent as to ETA.

Present facilities comprise 950 ft. Concrete Wharf plus Bulk Loading Berth and Conveyor also utilised as tanker berth. All berths depth 32 ft. LWOST.
STEVEDORES: Agent advises Stevedoring Company of ETA.

Requisitions to be lodged for labour before 1.00 p.m. on previous day. No requisition can be lodged from 1.00 p.m. Friday to 1.00 p.m. Monday.
MEDICAL: All medical requirements carried out by Agent. Hospital available 40 miles from Port Alma.
TANKERS: 10 inch disch. lines. No slop facilities. 1 berth 32 ft. LWOST.
FRESH WATER: Fresh water available by road transport only, necessitating road haul or 40 miles, average cost $14.00/1,000 gallons.
FUEL: No bunkering facilities available. Installations contemplated in near future. All grades of fuel available by road transport.
FIRE PRECAUTIONS: Usual precautions as laid down by Marine Board of Queensland.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: Crew.
CUSTOMS ALLOWANCE: Under supervision by Custom's Department. 200 cigarettes or 1 lb. of tobacco each 10 days. Wine/Spirits, no definite information available.
CARGO GEAR: As per the navigation Act. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Norway telephone 24291.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities available.
AIRPORT: Regular services 43 miles from Port Area.
TIME: GMT plus 10 hours.
HOLIDAYS: Christmas Day, Good Friday, April 25th and Waterside Workers' Picnic day.
POLICE/AMBULANCE/FIRE: Telephone No. 000. 40 miles distance.
TELEPHONES: No provisions for placing telephone on board ship. Public telephone on Wharf.
AUTHORITY: Rockhampton Harbour Board, Box 9, GPO, Rockhampton, Queensland 4700. Telephone 22205.

AGENT: Sub-agents of James Patrick & Co. Pty Ltd., Brisbane.

SPRING BAY, Tasmania: 42.33 S. 148.56 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilots board from a tug (black hull, red funnel with black top), on a line joining the Southernmost part of Freestone Point to the Northernmost part of Luther Point (see Chart AUS 170). ETA is usually sent to vessel's Agent 72 hours prior to vessel's arrival and confirmed 24 hours and 6 hours before arrival at the pilot station. ETA should also be sent to Harbour Master, Hobart, VHF Channel 16, call sign "HOBART HARBOUR". The tug from which the Pilot boards leaves Spring Bay Wharf 30 minutes before a vessel is due at the pilot station, and also keeps a listening watch on VHF Channel 16.
ANCHORAGE: A good anchorage can be found in depths of 36 to 50 ft. approximately 1–1¼ miles S.W. of Spring Bay Wharf.
RESTRICTIONS: The wharf is used exclusively by vessels loading wood chips from Tasmanian Pulp and Forest Holdings. The main wharf, on which the wood chip loader is situated, is 800 ft. long with additional dolphins (3) and a mooring block for head, stern and breast lines. Ships are normally berthed starboard side to and the port anchor is used approaching the berth. The ship loader is a fixed structure and vessels loading are required to move up and down the wharf using their own lines. At present vessels are only berthed during daylight hours, but may leave during the hours of darkness at the discretion of the Pilot. Should a vessel require to immobolise her engines, application must be made to the Harbour Master; if permission is granted a tug will be required to stand by alongside.
MAX. SIZE: The minimum depth alongside the wharf is 35 ft., and the mooring dolphins and ship loading facilities were designed to accommodate specialised ships with an overall length of 685 ft. No difficulty is envisaged in working ships having an overall length of up to 800 ft.
HEALTH: The local medical practitioner boards vessels after berthing and acts for the Commonwealth Department of Health. Immigration/Customs Officers travel by road from Hobart and board after pratique has been granted. Quarantine authorities must be informed of suspected disease or fever at least 18 hours before arrival. Also see "Melbourne".
RADIO: Hobart Radio, call sign VIH. Hours of duty, 0700 to 2000 Eastern Standard Time.
TUGS: No tugs are stationed at Spring Bay. When a ship is due at the port a tug is despatched from Hobart and remains in the port area throughout the vessel's stay. The tug is used to embark and disembark the Pilot and assists in berthing and unberthing. Should the tug be required to stand by during loading operations an additional charge will be made in respect of crew's wages etc. It is customary to use the tug's line, for which additional charge is made.
MEDICAL: A local doctor is available and well equipped health clinics are situated at Triabunna (3 miles) and Orford (7 miles).
DENSITY: 1025.
FRESH WATER: Limited supplies are available from the wood chip factory.
FUEL: None laid on to the wharf. In an emergency limited supplies could be provided by road tankers from Hobart.
FIRE PRECAUTIONS: No special fire precautions other than non-smoking or lighting of fires or use of naked lights.
GANGWAY/DECK WATCHMAN: None available.
OPENING/CLOSING HATCHES: Hatches are opened by the ship's crew.
CERTIFICATES: Register, Load Line Certificate, Deratisation Certificate, Light Dues, Articles of Agreement, Clearance from previous Port.
CUSTOMS ALLOWANCES: See "Hobart".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: None, see "Hobart".
REPAIRS: No facilities available for major repairs, but the wood chip factory may be able to assist in minor repairs (or see "Hobart").
REPATRIATION: Facilities available through Hobart.
AIRPORT: Hobart Airport is situated 49 miles from Spring Bay Wharf. Frequent services operate to the mainland from where services operate world wide.
TIME: Local time (Eastern Standard Time) 10 hours ahead of GMT. Summer Time in force from October to March when clocks advanced one hour.
HOLIDAYS: See "Hobart". Ships may be loaded on days which are regarded as holidays in Hobart.
POLICE/AMBULANCE/FIRE: Police, 573116; Ambulance, 573129; Fire, 573187.
TELEPHONES: A telephone is connected to all vessels on arrival.
AUTHORITY: Marine Board of Hobart, GPO Box 202B, Hobart 7001. Tele. 346722.

SYDNEY, N.S.W.: 33.55 S. 151.12 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilots boarding ground is within 2 miles of entrance to Port Jackson. Pilot vessels fitted with VHF for communication with other ships. Watch maintained on Channel 16 while at sea and messages conducted on Channel 6.
MOVEMENT DIRECTIONS: See under "VHF".

1. Vessel shall not enter port until authorised to do so by Port Operations Officer.
2. Vessel entering port shall report to Port Operations Officer –
   (*a*) when passing Sea Buoy, Bradley Head, Fort Denison and, where applicable, Longnose Point, and
   (*b*) as soon as secured at berth or anchorage.
3. Vessel proceeding to sea shall report to Port Operations Officer–
   (*a*) 15 minutes before departure.
   (*b*) when passing Longnose Point (where applicable), Fort Denison, Bradley Head and the Buoy and
   (*c*) when clear of port area.
4. Vessel moving from berth or anchorage in port to another shall report to Port Operations Officer –
   (*a*) 15 minutes before moving.
   (*b*) when passing Longnose Point, Fort Denison or Bradley Head, and
   (*c*) when secured at new berth or anchorage.

Note that –
(*a*) a vessel must not be moved from any berth or anchorage in port without prior approval of Harbour Master (given by Port Operations Officer), and
(*b*) Every Port Operations officer has been appointed to exercise powers of Harbour Master in giving enforceable directions relating to vessels in Port.

APPROACH DEPTHS: 80 ft. in entrance to Harbour, 42 ft. in East Channel, 45 ft. in West Channel.
HARBOUR BRIDGE CLEARANCE: 171 ft. 9 in. less 8 ft. for painting gantry.
HEALTH: See "Melbourne".
TIDES: Higher High Water 5·2 ft. Lower High Water 4·2 ft. Fort Denison.
RADIO: Sydney – VIS.
TUGS: Powerful modern tugs, operated by private companies, available.
BERTHING: See "VHF".
Woolloomooloo: 8 berths, depths 28 ft. to 37 ft.
Darling Harbour: 22 berths, depths 8 ft. to 36 ft.
Pyrmont: 14 berths, depths 27 ft. to 35 ft.
Glebe Is.: 5 berths, depths 32 ft. to 42 ft.
Sydney Cove: 3 berths, depths 12 ft. to 35 ft.
Walsh Bay: 12 berths, depths 23 ft. to 40 ft.
Balmain: 2 berths, depths 33 ft. to 38 ft.
White Bay: 3 berths, depths 36 ft.
Rozelle Bay: 6 berths, depths 9 ft. to 20 ft.
Snails Bay: 4 berths, depths 36 ft. to 40 ft.
Mort Bay: 2 berths, depths 31 ft. (approx.).
Oil Terminals: See "Tankers".
HEAVY LIFTS: *Wharf Cranes:* Woolloomooloo: Berth No. 11, 2 portal cranes 26 tons maximum.
Darling Harbour: Berth Nos. 8, 9, and 10: 1 portal crane, 26 tons maximum.
Balmain: Berth No. 2: Three portal cranes, 20 tons maximum.
Container Berths: White Bay: Berth No. 4: 1 twin lift 45 tons container crane, and terminal equipment.
White Bay: Berths Nos. 5 and 6: two twin lift 45 ton container cranes, and terminal equipment.
Glebe Island: Berth Nos. 1 and 2: two single lift 35 ton container cranes and terminal equipment.
A 60 ton and a 150 ton floating crane available, and a 250 ton crane on Fitting Out Wharf at Garden Island Dockyard.
BULK LOADING FACILITIES: Glebe Island, berth no. 7 (bulk wheat). Max. permissible length and beam of ship using bulk berth; length 735 ft., beam 107 ft.
Berth No. 8 (bulk soda ash). Maximum length 326 ft., maximum beam 45 ft. This is a private berth leased by Imperial Chemical Industries of Australia, and the plant is suitable only for the unloading of bulk soda ash.

Balmain: Berth No. 1 (bulk coal). Max. length 650 ft., max. beam 97 ft. Loading capacity 1,000 tons per hour maximum.

STEVEDORES: Private companies. Stevedoring regulations are the responsibility of an operations supervisor, nominated by the ship's Agent when applying for a berth.

VHF:

1. PORT OPERATIONS AND INFORMATION SERVICE

Service co-ordinates flow of shipping traffic within Port of Sydney to ensure expeditious movement of vessels in safety, and provides information to Pilots and Exempt Masters as aid to safe navigation in Port.

Maritime VHF Radio Service operated by Board for Ports of Sydney, Newcastle, Botany Bay and Port Kembla is integrated into Port Operations and Information Service.

Service manned continuously on watch-keeping basis, each watch being under control of qualified Master Mariner, known as Port Operations Officer, who is responsible to Harbour Master.

Rules to be observed by shipping contained in Port Operations and Information Service Manual, and all shipping using port will be required to observe these rules.

Instructions concerning Maritime VHF Radio Service have been revised to fit in with Port Operations and Information Service. The revised instructions also contained in Port Operations and Information Service Manual.

Copies of Manual may be obtained, on request from the Harbour Master's office.

2. SHORE STATIONS: (Call sign "Harbour Control".)

Interconnected system of stations handling messages for Signal Stations at Newcastle, Sydney and Port Kembla operated from central control using call sign "Harbour Control", will exercise control of service and provide facilities indicated below for area from 50 miles North of Newcastle to 50 miles South of Port Kembla and a distance of 50 miles to seaward.

Ships requested maintain watch on Channel 16 when in this area. If Channel 16 in use for distress, urgency or safety communications, Shore Station will maintain continuous watch on Channel 12 and ships may establish contact with Shore Station on this channel.

On the hour "Harbour Control" will give identification call followed by any general messages or navigational warnings.

On request Shore Station will provide following services:

(*a*) Navigational information.
(*b*) Locking weather reports from Signal Stations.
(*c*) Booking of ship's telephones, shore power supply, temporary lighting and other port services provided by Maritime Services Board of N.S.W.
(*d*) In addition, Shore Station on request from Pilots or Exempt Masters, allocates a channel for use between ships and attendant tugs during berthing operations.

Radiotelephone Discipline. To ensure that the full advantage of efficient communications is achieved, strict radio discipline and attention to procedure, particularly on the Safety and Calling Channel No. 16 is imperative. Messages must be as brief as possible.

3. ADVICE OF ETA – SYDNEY AND NEWCASTLE HARBOURS

Vessels proceeding to Sydney and Newcastle required advise either Shore Station, "Harbour Control" (per medium of Maritime VHF Radio) or "Marboard" (per medium of the coastal radio service) of estimated time of arrival at entrance to port concerned at least two hours prior to such time.

"Harbour Control" maintains continuous watch on Channel 16 for ships reporting ETA.

4. CHANNELS IN USE

Channel No.	*Title*	*Use*
16	Safety and Calling	Initial contact or emergency use. The calling entry to either Port Information, Port Operation or Intership channels.
12	Port Operation (Port information)	Primarily for ships passing and receiving navigational information to and from shore Station ("Harbour Control").
6	Interships	1. For intership communications. 2. Working channel for Pilot Vessels. 3. Allotted by "Harbour Control" for temporary use between ships and attendant tugs at *Port Kembla* on request of Pilot or exempt Master.
8	Berthing Operations	1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Sydney Harbour* between ships and tugs during berthing operations.
13	Berthing Operations	1. Allocated by Harbour control upon request by Pilot or exempt Master for use in Newcastle Harbour between ships and tug, during berthing operations. 2. Used by Port Operations Officer when passing information to vessels.
14	Berthing Operations	1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Botany Bay* between ships and tugs during berthing operations. 2. Allocated by "Harbour Control" for Naval berthing operations and other special purposes.

5. DISTRESS AND EMERGENCY

In the case of fire, explosion, loss of life, sinking, collision, or such emergency, vessels should immediately call on Channel 16 (Safety and Calling) using international R/T distress signal "Mayday" or urgency signal "Pan", followed by name of vessel and signal letters, giving its position and type of emergency and if assistance required.

Other vessels on hearing a distress message must cease any transmissions immediately.

The signal "Mayday" should be used only when ship sending it is threatened by grave and imminent danger and requires immediate assistance.

The signal "Pan" (pronounced Panne) should be used by a station having a very urgent message to transmit concerning its safety, or that of another ship, or of some person on board or in sight.

TANKERS:

	Max. permissible length of vessel	*Depth alongside*
Gore Bay No. 1 Pier, Shell Co. of Aust. Ltd.	850 ft.	45 ft.
" " " 2 " " " " "	560 ft.	31 ft.
" " " 3 " " " " "	560 ft.	30 ft.
Berrys Bay No. 1 B.P. (Aust.) Ltd.	525 ft.	28 ft.
" " 2 " " "	600 ft.	33 ft.
Ballast Point Caltex Oil (Aust.) Pty. Ltd.	700 ft.	29 ft.
Pulpit Point Mobil Oil (Aust.) Ltd.	550 ft.	28 ft.
Chowder Bay Dept. of Navy	560 ft.	31 ft.

FRESH WATER: Available at all berths at a rate of flow of approximately 30 tons per hour.

FUEL: All grades available.

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: The following countries maintain consuls in Sydney:

Argentina	Great Britain	New Zealand
Austria	Greece	Norway
Belgium	Guatamala	Panama
Brazil	Honduras	Peru
Bulgaria	Hungary	Philippines
Chile	Indonesia	Poland
China	Israel	Portugal
Columbia	Italy	Romania
Costa Rica	Japan	Spain
Czechoslovakia	Jordan	Sweden
Denmark	Khmer	Switzerland
Dominican Republic	Korea	Thailand
Ecuador	Lebanon	Turkey
Ethiopia	Mexico	Uruguay
Finland	Monaco	U.S.A.
France	Nepal	Yugoslavia
Germany	Netherlands	

REPAIRS: Every facility available.

DRY DOCKS: Captain Cook Dock, Garden Island – length 1,139 ft., No. 1 Sutherland, Cockatoo Island – length 690 ft., No. 2 Fitzroy, Cockatoo Island – length 478 ft. Several smaller dry docks and a number of slipways available.

CERTIFICATES:

Last Port Customs Clearance.
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Ship's Articles (British Vessels).
Safety Construction.

SPECIAL REGULATIONS: *Smoke Restrictions* Ringelmann 2 limited to 10 minutes overall, 5 minutes continuous, in 60 minutes, Ringelmann 3 limited to 3 minutes in 30 minutes, in special circumstances only and as far as practicable from shore, Ringelmann 4 prohibited absolutely. Tubes must not be blown in port.

Breaches of Port Laws by a ship (in particular, oil spillages) dealt with by requiring Master to authorise ship's Agent to accept any summons and the Agent to undertake to appear, so as not to delay sailing. If Master refuses, he may be arrested, charged and released on bail. However, it is In Master's interests to give authority, because this allows time for consideration of whether any action is to be taken.

DUES: Commonwealth Light Dues payable on the nett register tonnage of vessel, valid for a period of 3 months, in Australian waters. Harbour and Light Dues payable on vessels gross tonnage valid for 6 months for the State of N.S.W. only.

AUTHORITY: The Maritime Services Board of N.S.W., Circular Quay West, Sydney. Tel. 2 0545 (all hours). Address Communications to The Secretary, Box 32, GPO, Sydney. 2001.

AGENT: James Patrick & Co. Pty Ltd., POB 3918, 33/35 Pitt Street, Sydney, New South Wales 2001. Tel. 27–6611. Telex 20618 Cables: "Rikpat Sydney N.S.W."

THEVENARD, S. Aus.: 32.19 S. 133.39 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".

PILOTAGE: Compulsory. Pilots board 2 miles seaward of No. 1 light beacon.

MAX. SIZE: Length 550 ft., or 585 ft. at the bulk loading berth; beam 80 ft. Draft subject to keel clearance of 2 ft. 6 in. for vessels up to 27 ft. draft and keel clearance of 3 ft. for vessels over 27 ft. draft provided weather and sea are calm.

RESTRICTIONS: Channel depth 27 ft. L. W. There is a minimum depth of 18 ft. L. W. in the swinging area off the berths.
FUEL: Not available.
BERTHING: Two berths, depth alongside 32 ft. L. W. Vessels will be berthed head out if the draft on arrival is suitable to the depth of water in the swinging area. This particularly applies to deep loading vessels. A small tug stationed at the port to facilitate the berthing and departure of vessels. The bulk loading plant will be manned on a two shift basis with overtime as found necessary.
FRESH WATER: Small quantities available. Rate 12 tons/hour.
REPAIRS: None.
AUTHORITY: Department of Marine & Harbors, 211 Victoria Square, (GPO Box 679E), Adelaide, S. Australia, 5000.

AGENT: See "Adelaide".

THURSDAY ISLAND, Queensland: 10.35 S. 142.13 E.

DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Pilotage compulsory. ETA 24 hours before arrival stating maximum draft and direction from which vessel arriving to: Harbour Master, Thursday Island. Further amended ETA if necessary prior to arrival. Pilot boards in vicinity of Tucker Buoy or Scott Rock Buoy as required. Harbour Master will advise boarding ground after receipt of maximum draft and direction from which vessel arriving. Pilot vessel white hull, yellow top, flying pilot flag. Vessel awaiting Pilot to anchor West of Black Rock in Normanby Sound.
ANCHORAGE: West of Black Rock in 5½ fathoms. Nurses' Home over shoulder of Black Rock 098 (T) with two white beacons S.E. side Goods Island in line 005 (T).
RESTRICTIONS: Daylight entry only. Draft restricted to 23 ft. LWOST.
RADIO: Thursday Island VII.
VHF: Channels 12 and 16.
TUGS: No tugs.
STEVEDORES: 0800 pick up for day work. 1000 notice for night work. 1600 Friday notice for week-end work. Mainly general cargo handled. Approximately 8 tons per hour.
MEDICAL: Notice of required medical attention with ETA message to Harbour Master. Hospital, four doctors available. Vaccinations, etc., as per Commonwealth of Australia requirements.
DENSITY: Salt at all states of tide.
FRESH WATER: Available in limited quantities most of the year. Not recommended at any time.
FUEL: Small amounts diesel and distillate available at East Jetty. Bulk distillate available at Caltex Jetty, approx. 20 tons per hour.
GANGWAY/DECK WATCHMEN: Crew member on gangway sufficient.
OPENING/CLOSING HATCHES: By Stevedores.
CERTIFICATES: Normal Commonwealth of Australia requirements. See "Melbourne".
CONSULS: Nil.
REPAIRS: Deck and engine repairs, excluding large castings.
REPATRIATION: Available.
AIRPORT: Airport on Horn Island, 2 miles by launch, 4 miles by bus. Four flights per week. Ansett-ANA regular airline. Private charter plane available.
TIME: Australian Eastern Standard Time.
HOLIDAYS: Normal Queensland Public holidays. No cargo can be worked on Christmas Day, Good Friday, Anzac Day.
POLICE/AMBULANCE: Police 20. Ambulance 77.
TELEPHONES: None.
SERVICES: None.
DELAYS: As wharf space limited and berthing is on a "first come, first serve" basis, delays vary with amount of shipping.
AUTHORITY: Harbour Master, Department Harbours & Marine, PO Box 109, Thursday Island. Tel. 5.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

TORRES STRAIT:

MAX. DRAFT: Maximum draft for vessels piloted through Torres Strait is 39 ft. (12 metres) subject to height of tide and keel clearance required by Pilots.

Gannet Passage and Prince of Wales Channel: These are the controlling areas for traversing Torres Strait and the whole of the Barrier Reef. Survey in April 1970 found depths of 31 ft. (9·5 metres) on the former recommended track between the buoys in their previous positions; in consequence, the recommended track was re-established by Australian Notice to Mariners 242/1970 with a least depth of 32 ft. (9·75 metres). The buoys were moved to new positions. (This could occur from time to time.) Most of the water along the recommended track from Gannet Passage to Twin Island through the Prince of Wales Channel is between 37 to 45 ft. (11·3 to 13·7 metres).

Mean HHW at Booby Island is 11·9 ft. (3·6 metres) and the Mean LLW is 3·1 ft. (0·925 metres). Mean HHW at Goods Island is 8·8 ft. (2·5 metres) and Mean LLW is 2·3 ft. (0·7 metres). HWS at Twin Island is 8·7 ft. (2·45 metres) and LWS is 1·3 ft. (0·35 metres). An automatic telemetric gauge has been established at Booby Island by Australian Notice to Mariners 138/1970 for the promulgation of the exact tide at Gannet Passage. Further tide gauges are to be erected at various positions in the Prince of Wales Channel.

KEEL CLEARANCE: The Queensland Coast and Torres Strait Pilot Service will pilot vessels through Torres Strait and the Inner Route with a minimum under-keel clearance at Gannet Passage of 3 ft. (1 metre), in the South-East season from 15th April to 14th December, inclusive, and with a minimum under-keel clearance o 5 ft. (1·5 metres) in the North-West season from 15th December to 14th April, inclusive. The maximum draft at no time is to exceed 39 ft. (12 metres), subject to review as circumstances alter. Masters of deep draft vessels are advised that reduction of speed may be necessary under certain circumstances.

PILOTAGE: Pilots can board or land either 1½ to 2 miles (2·4 to 3·2 kilometres) West of Gannet Passage buoys or 1½ to 2 miles (2·4 to 3·2 kilometres) West of Harrison Rock buoy as required by the Master. Masters of all vessels requiring Pilots are requested to advise giving ample notice to "TORRES" Sydney of their maximum draft, ETA and where bound, and specify which boarding station is required. Twelve hours before arrival Master should radio "STRAITS-PILOTS" Thursday Island confirming or adjusting this ETA. Pilot cutters based at Thursday Island are fitted with VHF Radio:

(*a*) Base Station – Call sign "THURSDAY ISLAND HARBOUR", will maintain listening watch on Channel 16 and operate on Channel 12.
(*b*) All ships traversing Torres Strait are requested to maintain continuous listening watch on Channel 16 between Carpentaria Light Vessel and Wyborn Reef or Bet Reef.
(*c*) Pilot launches will maintain watch on Channel 16 when on station.
(*d*) Owing to the limited manoeuvrability of the deep draft vessels in the narrow channels between the pilot's boarding and disembarkation stations and Gubbins Reef on the Inner Route and the pilot station and Bramble Cay, Great North East Channel. Shipmasters are requested, between these points, to switch on their VHF Channel 16 on sighting another vessel and leave it on until the vessel is past and clear.
(*e*) For the same above reason and also for pilots' boarding times etc., Shipmasters are requested to keep International Radio watch times from Carpentaria Light Vessel to Bramble Cay, Great North East Channel and between Carpentaria Light Vessel and Gubbins Reef in the Inner Route.

In addition to the above, Pilots for vessels proceeding from Eastward to Westward are available by arrangements with "TORRES" Sydney:

(*a*) For the Great North East Channel – off Port Moresby (Basilisk Passage).
(*b*) For the Grafton Passage – off Euston Reef beacon or Fitzroy Island.
(*c*) For the Inner Route or Queensland Ports – from Brisbane pilot cutter off Cartwright Point or off Gladstone Fairway Buoy.
(*d*) From any mainland port of New South Wales or Queensland.
(*e*) Other ports and/or places by arrangement with "TORRES" Sydney.

(9th April 1971)

Australia Pilot, Vol. III, 1960, p. 26; Australia Pilot, Vol. IV, 1962, pp. 26 and 27. Department of Harbours and Marine, Brisbane, Notice No. 49/1971 (AH70/116).

TO ORDER A PILOT

Southbound
Radio "TORRES" Sydney about 6 days before arrival Thursday Island advising maximum draft, date and time due off Goods or Booby Island, and where bound. Radio "STRAITSPILOTS" Thursday Island 24 hours before arrival (use local time), confirming ETA and again at Carpentaria Light Vessel. (Pilot cutters at Thursday Island are fitted with VHF Radio (Channel 16).)
Northbound
If in an Australian port, instruct Agent to arrange giving as much notice as possible. If from an overseas port, radio "TORRES" Sydney about 6 days before arrival at embarkation point, advising name of ship, date and time due, maximum draft and where bound. Radio "TORRES" Sydney 48 hours before arrival, confirming or amending ETA.
Intermediate (boarding-off ports)
Radio "TORRES" Sydney 5 days before arrival at embarkation point advising name of ship, date and time due and where bound. Advise "TORRES" Sydney of any material change in ETA and definitely confirm 12 hours before arrival. "TORRES" Sydney will acknowledge all messages.

AUTHORITY: The Queensland Coast and Torres Strait Pilot Service, 247 George Street, Sydney. Box 1573, Sydney 2001.

TOWNSVILLE, Queensland: 19.17 S. 146.48 E.

PORT LIMITS: Seaward boundary is a line taken from Cape Cleveland to Magnetic Island, to Bay Rock to Cape Pallarenda.
DOCUMENTS: Customs requirements:
3 Crew Lists, Form M. and S–11.
3 Passenger Lists.
3 Lists of Ports of Call.
1 Form 42A Ships Stores.
1 Form 5 Articles Owned by or in the possession of Master, Officers and Crew.
1 Form QA4 Quarantine Notice.
2 Forms QA5 Quarantine Shipmasters Bond.
2 Inward Manifests.
1 Bill of Lading.
1 Outward Manifest.
1 Form 40 Application for Clearance and Guarantee to Pay Duty.
Health:
Form Q360 Health Report which is taken aboard by Inspecting Officer.
Harbour Authority:
2 Copies of Inward and Outward Manifest.

PILOTAGE: The Pilot is ordered through the ship's Agent or direct to Harbour Master at least 24 hours before arrival. Telegraphic Address "Harbour Master". VHF Channel 16. Call sign "Townsville Harbour". Pilot launch is 42 ft. wooden launch. Light or sound signal by vessel requiring Pilot is International Call G. Pilot taken aboard within one mile seaward of Fairway Buoy. Ladder placed on starboard side. Location of anchorage for vessels awaiting a Pilot is off Magnetic Island between Bremer and Hawkins Point.
ANCHORAGES: Boundaries: Orchard Rocks/Cape Cleveland. Cleveland Bay Depths 27 ft. to 40 ft.
RESTRICTIONS: 2 ft. of water under keel at all times.
MAX. SIZE: Length 700 ft., breadth 100 ft., draft dependent on tide. State of tide governing these dimensions: LW 28 ft. plus 8 ft. tide, giving 34 ft. depth.
HEALTH: Completion of Health Form Q360 and inspection by Medical Officer. In event any suspected disease or fever on board, notify via telegram no earlier than 24 hours and no later than 12 hours prior arrival, advising where from and number of crew and illness. Pratique automatic after completion of forms and medical inspection at first port of call, but should circumstances arise it may be withdrawn immediately.
RADIO: Townsville Radio.
TUGS: Normally join at harbour entrance. Tug lines or (optional) ship's lines. Tugs equipped with VHF radio and operate on Channel 16, the same as Townsville Harbour.
BERTHING: Harbour Authority signals:
1. Large white flag indicates actual berth.
2. Small white flag indicates shore end berthing mark.
3. Small green flag indicates fore part of bridge mark.
4. Application for berth must be lodged 24 hours prior to berthing.

SPECIALISED CARGO HANDLING FACILITIES: No. 2 berth has two 20 tons capacity level luffing jib cranes with a radius of 60 ft. May be used in tandem for 40-ton lifts. No. 7 berth is equipped with a conveyor bulk loader for mineral concentrates and ores. No. 9 berth has a conveyor bulk loader for raw sugar. The Australian National Line Terminal (Berth No. 10) has a 25-ton portal jib crane with 105 ft. radius for container handling and a stern loading ramp for roll-on/roll-off cargo.
STEVEDORES: Times for ordering labour: Normal 2 p.m. previous working day. Bulk Cargoes 9.30 a.m. for night labour. Saturday or holidays 9.30 a.m. previous working day. Priority labour 2 p.m. previous working day. Notice required for difficult or long tows or a cargo requiring particular or special handling.
VHF: Channel 16 unless advised otherwise.
MEDICAL: Advance notice not particularly required unless urgent assistance required. Hospital facilities available. Health book inspected by boarding doctor.
TANKERS: Diameter of load/discharge lines: white fuel 10 in., black fuel 12 in. No residue discharge facility available. One tanker at berth at any time. Maximum permitted draft at berth 31 ft.
DENSITY: Average density 1,025 at all times.
FRESH WATER: Water is delivered by hose from shore connections. Rate of delivery 20 tons per hour. Approximate cost 16 cents per ton.
FUEL: Grades available fuel oil and light diesel oil. Notice required 24 hours.
FIRE PRECAUTIONS: Tankers required to have safety fire wires lead off foc'sle head and run as far aft as possible. Vessels at all times capable of manoeuvring with main engines.
DEVELOPMENTS: Work is well advanced on the reconstruction of No. 3 berth. Length 800 ft., loading 10 cwt. sq. ft. A portainer crane of 35 tons capacity, capable of servicing conventional or cellular type container vessels, has been ordered for this berth. A grab for bulk handling will also be provided as well as a specially designed grab for loading lead ingots. The facility is expected to be operational by mid-1973.
GANGWAY/DECK WATCHMEN: Services available at ship's option.
OPENING/CLOSING HATCHES: Optional for either crew or stevedores.
SHIP'S CERTIFICATES:
Passenger Ship Safety.
International Load Line.
Ship Safety Construction.
Ship Safety Equipment.
Ship Safety Radiotelegraphy.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or ½ lb. tobacco on arrival and then can be purchased by the packet from bar on board. Wine and/or Spirits: One opened bottle (26 oz.) spirits or wine on arrival and then spirits by the glass and wine by the bottle, from the bar on board.
CARGO GEAR: Australian Navigational Dept. requirements.
CONSUL: Netherlands representative, Tel. 71 6188.
REPAIRS: All deck and engine repairs can be carried out.
DRY DOCKS: Slipway with a capacity of 1,500 gross tons vessel. Slip can accommodate a 240-ft. length vessel. Air, power, and water are available at the slip.
REPATRIATION: Full facilities exist for effecting crew changes and arranging repatriation.
AIRPORT: Distance from airport 6 miles, regular services.
TIME: East Australian Standard Time = GMT plus 10 hours.
HOLIDAYS: Cargo can be worked on all holidays except Christmas Day, Good Friday and the Waterside Workers' Picnic Day.
EMERGENCY TELEPHONE NUMBERS: Police, Ambulance or Fire 000, and ask to be connected to service required. Non-emergency numbers. Police 712121, Ambulance 793722, Fire Station 712111.
TELEPHONE: Port Authority has phone connections available upon request. Cost: connection and disconnection fee, 50 cents; statement charge, 20 cents; local calls, 6 cents each plus any trunk calls at cost.
SERVICES: Services available for compass adjusting, radio and radar service.
SHORE LEAVE: Crew members allowed shore leave.
AUTHORITY: Townsville Harbour Board, The Strand, Townsville. Tel. 721011.

AGENT: Sub-agent of James Patrick & Co. Pty. Ltd., Brisbane.

USELESS LOOP (SHARK BAY), W.A.: 26.05 S. 113.24 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. 4 weeks notice in first instance to Harbour & Light Department, Fremantle. The usual approach is through the Naturaliste Channel on course 128 (T) passing Cape Inscription Lighthouse abeam distant 3·5 miles. When Cape Inscription bears 287 degrees (T) distant 10·2 miles alter course to 166 degrees (T) proceeding on this course towards outer beacon at entrance to Denham Channel. Denham Channel 400 ft. wide dredged to 33 ft. LWOST is marked by 3 port hand beacons and 3 starboard hand beacons. Clearing beacons vessel then proceeds on course 126 (T) passing 3 further beacons to port. At third beacon alter course to 136 degrees (T) until inner beacon bears 345 degrees (T) distant 2·4 miles, thence alter course order reach position ½ mile N.E. of jetty for approach.
TUGS: None.
BERTHING: 1 berth. Conveyor belt system from Salt Stock Pile to ship gross rate 700 tons/hour. Dolphin type jetty length 620 ft. runs approximately North and South directions and 2·1 cables from Topper Island. Minimum depth at berth 33 ft. LWOST. Rise of tide approximately 3 ft. Winds predominantly S.E./S.W.
FUEL: Not available.
FRESH WATER: Not available.
REPAIRS: Not available.
AUTHORITY: Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

AGENT: James Patrick & Co. Pty Ltd., Fremantle.

WALLAROO, S.A.: 33.56 S. 137.37 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilot boards from 1 to 1½ miles 260 (T) from Moonta Shoal Light Beacon.
RESTRICTIONS: Approach channel and basin 27·5 ft. LWOST.
BERTHING: 6 berths. Depths various from 24 ft. to 31 ft. Bulk loading berth maximum permissible length 650 ft., max. beam 80 ft.
TUGS/FUEL: None.
STEVEDORES: Arrangements with private companies.
VHF: Available.
FRESH WATER: Available all berths. Delivery rate 15 tons per hour.
REPAIRS: Minor repairs only.
AUTHORITY: Department of Marine & Harbors, 211 Victoria Square, GPO Box 679E, Adelaide, S. Australia 5000.

AGENT: Sub-agent of Messrs. James Patrick & Co. Pty Ltd., Port Adelaide.

WEIPA, Queensland (including Albatross Bay): 12.34 S. 141.35 E.

DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Vessels requiring Pilot may apply to Harbour Master, Weipa, 48 hours before arrival, confirming ETA 24 hours before arrival. Vessels to give Harbour Master their draft. Pilot boat can be one of a number of boats, and may be contacted on VHF Channel 16 Pilot boards within half a mile of Fairway Beacon.
ANCHORAGE: Anywhere in Albatross Bay except in immediate vicinity of Fairway Beacon.
RESTRICTIONS: Weipa Approach Channel, 7 miles long, minimum depth of water 32 ft. 6 in. LWOST. Vessels enter channel within 2 hours of slack water.

Usually vessels up to 30,000 tons dwt. can berth at any state of tide. Vessels over 30,000 tons dwt. due to their departure draft, must berth starboard-side alongside and can do so at any state of tide. Vessels usually depart 2 hours before predicted high water, some small vessels up to 15,000 tons dwt. can depart a ¼ hour before predicted low water.
MAX. SIZE: Maximum length overall 835 ft. Beam 115 ft. Maximum draft dependent on height of tide. Three feet keel clearance required.
RADIO: Forcomal. Sydney Radio, and within 48 hours Thursday Island Radio.
TUGS: Join at No. 9 Beacon. Ship's lines used.
BERTHING: No specific requirements. Vessels usually berth near slack water.
BULK HANDLING FACILITIES: 2 Bauxite berths, Lorim West, old berth and Lorim East which is an extension of previous old berth. Depth alongside, 36 ft. Loading rates: Lorim West 3,000 tons per hour. Lorim East 6,000 tons per hour. If there are vessels at both berths simultaneously loading rates of both vessels together are: Lorim West 3,000 tons per hour, and Lorim East 4,500 tons per hour.

STEVEDORES: Vessels loading bauxite to inform Comalco of ETA 48 hours prior arrival amending later if necessary. Loading rate 3,300 tons/hour. No stevedores at Weipa.
MEDICAL: Inoculations per Australian regulations. No notice required for medical attention, urgent cases flown out and treated at Cairns or Thursday Island.
DENSITY: Dry season 1026. Wet season 1022.
FRESH WATER: Supplied in cases of emergency only. 5 tons per hour. 48 hours notice required.
FUEL: Not available.
DEVELOPMENTS: Comalco Ltd. is to build an alumina plant costing more than $A200 million at Weipa. The alumina plant will be similar to Gladstone's and the alumina it produced from the bauxite at Weipa will be shipped to Gladstone.

The new plant will be on the Embley river bank near Weipa's Lorim Point and will produce one million tons of alumina a year.
GANGWAY/DECK WATCHMEN: No watchmen available.
OPENING/CLOSING HATCHES: Work carried out by crew.
SHIP CERTIFICATES: Ship's register, load line certificate, safety radio and safety equipment certificate. Also see "Melbourne".
CARGO GEAR: No additional requirements. See "Melbourne".
CONSULS: None.
REPAIRS: No repairs available.
REPATRIATION: No facilities for crew changes.
AIRPORT: 7 miles from airport, served by Ansett ANA.
TIME: GMT plus 10 hours.
AUTHORITY: Harbour Master, Department of Harbours and Marine, Weipa, Queensland.

AGENTS: Sub-agents of James Patrick & Sons Pty Ltd., Brisbane.

WESTERNPORT, Vic.: 38.21 S. 145.14 E.

PORT LIMITS: The Port Authorities consider a vessel to be arrived when she crosses an imaginary line between West Head and Point Grant.
DOCUMENTS: Application for berth, tugs, mooring launches, telephones, and notification to load or unload, to be delivered by Ship's Agent to Harbour Master not less than 24 hours before arrival.

Customs Documents required:

Form M & S 11	Crew List, 3 copies.
M 42 A	Stores List, 1 copy.
5	Articles owned by or in possession of crew, 1 copy.
C & E 886	Ports of call since commencement of voyage, 3 copies.
QA 3	Quarantine Form. (Animals carried as cargo), 1 copy.
QA 4	Quarantine Form. (Animals carried as pets), 1 copy.
QA 5	Ship Master's Bond re animals carried, 1 copy.
Q 360	Health report of all persons on board, 2 copies.
	Inwards Manifest, 1 copy.
	Outwards Manifest, 1 copy.

PILOTAGE: Port Phillip Sea Pilots at present carry out pilotage. Pilotage compulsory for merchant vessels except those specially exempted. All requests for Pilot to pilot vessel on station off Port Phillip Heads (call sign VLBX or VKVS), not less than 24 hours prior arrival. Vessels from the Westward embark Pilot from pilot vessel station off Port Phillip Heads. Vessels from Eastward embark Pilot from 36-ft. launch, 3 miles Southwards from West Head, at entrance Westernport.

In bad weather, vessels from East up to 32 ft. draught, obtain Pilot by proceeding in to Black Can light buoy moored 2 miles 084 deg. from Flinders Jetty Light. At night, buoy shows green flashing light every 4 seconds.
ANCHORAGES: Anchorage within port between southern edge Tortoise Head Bank, and Northern shore of Phillip Island. Anchorage 4 miles in length, East to West, and 1¼ miles wide, depths 9 to 15 fathoms at Western end, decreasing 6 to 10 fathoms at Eastern end.

An anchorage area having a least depth of water of 28 ft. has been established adjacent to Long Island Jetty.
RESTRICTIONS: No vessel shall enter port with less underkeel clearance than ten per cent of draught.
MAX. SIZE: Governed by underwater clearance. Vessels drawing up to 48 ft. may enter depending on state of tide, but underkeel clearance shall not be less than ten per cent of draught.

Oil jetties can accommodate vessels of up to 100,000 tons, depending upon water available.
See "Tankers".
RADIO: Messages routed through Melbourne Radio, call sign VIM. Pilots may be contacted on VHF Channel 16 at Port Phillip Heads, and on Channel 14 at Westernport. Westernport Harbour control now established and a continuous listening watch on Channel 14 VHF is maintained.
PRATIQUE: Advise state of crew's health 24 hours prior to arrival. If all healthy, pratique granted subsequent to berthing; if crew's health suspect, doctor boards prior to berthing. Pratique automatic when more than 14 days have elapsed since calling at a foreign port, and the vessel has subsequently been granted pratique first at another port within the Commonwealth of Australia. Pratique may be granted 24 hours a day.
TUGS: Two tugs are available both of 1,500 h.p. and 22 ton bollard pull. Tugs join vessel at Sandy Point. Ship's lines normally used by tugs. Tugs are fitted with VHF and radar and fire-fighting equipment.
BERTHING: Berthing subject to direction of Harbour Master. 6 berths including 4 at Stony Point.
MEDICAL: Two qualified medical practitioners available and 20-bed Nursing Hospital. Agent should receive prior notice of particulars of vaccinations required.
TANKERS: No ballast to be discharged into the sea (this includes clean ballast). Three tanker berths, two capable of accommodating 100,000 ton tankers with 52 ft. of water alongside, and the other capable of accommodating 40,000 ton tankers with 42 ft. of water alongside.

Pipe-line hose connections: 16, 14, and 12 ins. black oil, 10 in. white oil, 8 in. bunkers.

Oil jetties are approached through a wide, well-buoyed channel and each have well-dredged turning basins.
Long Island Point Jetty (Esso).
Situated 15 miles from entrance, depth alongside 52 ft. Bunkers not available at this berth. Dirty ballast facilities for up to 24,000 tons. Shore gangway used.
Crib Point (B.P.)
Situated 13 miles from entrance. No. 1 jetty, depth alongside 52 ft. No. 2 jetty, depth alongside 42 ft. Bunkers are available ex-wharf. Dirty ballast facilities for up to 30 000 tons. Ships gangway used.
DENSITY: Average density 1030 oz. per cu. ft.
FRESH WATER: Available, Approximate rate 100 tons per hour. Approximate price 60 cents per 1,000 gallons. Delivery from hydrants at jetty head.
FUEL: Fuel oil and diesel oil available at Crib Point Jetty only, via direct line from refinery. Delivery rate approx. 350 tons per hour. 48 hours notice is required for lub. oil. Small quantities of marine fuel are available from road tankers.
POLLUTION: Cases of discharging dirty ballast or oil spillages will be investigated and vessels are liable to fines and/or detention. Vessels shall not discharge into the waters of the port any part of the contents of their cargo, slop or ballast tanks (this includes clean ballast) or bilges which are liable to pollute these waters. Masters shall ensure that pipe-lines and equipment are clean before using them for discharging anything into the waters of the port. Scuppers shall be plugged effectively and no leakage or spillage from any vessel shall be allowed to leak or be swept overboard. Masters of vessels must seek permission from Harbour Master before pumping anything into the waters of the bay. The State of Victoria has stringent laws in force concerning the pollution of the sea by oil.
FIRE PRECAUTIONS: Vessels shall not immobilise main engines whilst alongside jetties.
GANGWAY/DECK WATCHMAN: A shore watchman may be hired. Cost borne by the vessel.
DEVELOPMENT: A roll on-roll off wharf is under construction at Old Tyabb to handle steel products. The approach channel, and berthing area has a minimum depth of water of 30 ft.
CERTIFICATES:
Clearance from last port.
Ship's Register.
Articles of Agreement.
Official Log Book.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat. Certificate.
Light Dues Certificate (receipt).
Pratique Certificate from last port (if to be used in this port).
CUSTOMS ALLOWANCES: (*a*) Tobacco: each crew member permitted either 200 cigarettes or 8 oz. of pipe tobacco, or 8 oz. of Fine Cut Tobacco out of Bond. (*b*) Wine and/or Spirit: each crew member is allowed ⅛ gallon of wines or spirits (opened).
IDENTIFICATION CARDS: Required for all nationalities except the United Kingdom, Canada, South Africa, Japan, Israel, Norway, Denmark, Fiji, Hong Kong, Malaysia, and South Korea. Also see "Melbourne".
CONSULS: None.
REPAIRS: Facilities for medium size deck and engine repairs.
REPATRIATION: Facilities available.
AIRPORT: Melbourne Airport, regular airlines; 55 miles distant.
TIME: GMT plus 10 hours.
POLICE/AMBULANCE/FIRE: Police Hastings 791270; Ambulance Frankston 7832222; Fire. Hastings 791345, and Crib Point 839221.
TELEPHONES: Port Authority insists that Public Telephone is placed on board. Cost of this service $7.00, plus cost all trunk calls.
GENERAL: Vessels secure to oil jetties using ship's lines and shore preventer wires.
SERVICES: Tank washings must be discharged ashore, and not into waters of the port. Licensed Compass adjuster available. Underwriters' Representatives available.
SHORE LEAVE: Crew members permitted shore leave, and launches can be supplied to vessels at anchor, provided vessels have pratique, and have been cleared by customs.
AUTHORITY: Ports and Harbours Branch, Department of Public Works, Treasury Place, Melbourne; or The Harbourmaster, Harbourmaster's Office, Stony Point Road, Crib Point, Victoria. 3919. Australia.

AGENT: James Patrick & Co. Ltd., Box 4329 GPO, Melbourne, Victoria 3001. Cables "Rikpat". Tel. 61–2941. Telex 30456. After hours tel. 96–5131.

WHYALLA, S.A.: 33.02 S. 137.36 E.

LOCATION: Situated on Western shore of Spencer Gulf opposite

to and 27 miles by sea from Port Pirie. Open to all Southerly winds, which seldom interfere seriously with operations.
FACILITIES: Jetty for iron ore loading, and dredged harbour with one main wharf for steel and general cargo, and for bulk cargoes of coal, coke, limestone, pigiron, salt, etc. Harbour berths are safe berths.
DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory except for those vessels whose Masters hold Exemption Certificates. Pilots board ½ to 1½ miles East (105°) of Whyalla No. 1 Ore Loading Jetty. Vessels requiring Pilot should request service in sufficient time enable Pilot be ordered before 1600 hours Monday to Friday and should show prescribed signal within at least ten miles of Whyalla. If delayed berthing, Master informed by radio and recommended anchor at Pilot boarding station (see above).
ANCHORAGES: Quarantine line extends in direction 241° from Black Point to Coast Southwestward of port. Quarantine anchorage shown on Australian Chart AUS.135, lies Southeastward of quarantine line and Eastward of jetty. Anchor preferably North of harbour leads. Vessels should not anchor on harbour or jetty leads, but should anchor, draught permitting, approximately 1 mile North of Outer Fairway beacon. Holding ground good with hard clay and sand bottom.
RESTRICTIONS: Vessels will not be moved within port by pilot unless at least 10% of maximum draught in water beneath keel. Minimum clearance 2 ft. Also see "Berthing".
HEALTH: If Whyalla is first port of entry, at least 48 hours notice of request for pratique required. Pratique only granted after vessel has berthed. Also see Melbourne.
RADIO: Cable "Hematite Whyalla" also local Agent (*a*) on departure from previous port advising ETA and total cargo for discharge Whyalla (if any); (*b*) 48 hours prior arrival giving ETA; (*c*) 24 hours prior arrival giving ETA; (*d*) advise any alteration in ETA exceeding 2 hours; (*e*) advise estimated draught on arrival fore and aft. These cables necessary in order ensure loading and labour. Cables to be signed with Master's name. Cables sent outside working hours should be prefixed "Shipserv". In event vessel arriving direct from overseas port requiring pratique, following additional advice to be cabled: No. of crew, nationality, and whether health vaccination certificates required.
TUGS: All tugs fitted VHF radio. 4 tugs available between 2·5 and 23 tons bollard pull. Wire towropes not to be used unless risk of damage to tug undertaken by ship. Charge for use of tug's lines. Orders for tugs to be made at least 2 hours before required and not later than 1530 hours Monday to Friday. Ferry services undertaken to ships at anchorage outside harbour when requested.
BERTHING: Iron ore loading jetty no longer in service, lies near Eastern side of town is 2,273 ft. long with T head formed by 6 dolphins At night, the fixed dolphin shows white light.

No. 2 Jetty maximum length of vessel 820 ft. Depth of water alongside 36 ft. LW. Approach channel depth 35 ft. LWOST. Swinging basin, depth 34 ft. LWOST.

Stowage factor iron ore, 13–15 ft. per ton. No stevedoring incurred and generally cargo loaded lower holds and no trimming necessary.

Whyalla Harbour: About 1¼ miles to North of iron ore jetty. Entrance channel 300 ft. wide and approx. 6,000 ft. length. Water depth in channel and basin 24 ft. LWOST. Depth of water at Harbour Wharf officially 27 ft. LWOST for 1,700 ft. from inshore end and 28 ft. at outer end. Berth length 600 ft.
DENSITY: Specific gravity of water approximately 1028 to 1035 therefore vessels must load light.
STEVEDORES: Shift work 23 hours per day on continuous 7 day roster. Labour allocated previous day.
MEDICAL: Resident doctors and hospital available.
FRESH WATER: Available at No. 2 Jetty and all wharves.
FUEL: Bunkering not normally undertaken. Fuel oil, coal and diesel oil available at Whyalla Harbour Wharf in emergencies only.
REPAIRS: Essential repairs only. Consult ship's Agents before maintenance or repairs undertaken.
STORES: Chandlers do not attend ships direct and requirements should be placed through Agent. Provisions obtainable. Marine and Bonded Stores not available.
AIRPORT: 4 miles from Post Office; day service to Adelaide, distance 140 air miles.
TIME: GMT plus 9½ hours.
AMBULANCE: In event accident telephone Shipping Dept. BHP 419 or BHP 2205 (after hours Wharf Office BHP 375). St. John's Ambulance Services telephone 457777 available 24 hours a day. Aerial ambulance available for transfer of patients to Metropolitan Hospital.
AUTHORITY: The Broken Hill Proprietary Co. Ltd., PO Box 21, Whyalla, SA 5600.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

WYNDHAM, W.A.: 15.27 S. 128.06 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Compulsory for all vessels entering port excepting those whose Masters have pilotage exemptions. Pilot boards approximately 1 mile West of West Bluff on Lacrosse Island. Preferable for vessel arrive Pilot boarding ground at dawn, as Gulf negotiated daylight only. Pilot resident at Wyndham, essential give early advices when pilotage service required. 48 hours prior arrival give ETA to Harbour & Light Department, Wyndham.

The approaches channel has minimum depth 21 ft. LWOST.
PORT LIMITS: All waters in the Cambridge Gulf South of a line extending from Cape Dussejour to the summit of Hill 437 on Lacrosse Island, thence to Cape Donett.
APPROACHES: Generally speaking, it is preferable to arrive at the pilot station at daybreak. Approach Medusa Bank Buoy and pass Westward (buoy bearing 090° distance 1 mile). Steer 180° until Lacrosse Island light house bears 040°, distance 2 miles. Alter course to 145° to a position with Shakespeare Hill and Cone Hill in transit (086°), Cone Hill distance 4 miles. The course should then be altered to 225°. Course clears Guthrie and East Banks and puts Black Cliff right ahead.

It will be noted that a conspicuous hill (un-named) is sighted immediately behind Black Cliff Point and these together form an excellent lead down this part of the Gulf to a position off Islet Point. From this point onwards pilotage is fairly complicated. There is a submerged wreck off the jetty, which must be considered when berthing and unberthing. Large vessels may only navigate the Hare Channel at half tide or better, as there is a 21 ft. patch in the fairway.
HEALTH: Wyndham is a first port of entry. Masters are required to radio Port Health Authority, Wyndham, not less that 12 hours prior to arrival at pilotage station and giving state of health of the vessel. Examination for pratique is usually conducted after arrival alongside and nobody is permitted ashore until doctor's examination is completed.
RESTRICTIONS: The maximum length of vessel permitted to navigate the Gulf is 620 ft. overall. The Gulf is not navigable during hours of darkness at present.
MAX. SIZE: Length 615 ft., draft 30 ft.
BERTHING: Two-berth jetty is a steel structure with flush wooden deck. There is a 550 ft. berth at the South end of it with a minimum depth at low tide of 30 ft. The North berth has slightly less water. Total length of wharf surface is 852 ft.

Ordinary moorings are used. A launch is on station to run lines. There is no tug available.
FRESH WATER: Available at both berths. Supply is 10 tons per hour approximately.
STEVEDORES: Working hours: 7.30 a.m. to 12 p.m. 1 p.m. to 5 p.m. 6 p.m. to 9.30 p.m. When no work is done at night labour finishes at 4.30 p.m.

Labour is organised by the Asia & Stevedoring Companies. WWF conditions prevail. 4 gangs are available. Prior advice as to labour requirements, hatches to be worked, etc., is of great assistance to stevedores.
CARGO HANDLING: By ship's gear only direct to railway wagons and motor transport. One 12-ton Coles slewing crane and two 5-ton mobile cranes are available, provided sufficient notice is given. A short railway connects the jetty, goodshed, and meatworks. Forklift trucks and pallets are used for handling general cargo where suitable.
FUEL/TUGS/REPAIRS: None.
VHF: Limited facilities.
AUTHORITY: Harbour & Light Department, Box 402, PO, Fremantle. Local Authority: Harbour Master, Harbour and Light Department, Wyndham.

AGENT: Sub-agent of James Patrick & Co. Pty, Fremantle.

YAMPI SOUND W.A. (Cockatoo Island and Koolan Island): 16.13 S. 123.33 E.

DOCUMENTS: The following documents should be prepared prior to arrival if Yampi is the first port of entry to Australia:
1 Form 5.
1 Form 42a.
2 Official Crew Lists.
3 Unofficial Crew Lists.
3 Ports of Call.
1 Quarantine form Q.A.5.
1 Quarantine form Q.A.4. In duplicate only if animals or birds onboard.

The following Certificates should be produced if Yampi is the first port of entry to Australia:
Commonwealth light dues receipt. If out of date this will be renewed.
Loadline Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.

RESTRICTIONS: The port limits, which are not marked on the charts of the area extend from a position in latitude 16° 13′ 13″ South, Longitude 123° 32′ 32″ East in a Northerly direction for 10 miles to about midway between Bathurst and Irvine Islands, thence Eastward for 15 miles, thence Southwards to the mainland passing nearly ¾ of a mile Eastwards of Koolan Island. The Southern limits of the port includes all the intermediate coastline between the Eastern and Western limits as defined above.
PILOTAGE: Yampi Sound is not a compulsory pilotage area. However, the Company's Port Officer holds a foreign going Master's Certificate, is well versed in local conditions and will act as Pilot for Masters requiring his service. The Port Officer will board at the quarantine achorage.

As a Westerly wind is quite common, Masters are advised that their vessel should be adequately ballasted prior to berthing operations.
ANCHORAGE: Yampi Sound is a well sheltered deep water port with good all weather anchorages. The quarantine anchorage is located on the Southern side of Cockatoo Island and the Collins Cove

Bank with the red flashing beacon bearing 080° true by seven cables.
MAX. SIZE: *Cockatoo Island:* 55,000 dwt. have loaded.
Koolan Island: Up to 100,000 dwt.
HEALTH: Valid Vaccination Certificates required. Shipmasters will be advised of berthing and pratique arrangements either by VHF on Channel 16 or by telegram. A gangway is required at the quarantine anchorage to allow police, customs and doctor to board. A pilot ladder is not acceptable.
RADIO: The port is able to communicate with vessels which are fitted with VHF radio through the normal international maritime channels. The call sign is "KOOLAN ISLAND".

Vessels destined for Yampi are requested to send their ETA by radio on leaving previous port, and also 72 hours, 48 hours and 24 hours prior to arrival.
BERTHING: A work boat of 16 ton bollard pull and a line launch are available for berthing. Both are fitted with VHF.

Tidal streams set East with the flood and West with the ebb tide as a general rule. At Koolan Island jetty in Koolan Canal, tidal streams set Eastwards except for a period of about 3 hours from about ½ an hour before to 2½ hours after high water. Thus, tidal streams set Eastwards for about 18 hours a day and Westwards for only about 6 as the tide is semidiurnal.

At Cockatoo, tidal streams set Westwards for a period of about 6 hours, from 2 hours before high water to about 4 hours after high water, and Eastwards from 2 hours before low water to 4 hours after low water.
Cockatoo Island

Shiploading facilities at Cockatoo Island consists of a fixed head, retractable, luffing conveyor boom located at the centre of a "T" head dolphin jetty.

The jetty head consists of six dolphins aligned in a 117° T–297° T direction over a distance of 690 ft. and a further berthing dolphin is located 367 ft. and 272 ft. from the centre of each West and East end dolphin, respectively.

The Shiploader is positioned between the two centre dolphins and has a loading rate of 1,700 t.p.h.

Due to the fixed nature of the loader, Shipmasters are required to bring each hatch in sequence under the boom by warping the vessel alongside the jetty, and Company employees are in attendance for handling the shore end of mooring lines during the operation. The Shipmaster holds full responsibility for the warping operations at all times.

The dolphins are well constructed with a complete facing of timber fendering between the wharf decking and low water level offering maximum protection to ship sides.

Depth alongside is 42 ft. at MLWOST with a tide range of 35 ft.

Vessels of up to 55,000 tons dwt. with a length of 741 ft., beam 104 ft. and a draft 42 ft. have been loaded at this jetty.
Koolan Island

The loading berth at Koolan Island consists of substantial well fendered wharf 560 ft. long. Additional mooring dolphins are located each end to accommodate vessels of up to 100,000 dwt.

The depth of the water alongside the wharf is 52 ft. at MLWOST with a tide range of 35 ft.

The Shiploader consists of a travelling, retractable luffing, conveyor boom, capable of delivering 3,000 t.p.h. and moving a distance of 390 ft. along the wharf.

A 33 ton capacity crane is located on the Eastern end of the wharf for the discharge of general cargo if required.
STEVEDORES: Shore labour is available only for use as mooring gangs, loading and handling of cargo on the wharf only. There are no ship foremen.
MEDICAL: There is a resident doctor on Cockatoo Island but the nearest hospital facilities are at Derby, 75 miles away.
SERVICES: Stores, bunkers, water, repair facilities, divers, laundry and trading bank facilities are not available.

Upon sufficient notice being given, moderate amounts of stores can be obtained but they are expensive. Limited cash can be obtained. In an emergency fresh water can be obtained.
AIRPORT: There is an airstrip on both Cockatoo and Koolan Islands.
FIRE PRECAUTIONS: There are no fire services available, except the works fire brigade, and the safety of the vessel at all times remains the responsibility of the Master.
POLICE/AMBULANCE/FIRE: In an emergency the Port Officer should be informed.

Emergency telephone numbers:	*Koolan*	*Cockatoo*
Medical	60	20
Fire Brigade	23	32
Port Officer – Home	48	0–48
Office	78	0–78
Policeman	—	75

TIME: GMT plus 8 hours.
HOLIDAYS: Loading is performed on a continuous basis except for close holidays such as Christmas Day, Anzac Day and Good Friday, etc.
SHORE LEAVE: The township on Koolan Island is 6 miles from the wharf and on Cockatoo 2 miles. Shore leave for seamen is limited to fixed times. Identity cards are not necessary for shore leave.

Visitors or seamen are not permitted to walk near the quarry areas and are cautioned to keep clear of all machinery.
AGENT and AUTHORITY: Dampier Mining Co. Ltd., Koolan Island, West Australia. 6733. Cables: "IRONSTEEL DERBY".

Azores

HORTA, Faial: 38.32 N. 28.38 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
For Customs
Arrival Declaration.
Manifest of Cargo for discharge or in transit.
Provisions List.
Request to commence load/discharge.
For Port Health
Deratisation Certificate or exemption.
Health Clearance from Last Port.
For Port Captain
Seaworthiness Certificate.
Certificate of Registry.
Tonnage Certificate.
PILOTAGE: Can be called by two long and one short blasts on the whistle, or by International Code flag "G". Radio contact with pilot station can be made via radio station CUG, or in cases of urgency, through the Horta Naval Radio station CTH.

Pilot launch painted black with "Pilotos" painted on each bulwark. If requested by Master, Pilot will board at entrance of Faial-Pico channel or Faial-St. George channel. Otherwise Pilot will board at port entrance. Vessels waiting for pilot must remain one and a half miles from the breakwater with Ponta de Doca Lighthouse in line with Aeria Larga Lighthouse on Pico Island.
ANCHORAGE: The best holding ground is with the breakwater light in line with the tower of San Francisco church bearing 271°, and with Ilheu Negro in line with Casa Jaoa Catita bearing 208°. Another line of good soundings is in the open channel dos Ingleses.
MAX. SIZE: For berthing, max. draft 22 ft. Depth in the artificial port is 36 ft. at high water. Depth at buoy moorings; 33 ft. Vessels of any draft can anchor outside the port.
HEALTH: If vessel has not touched any contaminated port, Pilot will haul up signal "TO" and Health Inspector will give free pratique. Master is obliged to send the Maritime Declaration of Health given by the Pilot to shore within one hour together with a Crew List and Cargo Manifest. If vessel has suspected case of fever on board or is coming from a port in a contaminated zone, pratique will only be given after Health Inspector has boarded.
RADIO: Commercial station CUG and Naval station CTH.
TUGS: None available.
STEVEDORES: Gangs are provided by local stevedores syndicate when requested by Master or Agent.
MEDICAL: Doctors and hospital facilities always available.
FRESH WATER: Can be provided by two water barges total capacity 100 tons.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Police Guard or Coast Guard (Cabos de mar).
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Up to 150 grammes tobacco and small allowance wine or spirits for each man.
IDENTIFICATION CARDS: Not required.
CONSULS:

France	Italy
Greece	Netherlands
Germany	Norway

REPAIRS: Machinery and electronic repairs can be effected.
REPATRIATION: Can be arranged.
AIRPORT: Lajes airport in Ilha Terceira has daily connection with International airport at Santa Maria. There is a daily boat service from Horta to Lajes. Faial airport 10 km. from the port, with daily conections to Santa Maria.
TIME: GMT minus 1 hour all year round.
HOLIDAYS: 1st January; 10th June; 24th June; 15th August; Corpus Christi; 5th October; 1st November; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police tel. 22022; Ambulance 22122; Fire 22333.
TELEPHONES: Can be connected on board vessels berthed alongside.
SHORE LEAVE: Allowed.
AUTHORITY: Capitao do Porto da Horta, Tel. 22813.
AGENT: Casa Bensaude, Importacoes e Exportacoes SARL, Horta, Faial, Rua Vasco da Gama 42. Cables "Bensaude Horta". Tel. 23031.

PONTA DELGADA: 37.44 N. 25.40 W.

DOCUMENTS:
1 Store List.
4 Crew Lists.
4 Landing Passenger Lists.
4 In Transit Passenger Lists.
2 Manifests of Cargo Being Landed.
1 In Transit Cargo Manifest.
Ship's Register.
Load-line Certificate.
Safety Equipment Certificates (London Convention).
Deratting Certificate.
PILOTAGE: Good deep approach. Harbour Pilot boards ½ mile

S.E. of breakwater. Radio Harbour Master direct or through Agent ETA 48 hours notice. ETA message to include draft, reason for calling, type of bunker required, fresh water required, oil products needed, nature of repairs and what cargo, if any, aboard.

Pilot station with visual signals tower and radiotelephony, at entrance of port installations. Tel. number 2 35 50. Pilot's motor-boat – Pilotos in capital white letters printed both sides hull, as well as flag "P" hoisted during day or one red, one white light at night.

When necessary, pilot motor-boat will complete identification by flashing word "Pilotos".

Besides usual signals of ICS, Pilots' Station, when necessary, will hoist on main signal tower the following:

By Day – Flag "X" of ICS – Wait Outside Harbour (for Portuguese or foreign ships regularly visiting Ponta Delgada); Flags "OG" of the ICS – Wait outside Harbour (for all other ships);

By Night – Two green lights (one above the other) – Wait outside the Harbour (for Portuguese and foreign ships).

ANCHORAGE: Outside artificial harbour, in roadstead and off breakwater, anchorage suitable for all ships whose drafts are too deep for admission into artificial port – over 40 ft. depth. Good holding ground.

RESTRICTIONS: Vessel considered adversely trimmed when more than 10 ft. "by the stern" or 2 ft. "by the head".

MAX. SIZE: Up to 38 ft. draft.

HEALTH: The Pilot requests Master to hoist quarantine flag when vessel comes from an infected port, or when sick people carried on board. Port doctor then boards for inspection and nobody allowed to board or leave vessel before completion of inspection.

Animals: Importation and transit of all birds and small animals allowed but valid health certificate and valid rabic vaccination certificate required. All staff and crew members of vessels arriving from a port officially declared infected by smallpox, not allowed go ashore, unless in possession of vaccination certificate.

RADIO: San Miguel Radio, call sign CUG. Transmitting on 1663·5 kHz. Receiving on 2182 kHz. Radio telephone frequencies 8,4415·8792·8, and 13175·5.

TUGS: One 1,100 h.p. tug operated by Junta Autonoma available for assistance during berthing and unberthing.

BERTHING:

No. 1 – Quay for small craft.

No. 2 – West Quay, 1,069 ft. long, minimum depth alongside, LW, 20 ft.

No. 3 – Central Quay, 678 ft. long, minimum depth alongside LW, 27 ft.

No. 4 – East Quay, 2,023 ft. long, minimum depth alongside, LW, 40 ft.

Mooring buoys in depths ranging from 20 to 30 ft.

RADAR/VHF: Harbour radar covers range of 20 sea miles; controls inside harbour waters. VHF location – main signal tower. Call sign – "Pilotos". Operating 24 hours on Channel 16. Range 20 to 25 miles.

Calls must be made on Channel 16 and then shift to Channels 20 or 22 as indicated by Port Operations Station. Channel 13 used for communications between tug, pilot station, Pilot aboard, during manoeuvres of mooring and unmooring. It should be understood that the Port Operations Station is not to be used for ship's business with Agents or Shippers of cargo.

MEDICAL: Large well-equipped hospital. Santa Casa da Misericordia de Ponta Delgada, tel. number 2 23 22.

TANKERS: Vessels carrying explosives, inflammable liquid or any other dangerous cargoes, before entering port, must hoist International Code Signal "B" at foremast during day and a red light at night. Upon boarding vessel the harbour Pilot enquires from the Master whether there are explosives and any other dangerous cargoes on board. Masters requested to supply accurate information as to quantity and nature in order to enable Port Authorities to select a suitable berth or anchorage for vessel.

Constant Readiness: Vessels carrying dangerous cargoes, while moored, must maintain engines and propulsion machinery in readiness to leave the port under full power, if necessary.

FRESH WATER: Available at all quays ex hydrants.

FUEL: Bunkers are readily available but, for their own convenience Masters should telegraph Agents quantity and type of bunkers required. In order to avoid possible delays to their own and other vessels, Masters are requested to replenish bunkers at the time suggested by their Agents.

GANGWAY/DECK WATCHMEN: Customs Guards are on duty upon the quay and at the entrance of the wharf. Customs guards are also placed on board and those assigned for this duty should be provided with meals (at regular meal times) and sleeping quarters on board.

CUSTOMS ALLOWANCE: Store rooms will be sealed but a reasonable quantity of stores, estimated as indispensable for consumption, may be removed before sealing. This amount should be ready for removal from the storeroom prior to arrival at berth.

CARGO GEAR: Two 10 ton travelling cranes at all quays. Mobile cranes available at all quays. 10 ton floating crane. Small slipway for vessels up to 200 ft. long. Tender for passenger vessels.

IDENTIFICATION CARDS: No crew members allowed ashore without landing cards, which are supplied by Agents.

CONSULS:

Belgium	Tel. 2 20 29	Italy	Tel. 2 42 46
Brazil	,, 2 26 38	Mexico	,, 2 27 04
Chile	,, 2 32 26	Netherlands	,, 2 31 94
Denmark	,, 2 28 50	Norway	,, 2 27 83
Dominican Rep.	,, 2 53 90	Panama	,, 2 20 45
Finland	,, 2 35 59	Spain	,, 2 25 02
France	,, 2 41 29	Sweden	,, 2 26 38
Germany	,, 2 39 35	Turkey	,, 2 26 67
Greece	,, 2 41 29	U.S.A.	,, 2 22 16

REPAIRS: Engine or other repairs can be undertaken. Repairs to electric installations, motors and refrigerating systems can also be undertaken as well as repairs to wireless stations (including VHF, radio-telephone equipment, radar, Echo-sounders, direction-finders, gyro-compasses, steering-gear, Sal logs and cinema projectors).

Workshops duly equipped to undertake hull and engine repairs. Divers and equipment also available for some underwater work. Small tugs, motor-launches and lighters. No dry-docking available. A seagoing salvage tug, owned by Junta Autonoma is stationed in the port.

REPATRIATION: Can be arranged.

AIRPORT: 14 km. from Ponta Delgada. Daily flights to Airport of Santa Maria and Lajes Field (Terceira) by Sata Airlines. Connections with weekly flights of PAA, TWA, Canadian Pacific and Transportes Aereos Portugueses – TAP, to and from Europe and United States or Canada.

TIME: GMT, minus two hours. No changes.

HOLIDAYS: 1st January – New Year's Day, June 10th (Portugal Day), Corpus Christi, August 15th, October 5th, November 1st, December 1st, Monday before Ascension Day. Government offices close on afternoon of Maundy Thursday and on afternoon of Christmas Eve. Most firms close on Shrove Tuesday and Good Friday.

POLICE/FIRE/AMBULANCE: Police telephone 2 29 68; Fire telephone 2 23 33; Ambulance telephone 2 29 68.

TELEPHONES: Any ship moored alongside can be connected to the city's telephone network, upon request through the ship's Agent.

GENERAL: Visual storm signals are shown on Main Signal Tower.

SERVICES: Fresh and dry provisions available all the year round.

SHORE LEAVE: Allowed.

PORT REGULATIONS: Ballast: Vessels must arrive with sufficient ballast to permit safe handling.

Ratguards: It is advisable to use ratguards while moored alongside.

Scupper Covers: Boards or other suitable devices must be used to cover outlets from lavatory discharges, etc., to prevent fouling of pier or craft alongside.

Garbage: It is absolutely forbidden to dispose of cinders, garbage, or any other refuse inside the harbour or within the territorial waters limit. Non-compliance is subject to heavy fines.

PORT AUTHORITY: Junta Autonoma Dos Portos Do Distributo De Ponta Delgada, St. Michaels, Azores Islands, Portugal.

Bahamas

FREEPORT, Bahamas: 26.30 N. 78.45 W.

DOCUMENTS:

(*a*) Inwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Crew Lists	2	—	1	3
2. In transit Passenger List	2	2	2	6
3. Disembarking Passenger List	2	2	2	6
4. Stores List	2	—	—	2
5. Gift shop inventory	2	—	—	2
6. Crew's Declaration	2	—	—	2
7. Ship's Report Inwards (supplied by Agents)	2	—	—	2
8. Maritime Declaration of Health (supplied by Agents)	1	—	—	1
9. Cargo Manifest for Freeport	4	—	2	6

10. Landing cards supplied by agents to be completed by each disembarking passenger.
11. Baggage Declaration forms supplied by agents to be completed by each disembarking passenger.
12. Clearance from last port will be collected by Customs.
13. Deratisation Certificate should be available for inspection.

If vessel's previous port of call was in Bahamas items (7), (8) and (13) need not be complied with.

When vessel requires Consular Despatch to country such as Venezuela, two extra copies items (1), (4) and (6) should be supplied.

(*b*) Outwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Ship's Report Outwards (supplied by Agents)	2	—	—	2
2. List of embarking passengers (if any)	2	2	2	6
3. Outward Manifest Freeport cargo	2	—	2	4

If vessel clearing for another Bahamian port item (1) does not have to be complied with, but copy of next port's manifest required.

PILOTAGE: Compulsory for passenger vessels exceeding 199 gross tons and freighters exceeding 399 gross tons. Pilotage is compulsory for tankers berthing at BORCO dock, but vessels calling for bunkers only may anchor and bunker by barge without using pilot services. Pilot station located in position in which Freeport light bears 050° true, distance 3 miles. Approaching Freeport, particularly from North West, keep at least 3 miles from shore, and, when

off port, remain at pilot station until boarded by Pilot. Pilotage area extends from pilot station to offshore refueling moorings, anchorage to West of harbour entrance and harbour. Pilots available any time of day or night. Harbour signal station maintains a 24 hour watch for visual and radio signals.

Vessels can communicate by RT on 2182 kc/s., and once they have established contact will normally be asked to switch to one of the following frequencies: 2638 or 2738 kc/s. Vessels can also communicate by VHF Channels 16 and 14. Freeport call sign on all frequencies is VSP 20 or Freeport Harbour Control. Give ETA 48 hours in advance, with subsequent corrections as necessary.

ANCHORAGES: Good offshore anchorage to West of entrance channel. Bottom lime and coral rock covered by sand and loose lime. Average depth being in region of 10 fathoms.

APPROACHES: The following landmarks are prominent when approaching the port: Borco Refinery chimney 369 ft. above mean low water. White with red bands showing three sets of four red lights at night. Visible approx. 20 miles. Bahamas Cement Company storage silos just to West of harbour entrance. Visible approx. 15 miles.

Currents in the area are not predictable and are largely wind induced. Harbour is approached through straight channel 1,600 ft. in length, 300 ft. width and with controlling depth of 30 ft. below mean low water. Turning basin, 2,000 ft. by 1,800 ft. Vessels may enter and leave harbour on 24 hour basis, weather permitting.

MAX. SIZE: Max. draft for harbour entrance restricted to 28 ft. high water and 27 ft. for any state of tide.

Tanker Berths. No. 3 berth up to 30,000 dwt. loaded or 45,000 dwt. in ballast. No. 4 berth up to 45,000 dwt. loaded or 60,000 dwt. in ballast. No. 5 berth up to 80,000 dwt. No. 6 berth up to 312,000 dwt.

HEALTH: Pratique granted by Customs Boarding Officer after Maritime Declaration of Health form completed by Master and Deratisation Certificate examined. Important that vessel should not commence refuelling nor work cargo until cleared. A vessel arriving from another Bahamian port, e.g. Nassau, does not require pratique. Event any suspected disease or fever on board, pratique may be withheld, pending examination by Government Medical Officer.

RADIO: Recommended that radio messages giving ETA, etc., be transmitted via Miami Radio.

Tankers proceeding to Borco Installation should transmit the following information within 6 hours of clearing at last port:

(*a*) name of tanker;
(*b*) name of port at which the tanker last called;
(*c*) date and hour of estimated time of arrival at Freeport.

It is imperative that the Master of each tanker shall establish communications with the refinery at least 72 hours prior to the estimated time of arrival, and that the refinery be notified of any change in ETA. Four hours before arrival at Freeport the Master should establish contact by VHF radio and advise on vessels precise estimated time of arrival. Any berthing instructions will be passed to the master at this time.

TUGS: NEPCO provide four tugs for assisting in berthing and unberthing. Two of these are of 4,300 h.p., and 2 of 1,000 h.p.

STEVEDORES: Grand Bahama Port Authority (Harbour Division) are sole stevedoring company. Some limitation labour availability and difficult to obtain more than two gangs at any one time. Normal discharging rate 10 tons d.w. per hook per hour. Port Authority operate forklift trucks ranging from 2 to 30 tons capacity. First ETA at least 48 hours prior arrival, to ensure labour booked in time.

MEDICAL: No port medical officers. Persons requiring attention must proceed approximately 7 miles to Freeport's hospital and dental clinic, or to Antoni Clinic which approximately same distance from port area. Advance notice to Agent desirable but not essential.

SPECIALISED CARGO-HANDLING FACILITIES: *Cement:* Bahamas Cement Company own and operate the whole of Basin No. 3 (1,365 ft. by 350 ft. by 636 ft. – depth 30 ft. at MLW), with bulk handling facilities.

Roll on/roll off: Basin No. 1: two ramps for two vessels (passenger/car ferry type) at South-East end. Depth 28 ft. MLW. Both ramps approx. 4 ft. above MHW. One is adjustable.

TANKER BERTHING FACILITIES: Borco has constructed 4 berths in the form of 2 off-shore jetties, 1,000 ft. apart. The inner jetty, 900 ft. long, depth on the inner face (No. 3 berth) is minimum 50 ft. On the outer face (No. 4 berth) minimum depth is 60 ft. The outer jetty is 1,400 ft. long. Minimum depth on the inner face (Berth No. 5) is 84 ft. and on the outer face (No. 6 berth) is 96 ft.

Four mooring points are provided at the inner berth and six on the outer. These points are fitted with quick-release hooks and small line handling capstans.

Fenders are of the Raykin type and vessels lie on two fender units, 250 ft. apart on the small jetty and 390 ft. on the larger. A minimum of 4 lines and 2 springs are used at each end of the vessel. Mooring boats and line handling crews are provided at no extra cost. Gangways are provided at all jetties.

New berths No. 7 and No. 8 to the West of Nos. 3 and 4 will be commissioned in 1973. Depth alongside No. 7 is 50 ft. and No. 8 is 65 ft. Both fitted with Lord Fenders.

One off-shore mooring between buoys able to take vessels up to 850 ft. LOA with a draft of up to 42 ft.

BALLAST: Facilities are provided for discharge of dirty ballast at the tanker jetties. Each jetty is connected by a 20 in. ballast pipeline. These lines have been tested to 350 lb. pressure and are designed for 150 lb. working pressure.

DENSITY: Salt water. Rise and fall of tide between 3 ft. and 3ft. 6 in

FRESH WATER: Fresh water available by pipe-line in the harbour. Average pumping rate 18 tons per hour per connection with maximum two connections in the harbour. Fresh water also supplied by barge to the tanker berths at the rate of about 30 tons per hour.

FUEL: All grades available. 24 hours notice desirable. Bunkering facilities are provided at each tanker jetty. One 16 in. pipe-line provides "C" fuel and intermediate fuel, and one 16 in. pipe-line provides marine diesel and gas oils.

GANGWAY/DECK WATCHMEN: Not necessary as security guards patrol port area 24 hours a day.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

SHIP CERTIFICATES: Deratisation Certificate required.

CUSTOMS ALLOWANCES: 50 cigars or 200 cigarettes or 1 lb. tobacco and one quart of spirits per man.

CARGO GEAR: Currently no cranes based permanently in harbour area. However, mobile cranes can usually be made available, although essential shipowners consult Agents before accepting heavy lifts requiring shore facilities for discharge.

CREW IDENTIFICATION CARDS: Not required.

CONSULS: No foreign Consuls Freeport.

REPAIRS: Only minor repairs.

REPATRIATION: Facilities for crew changes and repatriation by air.

AIRPORT: Approximately 4 miles from harbour, served by following airlines: BOAC, Eastern Airlines, Air Canada and Pan American Airways.

TIME: GMT minus 5 hours. Summertime, from April to October, GMT minus 4 hours.

HOLIDAYS: No cargo work in the port on following days: New Year's Day; Good Friday; Easter Sunday; Christmas Day, Work ceases 1700 hours on day preceding above holidays and commences 0800 on day after.

POLICE/AMBULANCE/FIRE: Police tel. 352–8333. Police station approximately two miles from harbour, and operates several radio-controlled vehicles. Ambulance tel. 352–6006. Ambulance based at Grand Bahama Clinic which approximately seven miles from harbour. Fire tel. 352–8888. Fire Station approximately seven miles from harbour and at present consists of one fire-truck with auxiliary vehicles.

TELEPHONES: Can be placed on board at certain berths. There is a connecting charge.

AUTHORITY: The Grand Bahama Port Authority Ltd.

AGENT: E. H. Mundy & Co. (Bahamas) Ltd., PO Box F2492, Freeport Grand Bahama Ksland, Bahamas. Tel. 352–9691 (6 lines). Cables: "Mundico". Telex: FP008.

NASSAU, Bahamas: 25.05 N. 77.20 W.

DOCUMENTS:

(*a*) Inwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Ship's Report Inwards (supplied by Agents)	2	—	—	2
2. Maritime Declaration of Health (supplied by Agents)	1	—	—	1
3. In transit passenger manifest	2	1	2	5
4. Disembarking passenger manifest	2	1	2	5
5. Crew Lists	2	—	1	3
6. Crew Curio List	1	—	—	1
7. Stores List	2	—	1	3
8. Gift Shop Inventory	1	—	—	1
9. Cargo Manifest	3	—	3	6

10. Derat. Certificate – should be available for inspection.
11. Clearance from last port to be given to Customs.
12. Immigration landing cards must be completed by all passengers. (These are supplied by Agents.)
13. Customs Declaration forms must be completed by all disembarking passengers. (These are supplied by Agents.)
14. Cargo Tally Books – two per hatch where Nassau cargo is to be discharged.

If vessel's previous port of call was in Bahamas items 1, 2 and 10 need not be complied with. Item 9 – two cargo manifests supplied to Agents should show freight charges in detail.

Note: All non-Bahamian passengers finally disembarking at Nassau must be in possession of return ticket or have proper Bahamas Immigration Entry Permit.

(*b*) Outwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Ship's Report Outwards (supplied by Agents)	2	—	—	2
2. List of embarking passengers	2	1	2	5
3. Manifest covering cargo loaded	3	—	3	6

If vessel clearing for another Bahamian port, item 1 does not have to be complied with, but copy of next port's manifest required.

PILOTAGE: Presently no signal station and Masters requested telegraph ETA at least 48 hours in advance with subsequent amendments as necessary to Agents, who will inform Pilots. Pilot normally boards in approximate position one mile North of Western end of Hog Island (Paradise Island). When port closed due bad weather a red flag will be displayed at Western end of Hog Island by day and red light in same location at night. Vessels may anchor in vicinity of pilot station where depth of water allows. There are four Pilots and boats are clearly marked "Pilot" and display international pilotage signals. Pilots are accustomed boarding by pilot ladder.

ANCHORAGES: Anchorage just off Nassau Harbour extends over area North and East of Western point of Hog Island to approximately half a mile off shore, where it becomes too deep.
ENTRY RESTRICTIONS: No restrictions apart from adverse weather conditions or excessive draft which may make it advisable to enter on certain state of tide.
MAX. SIZE: No restriction length or breadth but safe draft is considered 35 ft. Largest vessel to enter harbour to date gross tons 34,172, length 715 ft., draft 31 ft. 7 in. Safe draft cargo pier 25 ft.
HEALTH: Provided vessel healthy Customs grant free pratique on receipt international declaration of health form completed and signed. If any suspected disease or fever on board Master should advise Agent by cable, who will inform appropriate authorities and advise Master clearance procedure. Once vessel obtained free pratique in one Bahamas Port and proceeds another there are no further procedures at next port.
RADIO: Communications can be directed through Radio Nassau on following frequencies:

W/T	Call letters	ZFR1	Transmitting	5320 K/cs.
			Receiving	5300 K/cs.
		ZFR3	Transmitting	4031 K/cs.
			Receiving	3695 K/cs.
R/T	Call letters	VPN2	Transmitting	2558 K/cs.
			Receiving	2198 K/cs.
		VPN3	Distress	2182 K/cs.

Agents normally use this station when sending messages.
Contact Port Authority on VHF Channels 16 and 14.
TUGS: Tugs normally join vessel at entrance to turning basin. Usual for vessel to provide tow line.
BERTHING: No specific requirements but due congestion essential that Agent is kept well informed of ETA.
BRIDGES: No bridges affecting entrance to main berths.
STEVEDORES: Master should include in ETA number gangs required and tons per hatch for discharge, as shipping documents do not always arrive in advance. Discharge rate approximately 10 tons per hour.
MEDICAL: Full medical services available. In serious cases requiring immediate attention Agent should be advised so that doctor may board on arrival.
TANKERS: Limited facilities provided for tankers at Clifton Pier on South-west side of Island. Vessels moor to dolphins off shore and discharge through submarine pipe line. Vessels proceeding Clifton Pier (unless otherwise advised) should pick up pilot off Nassau and clear customs. Only oil imports are for domestic purposes and there is no oil refinery. Maximum draft Clifton Pier 36 ft.
DENSITY: 1025.
FRESH WATER: Available Prince George Wharf on old section but not yet provided on new deep water pier recently completed. Rate 10–15 tons per hour from hose connections on dock. Public Water Department supplies hose and connections. Price approximately 0·57 c. per ton depending on amount required. No water barges available.
FUEL: No fuelling facilities available with exception of small quantities diesel which may be delivered by road tanker. Nearest bunkering station Freeport, Grand Bahama.
FIRE PRECAUTIONS: No special requirements. Vessels carrying explosives should notify Agent in advance so that Authorities may be advised.
GANGWAY/DECK WATCHMEN: Vessel to supply own watchman if required.
OPENING/CLOSING HATCHES: Roller hatches usually opened and closed by vessel's crew but older wooden hatches and tarpaulins handled by stevedores.
SHIP CERTIFICATES: Only certificate normally required for inspection is Derat. Certificate.
CUSTOMS ALLOWANCE: Quantity should be reasonably based on individual requirement and length of stay in port. Actual amount is at discretion of Customs Officer clearing vessel.
IDENTIFICATION CARDS: Not required.
CONSULS (based in Nassau):
Haiti, Consul-General Mr. Julio Bordes; Vice-Consul Mr. Jean Massena.
United States of America, Consul-General Mr. Turner B. Shelton, PO Box 597; Consul Mr. E. Lewis Crossen; Vice-Consul Mr. John Boritas.
Honorary Consuls (situated in Bahamas):
Belgium, Mr. Michael Ramsey, PO Box 52, Nassau.
Costa Rica, Mr. Clovis A. McAlpin.
Denmark, Greta Lay Oakes, PO Box 4949, Nassau.
Dominican Republic, Mr. F. Wesley Gleason, PO Box 5840, Nassau.
Ecuador, Mr. Norman Edwards, B.O.L.A.M., Nassau.
El Salvador, Miss Anna Astrid Avila, PO Box 4883, Nassau.
France, Mr. Michael Ramsey, Consular Agent, PO Box 52, Nassau.
Germany, Mr. Henry Kaufmann, PO Box 6225, Nassau.
Greece, Mr. Andrew George Esfakis, Hon. Vice-Consul, PO Box 248, Nassau.
Italy, Mr. Galliano Vouch, Consular Agent, PO Box 168, Nassau.
Netherlands, Mr. Allan C. Butler, Hon. Consul, Nassau.
Norway, Mr. Leslie C. Higgs, Hon. Consul, PO Box 992, Nassau.
Peru, Mr. Columbus O'Donnell, PO Box 29, Nassau.
Sweden, Mr. Aubrey Bethell, PO Box 1008, Nassau.
REPAIRS: Only limited repairs and requirements should be passed to Agent in advance of vessels arrival.
REPATRIATION: Crew changes can be arranged but accommodation expensive and not always available at short notice.
AIRPORT: Extremely good air services. At certain periods airlines become fully booked and suggested that reservations be made in advance.
TIME: Local time (Eastern Standard Time) 5 hours behind GMT. Daylight Saving Time 4 hours behind GMT applicable 27th April to 26th October.
HOLIDAYS: New Year's Day (1st January); Good Friday; Easter Monday; Whit Monday; Commonwealth Day; Labour Day; Queen's Birthday; Emancipation Day; Discovery Day (12th October); Christmas Day (25th December); Boxing Day (26th December); Cargo can be worked on all holidays except labour Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 24444; Ambulance 22221; Fire 24444.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: (*a*) Bonded Stores only available to passenger vessels regularly calling Nassau. (*b*) Passenger Vessels: Is of assistance to Agent to know how many passengers disembarking and how many in transit.
SERVICES: Most specialised services unavailable, e.g. radar, radio, gyro, tank cleaning, compass adjusting. If Agent given sufficient notice arrangements can be made for technicians to be flown from Miami.
SHORE LEAVE: No limitations.
AUTHORITY: Port Director, The Port Authority, Nassau.
AGENT: E. H. Mundy & Co. (Nassau) Limited, POB N–1993, Nassau Bahamas. Tel. 28877, 24476, 22958.
Telex. N. S. 167. Cables: "Mundico Nassau, Bahamas."

Bahrain

MINA SULMAN: 26.12 N. 50.37 E.

DOCUMENTS:
International Declaration of Health.
5 Crew Lists.
Ship's Report (given by Customs on arrival).
Valid Smallpox Vaccination for all crew members.
PILOTAGE: Mina Sulman Pilots board either at Sitra Anchorage (see "Sitra") or by special arrangement at Outer Middle ground buoy. Pilotage compulsory except for Naval vessels and small locally-owned craft whose Masters are familiar with the port and control.
Port equipped with 3 800 h.p. tugs, 3 pilot cutters and a number of mooring launches and work boats.
Pilot cutters mostly black with white-painted wheel-house and cabin accommodation.
ANCHORAGE: Sitra anchorage, where Pilot boards, approx. location 26° 10.5 N., 50° 41.25 E. Depth of 42 ft.
MAX. SIZE: Vessels up to 550 ft. in length commonly handled, max. safe draft alongside, 27 ft. Depth in Mina Sulman Harbour, 31 ft.
Vessels with draft up to 29 ft. 6 in. able to enter Mina Sulman dredged channel near time of high water and on a few occasions vessels with a draft of 30 ft. have been handled. Vessels of less than 25 ft. draft may generally enter or leave at any state of tide and also during dark hours unless there are factors detrimental to safe navigation.
HEALTH: Port Health Authorities board vessel on arrival at berth alongside Deep Water Jetty and grant pratique.
RADIO: Vessels intending call Mina Sulman should advise Agents via Bahrain Radio, call sign GNV, their ETA, draft, hatch distribution and any other requirements, giving as much notice as possible.
VHF: Vessels equipped with VHF should, when within range, contact Mina Sulman Harbour Office on Channels 6 or 16 which have frequencies of 156·30 and 156·80 respectively.
TUGS: Will usually join vessel between Nos. 7 and 8 Channel Buoys during final approach to Deep Water Jetty.
BERTHING: Arrangements are made with Harbour Master by ship's Agents for necessary berthing as required. Six berths available, of which one berth reserved for navy vessels.
Generally, vessels berth during daylight hours only, but may leave at any time between 0600 hours and 2300 hours.
GRAIN HANDLING: Two portable pneumatic suction blowing units are used. Capacity 75 tons per hour each. Wheat is discharged into 20-ton trailers, which takes about 8 to 12 minutes for each trailer.
MEDICAL: Upon application to ship's Agent, the medical examination of crew members can be arranged. Personnel will either be sent to private doctor or to Public Health Department as circumstances dictate. Serious cases will be referred to government hospital doctor.
FRESH WATER: Well water available and can be delivered on berths at Deep Water Jetty at rate of approximately 20 tons per hour per hose.
BUNKERS: Bunkers available Mina Sulman and provided by barge of 8,700 barrels capacity, which is owned by the Bahrain Petroleum Company. All usual grades of commercial oil available.
GANGWAY/DECK WATCHMEN: Not customary to employ deck watchman.
IDENTIFICATION CARDS: These cards necessary for any crew member wishing to proceed ashore. Identification card is surrendered to Immigration Authorities at main entrance to port in return of a pass. On return to port, the pass is surrendered and seaman's identity card returned to him.
REPAIRS: Good facilities for both hull and engine repairs which can be effected by the two principal slipway companies. Facilities exist to receive single vessels of 1,000 tons deadweight, and a tower crane capable of a 15 tons lift at 40 ft.
REPATRIATION: It is possible for whole crews or just individual

crew members to join or leave vessels at Bahrain. As much notice as possible should be given to Agents to enable arrangements to be made for their reception, hotel accommodation and transportation.
AIRPORT: Bahrain International Airport regularly served by main international airlines, with frequent services to Europe, U.S.A., Far East, and Australia. Also frequent inter-gulf flights.
TIME: GMT plus 3 hours.
OFFICIAL HOLIDAYS: Public holidays in accordance with Muslim calendar as follows: 3 days during Ied al Fittr; 3 days during Ied Al Adha; 3 days during Muharram; 12th R'Awal Prophet's Birthday; Accession of H.H. The Ruler, 16th December; 25th December; 1st January. Apart from 6 days, two during each of the religious anniversaries, all holidays will be worked in the port as on Fridays, the Sabbath day.
TELEPHONES: Can be provided at each berth on Deep Water Jetty at charge of BD's 1,200 fils per day per phone (approx.). In case of emergency, dial 79 for ambulance; 77 for Duty Police Officer; 75 for Fire Brigade.
SERVICES: Bahrain well provided for services including repairs, stores and supplies, fumigation surveys, adjustments, radar and gyro compas repairs, professional diving, and underwater brushing.
SHORE LEAVE: Permitted.
AUTHORITY: Director General of Customs and Ports, Bahrain Government. Port Office, POB 453, Bahrain, Arabian Gulf.

AGENT: See "Sitra".

SITRA: 26 09 N. 50.40 E.

PORT LIMITS: A vessel is normally considered to be an "arrived vessel" when the vessel passes due North of Sitra Beacon, unless, in the case of large vessels, she has been instructed to anchor by company officials in the deep water South-East of No. 27 buoy.
OPERATORS: The Bahrain Petroleum Co. Ltd., Awali, Bahrain. Cables: "Bapco Bahrain".
DOCUMENTS: Crew list 3 copies. Passenger list 3 copies. Customs Declaration 2 copies. Health Declaration 2 copies. Log Book for Inspection by Customs Officers.
PILOTAGE: Not normally provided between Bahrain Light Vessel and Sitra Anchorage. For vessels navigating Sitra Deep Water Channel with drafts in excess 40 ft. Company will, upon request, arrange pilotage assistance where possible. Mooring Master boards vessel on arrival Sitra Beacon if berth available. If pilot does not approach vessel arriving, vessel should anchor in anchorage. Freighters will not be berthed until Agent has given pratique. Pilot boat, a tug or launch exhibiting International pilot flag by day and lights by night.
APPROACHES: Without accepting any responsibility, following suggestions made by Bapco marine staff, for Masters not familiar with approaches to Sitra. Courses inbound will depend upon draft. Vessels wishing utilise "Deep Water Departure Channel" should follow reciprocal of courses described for "Deep-water departure Channel". Vessels with drafts less than 30 ft. requested to *Keep Clear* of this channel, and use "Sitra Inward" buoy as follows.

(a) *Under 30 ft. Draft*

(i) From position (Lat. 26° 27.8′ N. Long. 51° 00′ E) 2½ miles S.E. of No. 3 Beacon (Lat. 26° 28.5′ N. Long. 50° 57.4′ E) course should be set to position ¾ mile North of "Sitra Inward" buoy (Lat. 26° 21.2′ N. Long. 50° 49.7′ E), leaving "Caisson Wreck" buoy (Lat. 26° 24.2′ N. Long. 50° 52.7′ E) at least ½ mile to starboard.

(ii) From position ¾ mile North of "Sitra Inward" buoy course should be set towards No. 16 buoy (Lat. 26° 12.9′ N. Long. 50° 46.3′ E).

(iii) When vessel has reached a position with No. 16 buoy, 1½ miles ahead, course can be adjusted to due South, passing westwards of "Vidal" buoy (Lat. 26° 14.1′ N. Long. 50° 47.2′ E) until "Sitra Beacon" bears due West. Course can then be altered to pass South of No. 18 buoy (Lat. 26° 10.3′ N. Long. 50° 43.9′ E), and thence to Sitra Anchorage, thus keeping clear of the deep water channel.

(iv) "Sitra Beacon" located at South end of North Shoals (see "Pilotage" and "Anchorage").

(b) *Deep-water departure Channel*

(i) Following "Alteration of Course" Positions, based upon radius of turn of 5 cables. This may necessitate an increase in Engine Revolutions, together with Full Helm, in some vessels.

(ii) The Company Mooring Master unberthing the vessel will normally leave vessel after having crossed Sitra Middle Ground Bar; and with the vessel proceeding to pass 2 cables South of "Sitra Beacon" (Fl. 6 sec.) and close North of No. 18 Buoy (Qk. Fl. R.).

(iii) When No. 18 Buoy comes abeam, course should be altered to 090° (T) which will bring Sitra Beacon dead astern, bearing 270° (T).

(iv) As No. 27 Buoy (Qk. Fl. W.) comes abeam to port, course should be altered to 022° (T), until buoys 21, 23 and 25 are sighted in line, bearing 344° (T), whence course should be altered to 344° (T).

(v) On course 344° (T) Buoy No. 25 (Fl. 5 sec.) and Buoy No. 23 (Int. Qk. Fl.) will be passed close on the port side and Buoy No. 16 (Fl. R. 6 sec.) a "Middle Ground Mark" on the starboard side.

(vi) As No. 21 Buoy (Gp. Fl. (3) 5 sec.) comes abeam to port, course should be altered to 015° (T), which should bring Buoy No. 12 dead ahead and Buoy No. 21 dead astern. The bearings of these buoys should be watched closely to gauge and correct for cross set which is sometimes quite strong on this course and the next. On this course No. 14 buoy (Fl. R. 10 sec.) will be left to starboard.

(vii) On No. 19 Buoy (Fl. 3 sec.) coming abeam, course should be altered to 002° (T) bringing Buoy No. 15 (Occ. 5 sec.) dead ahead. Buoy No. 12 (Fl. R. 2 sec.) will then be left close to starboard and No. 17 Buoy (Qk. Fl. W.) will be left to port.

(viii) In order to pass over a cable eastwards of Buoy No. 15, course should be altered to 016° (T) as Buoy No. 10 (Gp. Fl. (3) R. 10 sec.) comes abeam to starboard and then altered to 356° (T) as Buoy No. 15 comes abeam to port. This course would pass 3½ cables West of Bahrain Approach Beacon (Gp. Fl. (2) W. 10 sec.). It may be advisable to reduce engine revolutions shortly after steadying on course 356° (T), in order to be able to increase if required to provide better steerage on rounding the beacon.

(ix) When the Bahrain Approach Beacon bears 051° (T) course should then be altered to 051° (T). As this heading is approached, it should be found that Buoys No. 8 (Fl. R. 2 sec.) and No. 6 (Gp. Fl. (3) R. 6 sec.) are in line to starboard, as Bahrain Approach Beacon comes abeam at 2½ cables, and then should commence to open. Buoys No. 13 (Int. Qk. Fl.) and No. 11 (Qk. Fl.) are parallel to the course on the port side of the vessel, give clearance on the 43 ft. patches and give the extent of the bar which should be traversed at Slow Speed.

(x) On No. 11 Buoy coming abeam to port, course should be altered to 054° (T) passing between No. 9 Buoy (Fl. 10 sec.) and Buoy No. 4 (Qk. Fl. R.), followed by Buoy No. 7 (Fl. 5 sec.) to port.

(xi) When Buoy No. 2 (Gp. Fl. (2) R. 10 sec.) bears East, course should be altered to 071° (T) to pass close South of Buoy No. 5 (Fl. 3 secs.).

(xii) Buoy No. 5 should be close abeam to port, when the course is altered to 057° (T) and speed reduced to cross the spit which extends in a southerly direction from No. 3 Beacon (Fl. 6 sec.) in a minimum depth of 44 ft. at Chart Datum.

(xiii) When Buoy No. 1 (Fl. 1 sec.) bears 040° (T), course should be altered to 040° (T) bringing the Bahrain Light Vessel Gp. Fl. (3) 20 sec.) on the starboard bow. One and a half miles after Buoy No. 1 has been left to port, the minimum depth of water is greater than 50 ft., and it is safe to go Full Ahead.

(xiv) Masters can expect to have to make adjustments from time to time, to the recommended courses, due to set. Effects of tide and current should be watched for at all times.

ANCHORAGE: Within Port of Sitra vessels must anchor North of imaginary line between Sitra Beacon and Sitra middle ground outer buoy, order keep departure channel clear. Good holding ground in about 8 fathoms. Vessels *must not* obstruct fairway or approaches to wharves by anchoring South of above-mentioned imaginary line. Northern limit of anchorage marked by North Shoals Beacon on 5-fathom line. Due presence of pipes and power lines, anchoring or use of anchors prohibited in vicinity of or between No. 1 (Island) Wharf and No. 2 wharf except upon advice of Company Mooring Master.
RESTRICTIONS: Berthing carried out night and day. Merchant vessels carrying explosives not permitted entry Sitra Anchorage unless permission has been granted and anchorage allocated. Such vessels advised anchor in position 2 miles South-east of South Shoals Beacon.

The Deep Water Channel between Sitra Anchorage and Bahrain Lightvessel has minimum depth of 44 ft. below chart datum. This permits unrestricted use of channel for vessels drawing up to 40 ft. Drafts up to 44 ft. permitted by utilisation of tidal range over shoaler areas. Additional channel for drafts up to 30 ft. provided to South-east of main deep-water channel. The purpose of this channel is to keep main deep-water channels free for deep-drafted vessels.

Masters who intend to utilise deep-water Departure Channel with drafts in excess of 40 ft. are requested to advise port Captain, Sitra, not later than 48 hours in advance.

Masters of departing vessels requiring utilise rise of tide, to cross bar N.E. of Bahrain Approach Beacon, and that South of No. 3 Beacon, should be under way, passing Sitra Beacon not later than 3½ hours before next predicted *High Water Mina Sulman*, or at a time not later than that which would allow vessels to make the passage between Bahrain Approach Beacon and No. 3 Beacon at reduced speed of 8 knots, having full benefit of tide, and passing first Beacon 1½ hours before predicted *High Water Mina Sulman*.
MAX. SIZE: *Bapco Terminal:* Vessels up to 40 ft. draft, under normal circumstances, or up to a maximum of 44 ft. draft, making use of the tide.
Alba Marine Facilities: Up to 35,000 tons dwt., up to 35 ft. draft.
HEALTH: Bahrain Port Health Regulations based on International Sanitary Regulations adopted by World Health Organisation May 1951. Quarantine signals must be prominently displayed approaching Sitra. Pratique normally granted by Bahrain Government Port Health Officer or Agents' representatives. If neither available, Company Mooring Master also authorised grant Pratique to healthy tankers scheduled for immediate berthing.
RADIO: All radio communications routed through "Cable & Wireless", Manama Bahrain. Cable address "Bapcoship Bahrain" through Bahrain Radio Station Call Sign "GNV". Vessels requested keep "Bapcoship Bahrain" fully advised estimated times of arrival and provide "Bapcoship Bahrain" with ETA, arrival draft and draft to which vessel loading, not later than 48 hours steaming time from Sitra. Times should be quoted and shown as being GMT.
Bahrain Radio (GNV)

W/T Medium Frequency. Continuous watch 24 hours a day for
Calling and Safety 500 Kcs.
Working 487 Kcs.

W/T High Frequency

Time	*Transmitting frequency*	*Searching*
0300–0500 GMT.)		
0700–0900 GMT.)	8,710·4 Kcs.	8,354– 8,374 Kcs.
1500–1600 GMT.)		
0500–0700 GMT.)		
1100–1500 GMT.)	12,709 Kcs.	12,531–12,561 Kcs.
1600–1700 GMT.)		
0900–1100 GMT.)	17,175·2 Kcs.	16,708–16,748 Kcs.

R/T Medium & High Frequency. Continuous watch 24 hours a day for
Calling and Safety 2,182 Kcs.
Working 2,607 Kcs.
2,656 Kcs.
H.F. Working 4,422·2 Kcs.
H.F. Working 8,748·1 Kcs.

Radio telephone calls on High Frequency may be made at any time, if arrangements are made by W/T, during W/T schedules.

R/T Very High Frequency. Continuous watch 24 hours a day for
Calling and Safety Channel 16
Traffic Channel 26

"*Sitra Port Control*". Continuous watch 24 hours a day on V.H.F.
Calling and Safety Channel 16
Normal Working Channel 9
Alternative Working Channel 6 and 14

OIL WHARVES: *No. 1 (Island) Wharf:* No. 1 (Island) Wharf consists of one main central platform supported on steel piles with four inter-connected mooring dolphins, two positioned to the North-west, and two to the South-east; giving the wharf an overall length of 923 ft. This wharf, which is supplied by submarine pipe-lines, provides two berths protected by berthing beams.

Depths at this wharf are as follows:
Berth No. 5; 46 ft. at Mean Low Water (14·00 m.)
Berth No. 6; 46 ft. at Mean Low Water (14·00 m.)

No. 2 Wharf: No. 2 Wharf is a pile driven "T" head structure with three inter-connected dolphins, two mooring dolphins, positioned to the North-west, and a warping dolphin positioned to the South-east, giving the wharf an overall length of 1,666½ ft. and provides four berths, two on the outside and two on the inside. Both outside berths No. 1 and 2. and the North-west inner berth No. 3, are protected by berthing beams. This wharf is connected to the mainland by a causeway, 3 miles in length.

Depths at this Wharf are as follows:
Berth No. 1; 44 ft. at Mean Low Water (13·400 m.)
Berth No. 2; 44 ft. at Mean Low Water (13·400 m.)
Berth No. 3; 39 ft. at Mean Low Water (11·900 m.)
Berth No. 4; 41 ft. at Mean Low Water (12·500 m.)

There are length limitations as follows:
Berths 1 and 2 normally 820 ft., but may be exceeded depending upon the configuration of the vessel, and the vessel utilising the other berth.
Berth No. 3; 560 ft. (170m.)
Berth No. 4; 550 ft. (167 m.)
Berths 5 and 6 normally 900 ft., but may be exceeded depending upon the configuration of the vessel.

Coastal Tanker Wharf: This wharf which lies 023° to 203° is limited to vessels of under 240 ft. in length and less than 16 ft. (4·90 m.) draft. The wharf is a pile driven structure connected by a catwalk to the causeway.

BALLAST: The discharge of dirty ballast within the territorial waters of Bahrain is strictly prohibited. As a further measure to avoid pollution from oil within central regions, tanker masters are requested not to clean tanks and lines, and not to pump dirty ballast overboard within 100 miles of the Bahrain coast.

There are only limited facilities for receipt of oily residues at Sitra Wharves. Vessels which required to discharge ballast at Sitra Wharves must, therefore, ensure that the ballast is clean, and can be pumped overboard without question.

Any vessel within Bahrain Territorial Waters and having on board dirty ballast which is necessary to discharge before loading, will be required to proceed to sea for discharge and subsequent reballasting before being permitted to berth.

BERTHING: Vessels required be sufficiently ballasted with clean ballast water before coming alongside. Minimum tanker drafts normally acceptable are:

16,000 DWT to 20,000 DWT 12′F 20′A
20,000 DWT to 30,000 DWT 14′F 22′A
30,000 DWT to 40,000 DWT 15′F 24′A
40,000 DWT to 50,000 DWT 16′F 25′A
50,000 DWT to 60,000 DWT 19′F 26′A
60,000 DWT to 70,000 DWT 21′F 27′A
70,000 DWT to 90,000 DWT 23′F 28′A
Over 90,000 DWT 25′F 29′A

Mooring Masters may decline berth vessels if not sufficiently ballasted. Berthing operations conducted on 24-hour basis at discretion of Mooring Master; wind, weather, tide and other circumstances permitting. Mooring Masters will decline berth vessels if not properly equipped with satisfactory mooring lines, or if deck appliances inoperable, or if steering gear, telegraphs and whistles not in an efficient condition. Anchors and cables should be cleared ready for letting go. Master should notify Mooring Master of any defects or peculiarities pertaining to vessel. Masters requested maintain continuous watch on VHF for berthing instructions. Vessels must be equipped with *at least* five lines forward and four lines aft. These lines must be sufficient length enable moorings to be "doubled up" in bad weather. Method of mooring at discretion of Mooring Master.

ALBA MARINE FACILITIES: The Alba Marine facilities consist of an artificial island built in shallow water, approx. 2¾ miles off the coast of Sitra Island, and a jetty in deep water, which is connected to the island by a roadway 560 ft. long, above which runs a conveyor which carries raw materials from the jetty to the coke and alumina store situated on the island. The jetty is 562 ft. long and 47 ft. wide. The seaward berth, depth 35 ft., provided with berthing heads, to accept vessels up to 35,000 dwt. The landward berth is provided with fendering to accept vessels up to 12,000 dwt. Mooring dolphins at each end of the jetty.

Loading and Unloading Facilities: Bulk carriers unloaded at seaward berth by two 10-ton capacity grab cranes. Metal exports loaded at landward berth, using ship's gear, or possibly at seaward berth when the jetty cranes may be used.

Services: Vessels using Alba Marine facilities are assisted by Bahrain Petroleum Company Limited Mooring Masters and tugs. Only transportation between the Alba jetty and mainland is by launch which must be provided by Agents. No fresh water available at Alba jetty.

Operators: Company cable address is "Metalba Bahrain".

TUGS: Tugs normally join in Sitra Anchorage after pilot has boarded. Tugs lines used during berthing operations. During unberthing ship's lines used for forward tug, and tug's line for after tug. Mooring Master will decide number of tugs.

MEDICAL: Advance notice to Agents preferable. Good hospital and medical facilities.

RESIDUES: Limited slop tank facilities for oily residues at all berths.

DENSITY: Average 1,030 oz. cu. ft.

FRESH WATER: Limited quantities of well-water available at Sitra Wharves. Is saline and mainly used for washing purposes, although can be used for drinking. Delivery rate about 15 tons per hour. Nominal delivery charge. Vessels berthed for water only in emergency and additional docking charge. Water by lighter available Sitra Anchorage by arrangement with Agents.

FUEL: Bunkers available all berths and by Lighter. Fuel Oil maximum 1,500 secs. Redwood. Marine Diesel. Diesel Gasoil. Vessels should give at least 24 hours notice.

FIRE PRECAUTIONS: Vessel receives full details regulations on berthing. Vessels must have firewires, and engines must not be immobilised whilst alongside.

GANGWAY/DECK WATCHMEN: An officer must be on deck during all loading or discharging operations. A deck watch must be maintained for moorings and hose connections.

TOBACCO ALLOWANCE: No restriction.

WINE AND/OR SPIRIT ALLOWANCE: Ship's requirements. Bond sealed but can be re-opened upon application. Liquor trafficking between vessels alongside Wharves or between vessels and shore strictly prohibited.

IDENTIFICATION CARDS: Discharge Book or Passport to be deposited with Immigration when going ashore.

CONSULS: British Embassy at Manama. United States Consul at Ras Tanura can come to Bahrain if requested by Agent.

REPAIRS: Local marine repair companies can undertake limited repairs of general nature.

REPATRIATION: Facilities for crew change and repatriation by sea or air.

AIRPORT: Served by regular Airlines located about 15 miles from Sitra.

TIME: GMT plus 3 hours. No changes during year.

HOLIDAYS: Numerous holidays do not affect operation of Port, which operates 24 hours a day, seven days a week. Local Sabbath is Friday.

TELEPHONES: No facilities for placing telephones on Ships.

NAVIGATION: Port Captain will be available for advice concerning navigation of channel.

SHORE LEAVE: *Permitted under following conditions:*

When persons going ashore are in possession of valid Vaccination Certificates, and inoculation against cholera certificates, if these required by Port Health Authority.

Persons going ashore must be in possession of valid passport, or Seamen's Discharge Book, which must be handed to the Immigration Officer, and recovered before returning on board.

No smoking is allowed on the wharf, or on board any launch between the wharves, or by any person within 900 ft. of the wharves.

Crew members are warned that it is an offence to bring ashore fire-arms or drugs, and any traffic in intoxicating liquor is strictly prohibited.

PORT REGULATIONS: Port Captain should be contacted for any queries not covered by lists of regulations provided on arrival.

PORT AUTHORITY: Port Captain, Sitra. The Bahrain Petroleum Company Limited, Awali, Bahrain.

AGENTS: Gulf Agency Co. (Bahrain) Ltd., P.O.B. 412, Manama, Bahrain. Cables: "Confidence". Tel. 4717. Telex: 211 (A/B "Gacship 211"). After office Tel. 5461, 62-26-39.

Bangladesh

CHALNA (Khulna): 22.35 N. 89.32 E.

DOCUMENTS: See "Chittagong".

PILOTAGE: Compulsory. Master should in addition to usual ETA to Agents keep in touch with pilot vessels stationed at Hiran Point

about 45 miles from the base calling AQFA or AQFI, depending on which vessel is stationed at the time. Pilot vessels are equipped with radio and maintain regular watches on 500 metres from 0600 to 0800. 1000 to 1200, 1400 to 1600 and 1800 to 2000 local time. If a message is not being picked up, by Khulna Radio call sign ASV it should be relayed through Chittagong Radio or the pilot vessel.

Ships over 17 ft. draft are usually piloted on the flood to cross the bar and the pilot vessel, which has been in contact with the incoming ship leaves from Hiran Point, in time to coincide with the arrival of the vessels at the pilotage ground, situated about 7 miles North-west of Fairway "Lighted" buoy where ships can anchor in 9 fathoms of water. The channel from Fairway up to the Anchorage has been marked with lighted buoys and pilotage is done in daylight.

In rough weather and especially during the monsoon, ships are led into calm waters by the pilot vessel, which maintains close radio contact, and Pilots board inside the river.

ANCHORAGE: Chalna port consists of a sheltered deep-water anchorage at Mangla on Pussur River.

Depth of water 19 ft. to 45 ft. at LLWD. Distance from sea 64 miles.

RESTRICTIONS: Entrance to the Pussur river is about 6 miles wide at the mouth and has a bar over about 5 miles where the depth is 3 fathoms.

MAX. SIZE: Ships drawing up to 23 ft. can cross the bar in all seasons. In S.W. monsoons vessels up to 24 ft. 5 in. can be accommodated on spring tide.

HEALTH: On arrival at the mouth of the Pussur River, vessels are required to wireless "Quarantine" Khulna, giving health report, to avoid difficulties with Port Health Authorities.

TUGS: Two powerful tugs available to assist in emergency. Not required for berthing.

BERTHING: Fifteen swinging moorings and unlimited anchor berths. No jetty or wharves available in the harbour.

DENSITY: The density of water at the Outer Bar varies from 1.005 to 1.025 and at Mangla from 1.002 to 1.020.

FRESH WATER: Available by barges.

BUNKERS: Coal and fuel oil can be arranged in emergency cases. Usually 5 days notice required.

WATCHMEN: On orders from the Master, the stevedores will arrange to supply watchmen by day and night.

CARGO GEAR: All loading and discharging is performed by ship's derricks.

HOLIDAYS: Eid-ul-Azha (27th/28th February); Muharram (29th March); Eid e Miland un Nabi (29th May); Independence Day (14th August); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).

DEVELOPMENT: East Bank of the Pussur River in the present harbour area has been selected for constructing a permanent port. First phase of the permanent port scheme would provide 8 general cargo berths, one foodgrain terminal, and one bulk cargo terminal with transit sheds, warehouses and cargo handling equipment, and also an oil terminal and one repair berth with slipway and workshop. Work on this project has already been started and it is expected to be completed by 1973.

GENERAL: Since there is no shore accommodation available at the Anchorage a Customs Officer and two Licensed Measurers have to be accommodated on board. Also a cabin or covered deck space has to be provided for the members of the stevedore company's staff.

AUTHORITY: Port Director, Port of Chalna, PO Town Khalishpur, Khulna, Bangladesh.

AGENT: See "Chittagong".

CHITTAGONG: 22.21 N. 19.53 E.

DOCUMENTS: *Before vessel's arrival:*

2 copies Freight Manifest.
2 sets Bill of Lading.
3 copies Stowage Plan.
15 copies Passenger List.
4 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
2 copies Passenger Money Manifest.

With vessel:

2 copies Cargo Manifest.
Last Port Clearance.
Passenger Lists, disembarking and transit – 6 copies each.
Crew Lists – 4 copies plus 2 for Immigration Police.
List of favour Parcels 2 copies.
Currency declaration of ship's money, officers and crew.
Ships Stores Lists on local Customs forms. 3 copies.
Cargo Gear Certificates.
Deratisation Exemption Certificate.
International Load Line Certificate.
Radio & Safety Equipment Certificates.

PILOTAGE: Pilotage is compulsory. Pilots board and leave vessels at the outer anchorage.

Inward ships must present themselves at Fairway Buoy at least three hours before high water to enter on a particular day.

Masters should send following information to Port Khulna, via Khulna Radio, call sign ASD and to duty pilot vessel call sign AQUI and pilot station, call sign ASDI, 24 hr. prior to arrival at Khulna Fairway Buoy:

(*a*) ETA Pussur Fairway Buoy.
(*b*) Fresh-water draft.
(*c*) Speed available.
(*d*) Vessel's length.
(*e*) Vessel's gross tonnage.
(*f*) Fresh-water requirements.

Ships are to follow strictly the instructions given by Pilot while crossing the outer bar and anchor two miles S.E. of Hiron Point and wait for the Pilot. The time of crossing the outer bar is given by the pilot vessel or pilot station under instructions from the Pilot.

ANCHORAGE: The Anchorage is considered safe and the holding ground is good. The bed of the river is soft mud and is harmless in case of grounding.

RESTRICTIONS: Though a river port, Chittagong is a tidal harbour, and presently ships enter and leave only on the day tides, therefore, ships should endeavour to arrive at least three hours before high water of the day's tide. The channel width for navigation is 800 ft. at its narrowest point. There are no signals or markers for night navigation.

During Spring tides vessels under 7 knots will not be handled. Vessels over 10 knots having efficient steering and bridge control, can be brought in with 9/12 in. more than the predicted draft for the day.

Vessels with a speed of over 10 knots but less than 500 ft. length overall and fitted with VHF radio telephone are entitled to an additional draft of 4 in.

MAX. SIZE: Anticipated safe drafts are predicted three months in advance. The depth of water over the Outer, Inner and Gupta Bars is maintained at 12 ft. at low water throughout the year. The bars are situated at distances of half, one and 4-3/4 miles from the entrance. In order to calculate the draft for entering and leaving port, the depth of 12 ft. over the bars is added to the height of water in the tide tables for day tides. Tankers: see below.

HEALTH: All vessels must send the standard quarantine messages by radio. Vessels which have touched ports between Port Sudan and Durban, on the East Coast of Africa including these two ports, or any other yellow fever port or other port on the continent of Africa, or ports which are declared from time to time as quarantine areas, are suspected vessels on account of yellow fever or jigger, or other infectious disease as the case may be and may not have communication with the shore till declared by the Port Health Officer, who attends only between sunrise and sunset, except in special circumstances. The incubation period for yellow fever is 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for jigger.

RADIO: In addition to Khulna Radio (ASD), harbour control station (AQDC) and pilot station (ASVI) maintain 24 hours' WT watch on 500 kHz and RT watch on 2182 kHz. VHF Channel 12. Pilot vessels AQEI or AQSA keep an operator on watch on 500 kHz.

Radio beacon at Hiron Point is operating continuously from 1630 to 2359 GMT and in case of poor visibility will continue until it clears. QTG service available on request to ASVI and in special cases beacon service can be made available on request.

TUGS: Available, under direction of Pilot.

BERTHING: Thirteen berths of varying lengths having a continuous jetty face of 7,000 ft. Twelve berths are equipped with cranes and all are rail served. In addition, there are two pontoon jetties, and two light jetties without cranes and rail tracks. These are suitable for 500 ft. vessels.

There are 8 mooring berths, of which 2 have pontoons for supporting pipe lines. The largest can take a 500 ft. vessel.

TANKERS: Crude oil tankers up to a draft of 34 ft. can be handled at off-shore oil terminal. A special pilot is required to place the tanker alongside the buoy.

Clean tankers enter the river and berth at petroleum jetties inside the port, restricted to length of 550 ft. overall, and subject to published river draft.

Tankers up to 60,000 dwt. discharge into lighters at Kutubidia anchorage where depth is 20 metres.

FRESH WATER: Available from quays.

FUEL: All grades available at oil berths. Otherwise supplied by barge.

REPAIRS: Facilities for repairs available. No dry docks. Ships' engines may not be dismantled or immobilised whilst at berths or moorings without the prior sanction of the port Authority.

STEVEDORES: Working Hours, Monday to Thursday and Saturday day shift, 0730–1200 and 1330 to 1700. Night shift, 2000–2400 and 0000–0400. Friday, day shift, 0700–1130 and 1400–1700.

HOLIDAYS: Eid-ul-Azha (27/28th February); Pakistan Day (24th March); Muarram (29th March); Eid e Miland un Nabi (29th May); Independence Day (14th August); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida) (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).

CARGO GEAR CERTIFICATES: International Cargo Gear Test Certificates not more than twelve months old must be presented to the Dock Labour Inspector before a vessel is allowed to use derricks/winches. Annealing and testing of gear at Chittagong is an expensive process. In certain cases dispensation can be obtained at the discretion of the Dock Labour Inspector.

AIRPORT: Patenga Airport. 5 miles from city.

AUTHORITY: Chittagong Port Trust.

AGENT: Maritime Agencies Ltd., Third floor, Eastern Federal Building, Quaid-e-Azam Road. PO Box 387. Tel. 84029. Cables: "Maritime Chittagong".

Barbados

BRIDGETOWN 13.05 N. 59.36 W.

DOCUMENTS:
Crew Lists (5 copies).
Passenger Lists (5 copies).
Health Certificate (1 copy).
Ship Particulars. (3 copies).
Vaccination Report on Crew (1 copy).
Vaccination Report on Passengers (1 copy).
Deratisation Certificate.
Manifest (2 copies).
Bill of Lading (1 copy).
Clearance from Last Port (1 copy).
Ship Stores List (2 copies).
Crew's Declaration List (1 copy).
Animal Declaration List (1 copy).

Ship should be entered within 24 hours and articles deposited in Shipping Office if staying longer than 48 hours.

PILOTAGE: Pilotage compulsory for all vessels entering Bridgetown Harbour. Agents of vessels intending visit port required give ETA as early as possible on Form A. Four hours notice weekdays and eight hours Saturdays and Sundays are minimum requirements.

Watch kept on VHF Channel 16, 156·80 Mc/s. Working frequency VHF Channel 12, 156·60 Mc/s. Pilotage vessels power-driven launches approximately 40 ft., painted grey. Signals for Pilot Boat: International.

Pilotage Station: 5 cables West of Fairway Buoy Admiralty Chart 502. No alternative station in bad weather. Usual pilotage ladder in good condition should be rigged on port side when approaching harbour.

ANCHORAGES: Quarantine anchorage as indicated Admiralty Chart 502. Explosive anchorage as indicated on chart. Carlisle Bay anchorage see Chart 502.

ENTRY: Bridgetown Deep Water Harbour offers 24 hours service to ships with draft up to 31 ft. 6 in. A harbour for small craft (careenage) caters to ships up to draft 13 ft. 6 in. high water.

MAX. SIZE: Maximum length permitted in Deep Water Harbour 800 ft., draft 31 ft. 6 in. Oil Carriers Pier outside Deep Water Harbour maximum draft 38 ft. Length 850 ft.

HEALTH: Pratique may be obtained by radio or from Pilot or Health Officer on arrival. In case of suspected disease Port Doctor should be notified by radio through Agents.

RADIO: Cable and wireless, Barbados Radio: Call sign 8 PO. 24 hours watch is maintained on 500 kHz and VHF Channel 16.

TOWAGE: Compulsory. Three tugs available, *Pelican, Culpepper* and *Barbados,* 1,100, 1,500 and 1,700 h.p. respectively. Tugs join ship at entrance to basin of the harbour; two tugs are compulsory for vessels over 10,000 tons or 600 ft. in length. VHF and ship's radar installed on tug *Barbados.*

BERTHING: Harbour is situated on the North-Eastern side of Carlise Bay, approximately ¾ mile North-West of the Molehead of the careenage. This harbour is dredged to 32 ft. LWOST and was constructed by joining Pelican Island to the mainland, by reclamation, providing 1,700 ft. of quay space and 2,700 ft. approx. of protective breakwater, and offering berths for eight ocean-going vessels. All berths are equipped to supply water and telephone. Plans for expansion under active preparation.

BULK HANDLING FACILITIES: Inner arm of breakwater, 980 ft. long, carries three sugar loading towers, with total loading capacity 500 tons per hour.

Delivery points on breakwater for loading molasses.

Other cargo handling is by ship's gear to apron where removed by fork-lift trucks to transit sheds. One mobile crane 5 tons capacity and one of 20 tons. Management must be notified prior acceptance of lift in excess of 5 tons.

STEVEDORES: Gangs must be ordered before 1500 hours on day preceding date of arrival and by 10 a.m. on Saturday for Sunday or following Monday. Average rate of cargo discharged:
Bag Stuff, 22 tons (weight) per hour.
General Cargo, 12 tons (weight) per hour.
Ships specially equipped for handling palletised cargo, 30 tons per hour.
Average rate of loading of cargo: General cargo 12 tons; Bag stuff 18 tons.

MEDICAL: Agents should receive advance notice of required medical attention as soon as possible. Modern 800 bed hospital. Private clinics and usual medical facilities available.

TANKERS: Tanker berths, two berths; one for ships of up to 38 ft. draft, one berth for ships up to 31 ft. 6 in. draft. No slop-tanks. ASA Fittings.

DENSITY: 1025 ounces.

FRESH WATER: Easily available. Delivery 50 tons per hour. Delivery by hose-pipe through hydrants installed in each berth.

FUEL: Bunker C, marine diesel, marine diesel medium (gas oil). Intermediate fuel, all grades available at all berths. Twelve hours notice in advance of ETA.

DEVELOPMENTS: Possibility of extending quay wall 500 ft. Northward, increasing berths for deep-draught vessels by two. Also providing new accommodation for small craft of draught up to 14 ft. Provision for containerisation and bulk handling of flour and other commodities. No firm plans or dates.

GANGWAY/DECK WATCHMEN: Watchmen's services necessary.

OPENING/CLOSING HATCHES: By stevedores.

SHIP CERTIFICATES: Load Line Certificate, Certificate of Registry. Deratisation Certificate.

TOBACCO ALLOWANCE: Two packages or 100 cigarettes per person.

WINES AND SPIRIT ALLOWANCE: At discretion of Customs Officer.

IDENTIFICATION CARDS: Desirable for entrance to port from shore leave.

CONSULS: Following countries are represented at Bridgetown:

Austria	Germany	Norway
Belgium	Great Britain	Sweden
Dominican Rep.	Mexico	U.S.A.
Finland	Netherlands	Venezuela
France		

REPAIRS: Minor repairs can be carried out by Central Foundry Ltd.

DRY DOCK: One small dry dock length 240 ft., breadth 46 ft., depth 13 ft. Lifting capacity 930 tons displacement.

REPATRIATION: Facilities for crew changes available.

AIRPORT: Served by regular lines. Distance from harbour about 13 miles. Island is served by flights from Europe and from N. America.

TIME: GMT Minus 4 hours (permanent). No alteration in clocks during the year.

TELEPHONES: All berths equipped with telephones.

AUTHORITY: Government of Barbados, Port Department, Bridgetown Harbour, Barbados, West Indies. Cables "Portman Barbados". Tel. 61011–61012–61013.

AGENT: C. F. Harrison & Co. (Barbados) Ltd., PO Box 304, Barbados, West Indies. Cables "Harrison Barbados".

Belgium

ANTWERP: 51.14 N. 04.23 E.

DOCUMENTS:
Belgian Tonnage Certificate.
Ship's Register.
2 Lists Passengers in Transit.
2 Lists Passengers Disembarking.
2 Personal Effects Lists.
3 Crew Lists indicating full date of birth.
2 Store Lists indicating alcoholic beverages in bottles and size of bottles.
International Health Declaration.
Manifests and usual ship documents.

PILOTAGE: Access to the River Sheldt is (*a*) via Wielingen Channel (West), where Belgian sea pilot cutter stationed near buoy A.1 (51·22° N. 02·53° E.). Cutter has black hull with a white number on bow, yellow funnel with black top, red flag with white letter "P". (*b*) Via Oostgat Channel (North) where Dutch sea pilot cutter stationed near Middelsteenbank buoy (51° 39·30′ N. 03·19° E.) showing blue flag with white letter "L".

Signals "P" or "G" of international code used to call both pilot cutters. Pilots may be contacted by VHF Channel 6.

At Flushing roads, the Sea Pilot disembarks and River Pilot boards vessel. On reaching the locks, a Dock Pilot takes over until vessel moored in berth.

In case pilot service is suspended because of heavy weather, Flushing pilot station can be contacted on VHF Channel 14.

DEEP SEA PILOTAGE: See "Brixham" or "Cherbourg".

ANCHORAGE: There is sufficient anchorage for deeply loaded vessels at all times around the A.1 buoy, and for smaller vessels around the MSB buoy. There are unlimited possibilities for anchoring at Flushing roads. Anchorage is limited at Middelgat.

RESTRICTIONS: No restrictions on night entry except for vessels destined for Petrol Pier South, or Hemiksen. These vessels are not allowed to transit during hours of darkness.

LOCKS: Royers Lock, length 590 ft., width 72 ft. 2 in., depth at high tide 36 ft. 4 in.

Van Cauwelaert Lock, length 885 ft., width 115 ft., depth at high tide 49 ft. 2 in.

Boudewijn Lock, length 1,180 ft., width 147 ft., depth at high tide 50 ft. 10 in.

Zandvliet Lock, length 1,639 ft., width 187 ft., depth at high tide 60 ft. 8 in.

MAX. SIZE: Ships up to 875ft. length, 875 ft. beam and 36 ft. 6 in. to 42 ft. draft can enter subject to tide and weather conditions. ETA required at least 24 hours in advance. Any vessel in excess of above dimensions should get prior approval.

HEALTH: No special requirements to obtain free pratique. Vaccination Certificates must be valid. Recent Derat Certificate required. In case of contagious illness aboard, advise Agent.

RADIO: Cable agents ETA Flushing, maximum fresh water draft, and requirements via Ostend Radio–OST or OSU (radio telephone). Radio Antwerp–OSA operates only on medium frequency.

TUGS: Tugs ordered at Pilot's request according to weather conditions and tide. Generally at Liefkenshoek for Van Cauwelaert and Baudouin locks and between N. Ballast and Saaftingen for Zandvliet lock. For supertankers, tugs may join at Bath. Ship's lines are usually used for towage. If ship asks for tug lines there will be a charge of 600 Fr. per line.

BERTHING: Deeply loaded vessels normally moor two hours after high water.

STEVEDORES: To enable agents to order gangs, important to obtain in good time accurate ETA Flushing. Latest time to order gangs; normal day-shift 0800/1600 before 0630 same day; first shift 0600/1400 before 1600 previous day; Monday from 0600/1400 before 1600 previous Friday. Failure to give exact ETA may result in losing 12/24 hours also cost idle time gangs. No work performed Saturday and Sunday unless overtime paid.

RADAR/VHF: A radar chain established from Saftingen to Kruisschans Roads, but only used to help Pilot determine position. In fog, vessels do not normally proceed. Masters can keep close contact day and night on VHF on the following channels: Pilot cutter, Channel 6 (156·30 mHz); Flushing Radio, Channel 14 (156·30 mHz); Kruisschans Radio, Channel 12 (156·60 mHz). Harbour Office, Channel 18.

Vessels not equipped with VHF can rent a portable portaphone. The Scheldt information service gives information by VHF within an area extending from the sea to the mouth of the river Rupel, situated upstream of Antwerp. On every full hour plus five minutes until that hour plus ten minutes, vessels should switch to Channel 16 to listen to the traffic list and navigation reports, issued by Antwerp radio.

On every full hour plus 35 minutes, Flushing Radio (Channel 14) and Kruisschans Radio (Channel 12) transmit information regarding visibility, water level, hindrances, anchorages, etc.

As soon as one of the stations reports a decrease of visibility under 3,000 metres, visibility reports are transmitted by Antwerp Radio on every fourth hour plus 48 minutes.

BULK HANDLING FACILITIES: *Container Terminal:* The seventh dock called the Churchill Dock is reserved for containers and roll-on/roll-off traffic. This centre comprises six terminals belonging to private firms, equipped with seven container cranes with lifting capacities from 38 to 53 tons, 26 cranes with a max. capacity of 28 tons. Quay length 12,000 ft.

Grain: The Sobelgra Terminal in the sixth harbour dock, depth alongside 24 ft. to 48 ft. Large vessels can be loaded by means of two elevators and a system of conveyor belts at the rate of 900 tons per hour.

A smaller grain handling plant operated by S.A. des Magasins a Grains is situated in the Lefebvre Dock. Quay length 150 metres, max. draft 29 ft. fresh water.

Potash: Plant situated at quays No. 152/160 in the Albert Dock, can accommodate vessels up to 35 ft., fresh water draft. Loading rate up to 6,000 tons per day.

Ore/Coal/Phosphate: Stocatra bulk handling plant situated at quays No. 232/256 of Hansa Dock. Quay length 1,200 metres, depth alongside about 45 ft., clearance of grabs above water level 15 metres. Up to 48,000 tons of ore can be transhipped in 48 hours.

TANKERS: *S.I.B.P.* Petroleum installations located at the Marshall Dock and finger pier jetties No. 429–437 near the locks. Depth alongside about 43 ft. Hoses all 12 in. Facilities for ballast discharge.

Esso: Refinery receives crude oil along quays No. 417 to 421 of Hansa Dock and one pier in the Marshall Dock. Depth alongside 45 ft. Hoses 12 in. and 16 in., hydraulic couplings. Slop discharge possible when berth is free.

Albatros: Refinery situated near Zandvliet Lock. Berth No. 1, depth 37 ft.; Berth No. 2, depth 42 ft. Ballast discharge possible.

R.B.P. Refinery at quays No. 279–285 in the fourth port basin. Depth alongside 37 ft.

Petrol Pier South, Hemixem: One tanker berth in the river subject to tide. Max. ship's length restricted to 650 ft. Max. draft 31 ft. fresh water. Served by one 16 in. pipe-line. No facilities for slop discharge.

A tank-cleaning installation is situated between the Boudewijn Lock and the Bayer Plant.

STEVEDORES: To enable Agents to order gangs, important to obtain accurate ETA Flushing before arrival. Latest time to order gangs, normal day shift 0800–1600 before 0630 same day. First shift 0600–1400, before 1600 previous day. Monday from 0600–1400, before 1600 previous Friday. Failure to give exact ETA may result in losing 12 to 24 hours and the cost of gang's idle time. No work performed Saturday and Sunday unless overtime paid.

MEDICAL: Ample medical attendance in the port. Hospital facilities available.

DENSITY: Fresh water in the docks, slightly brackish in the river.

FRESH WATER: All berths supplied by shore connections. Fresh water available by barge.

FUEL: All grades available. Minimum 24 hours advance notice preferred. All grades can also be supplied by barge. Tankers may not refuel by barge concurrent with working cargo or ballast.

FIRE PRECAUTIONS: No floating objects allowed alongside during loading/discharge/ballasting.

DEVELOPMENTS: The navigable channel and estuary are dredged continuously. New installations are foreseen in 8th and 9th docks on the right bank of the river. Junction of 5th harbour dock and America Dock is planned for 1973, extending the port on left bank of river. The latest plans foresee the bypass of the curve at Bath, by dredging the canal, shortening the distance to the sea by about ten miles and making port accessible for vessels up to 125,000 tons.

Albert Canal: Modernisation work in the Albert Canal includes widening to over 100 metres, and the construction of 5 locks between Ghent and Olen. The widened canal will be open to 9,000 tons convoys in 1975.

GANGWAY/DECK WATCHMEN: Not compulsory but recommended in general and specially for ships berthed at river quays because of rise and fall of tide.

OPENING/CLOSING HATCHES: Normally opened/closed by crew. Stevedores usually helping lift beams. Tramp vessels according charter party.

SHIP CERTIFICATES:

Registered Tonnage Certificate.

Belgian Tonnage Certificate (issued at first call valid as long as tonnage remains unchanged).

Derat. Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes or 100 cigarillos or 50 cigars or 250 gr. tobacco per man. Spirits ¼ litre per head.

IDENTIFICATION CARDS: Not required.

CONSULS: The following countries are represented:

Argentina	Ireland
Austria	Italy
Brazil	Netherlands
Chile	Norway
Colombia	Panama
Cuba	Poland
Denmark	Portugal
Finland	Spain
France	Sweden
Germany	Switzerland
Greece	Turkey
Greek Maritime Office	U.S.A.
Great Britain	Uruguay
Guatemala	Venezuela

REPAIRS: All kinds of repairs possible.

DRY DOCKS: Beliard Murdoch: No. 1 L. 738 ft., B. 109 ft.; No. 2 L. 885 ft., B. 134 ft. Mercantile: 5 docks from L. 480 ft. up to 836 ft., B. 60 ft. up to 129 ft. City dry docks: 10 docks from L. 60 ft. up to 685 ft., B. 30 ft. up to 83 ft.

REPATRIATION: All arrangements for crew changes and repatriation can be made.

AIRPORT: Zaventem Airport (distance 50 km.) served by regular airlines. Antwerp airport Deurne (distance 15 km.) only regular service with Amsterdam and London (3 flights per day). Plans to extend.

TIME: During the whole year GMT plus one hour.

HOLIDAYS: New Year's Day; Easter Monday; 1st May; Ascension Day; Whit Monday; 21st July; Assumption (15th August); 1st November; 11th November; Christmas Day. Cargo work can be arranged when labour available and at surcharge 100 per cent.

POLICE/AMBULANCE/FIRE: Harbour Police tel. 32.18.40; Alarm and accidents tel. 906; Ambulance tel. 900; Fire tel. 900.

TELEPHONES: At shipyards and oil terminals telephone is placed on board or in the vicinity without extra cost for local calls. Long-distance calls at special request.

AUTHORITY: Federation Maritime d'Anvers.

AGENTS: Muller-Thomsen, S.A., Borzestraat 21, Antwerp. PO Box 524. Tel. 33.89.20. Telegrams Mineral. Telex 31259.

BRUSSELS: 50.51 N. 04.22 E.

DOCUMENTS: Same as Antwerp and to be handed to agent at Antwerp roads, where clearance obtained.

PILOTAGE: Notice of ETA Antwerp roads should be given 24 hours beforehand to Antwerp agent, who will apply for upper Scheldt Pilot. This Pilot takes over at Antwerp roads and brings ship up rivers Scheldt and Rupel to Wintam lock. Canal Pilot boards Wintam lock. Boatmen service on canal optional, but advisable for ships over 164 ft. length and according weather conditions. Boatmen for possible mooring Wintam lock entrance always available. Wintam equipped with VHF.

ANCHORAGES: Use of anchors strictly regulated on canal and only permitted certain areas in emergency.

ENTRY RESTRICTIONS: Ships proceed upstream from Antwerp to Wintam day and night accordance state of tide, direction of current, length and draft.

MAX. SIZE: Overall length: 344 ft. 06 in.; Extreme breadth: 48 ft. 02 in.; Maximum draft: 19 ft. 00 in.

HEALTH: See Antwerp.

RADIO: See Antwerp.

TUGS: Normally tug joins vessel Wintam lock. Ship's lines always used. Although not compulsory, towage advisable in accordance length and draft or weather conditions.

BERTHING: No specific requirements for berthing in canal. Owing dense traffic, ships should moor strongly.

BRIDGES: Ships can reach outer harbour with clearance of 100 ft. and pass under fixed bridges to inner harbour with clearance of 20 ft. Road bridges open on demand. Railway bridges open according timetables, which subject change.

STEVEDORES: Arrangements made by Agents.

VHF: Wintam lock and tug boats equipped with VHF.

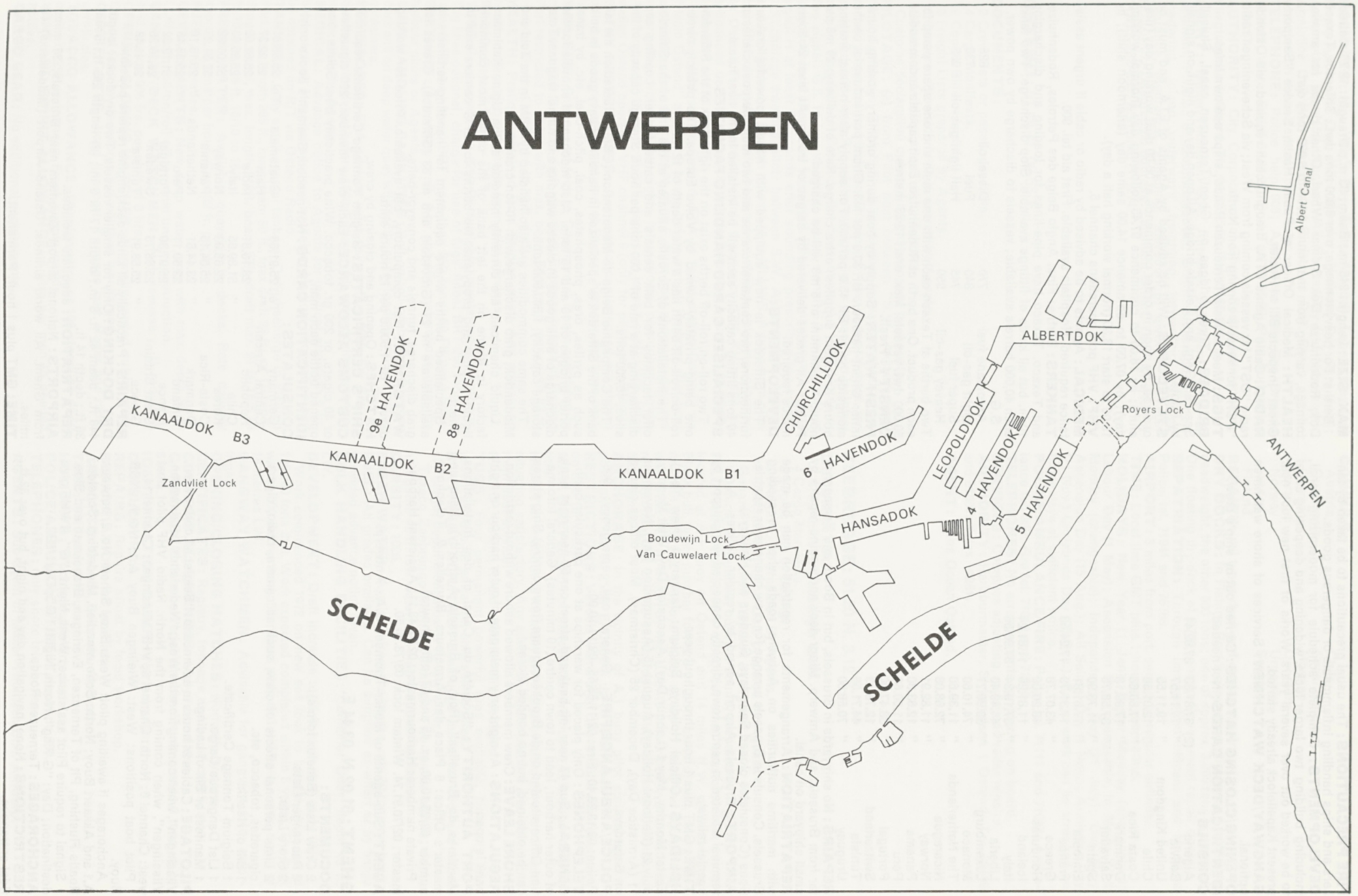
MEDICAL: No notice required for medical attendance. Hospital facilities available. In case of accident or emergency call phone number 906. No particular inoculations or certificates required.

TANKERS: Oil usually imported by tank barges. No slop facilities. Maximum draft permitted for wine tankers, gas tankers and acid carriers: 19 ft.

DENSITY: Canal is fresh.

FRESH WATER: Fresh potable water delivered from shore in Willebroek lock at average rate of 10 tons per hour during passage through lock, and in outerharbour at maximum rate of 20 tons per hour according diameter of hose.

FUEL: All grades available. At least half a day notice should be given.



Based on plan supplied by Havenbedrijf der Stad Antwerpen.

FIRE PRECAUTIONS: The usual precautions to be taken by tankers and ships handling inflammable or dangerous goods.
DEVELOPMENTS: Complete schedule for modernizing canal, including building two larger locks, widening and deepening canal to be worked out over several years. Works of first new lock near present Kapellelock already started.
GANGWAY/DECK WATCHMEN: Services of shore watchmen optional.
OPENING/CLOSING HATCHES: Carried out by ship's crew.
IDENTIFICATION CARDS: Not needed.
CONSULS:

Algeria	(2)	37.81.33	37.82.41
Bolivia	"	74.11.57	
United Kingdom	"	19.11.65	
Chile	"	12.01.50	
Costa Rica	"	17.80.66	
Denmark	"	17.99.13	
Salvador	"	37.58.75	
Spain	"	11.73.90	
Ethiopia	"	17.61.81	
France	"	17.31.79	17.24.63
Greece	"	43.07.78	
Honduras	"	48.20.00	
Iceland	"	11.81.26	11.81.24
Italy	"	37.19.34	37.90.56
Liberia	"	44.49.40	
Luxemburg	"	33.99.77	
Monaco	"	74.10.60	
The Netherlands	"	11.39.60	
Nicaragua	"	72.68.08	
Norway	"	11.82.91	
Panama	"	12.63.30	
Peru	"	11.60.63	
Portugal	"	38.47.90	
Switzerland	"	12.78.43	
Tunisia	"	44.71.56	
Uruguay	"	70.58.50	

REPAIRS: No shipyards in Brussels, but in Boom and Temse, not far from Brussels, and Antwerp. Minor deck and engine repairs by small shipyard on canal.
REPATRIATION: Arrangements for repatriation can be made with maritime authorities on Antwerp roads when proceeding Brussels. Consuls in Brussels arrange for crew changes or repatriations (Consulates closed Saturdays, Sundays and Holidays).
AIRPORT: Brussels Airport served by regular airlines. Air terminal situated in centre town, directly connected with Airport by special railway.
TIME: GMT plus 1 hour throughout year
HOLIDAYS: Official Holidays Belgium: January 1 (New Year), Easter Monday, May 1 (Labour Day), Ascension Day, Whit Monday, July 21 (National Holiday), August 15 (Assumption Day), November 11 (Armistice Day), December 25 (Christmas). Most offices closed on Saturdays.
POLICE/AMBULANCE/FIRE: General call, emergency: 906; Police: 02/13.28.40; Fire: 02/11.55.55.–02/11.10.00.
TELEPHONES: Only placed for warships at one particular berth.
GENERAL: Bus 47 near left bank and street-car 58 near right bank of outer harbour, lead to town centre (10 minutes). General Information Office situated on de Broukèresquare (town centre) Ship stores can be obtained, but no bonded stores.
SHORE LEAVE: Crew members allowed ashore without restriction.
REGULATIONS: At night only main gate of outer harbour on right bank is open.
PORT AUTHORITY: "Société du Canal et des Installations Maritimes de Bruxelles" (Port of Brussels Authority). Harbourmaster's Office: 6 Place des Armateurs, Bruxelles 2. Telephone number: 02/25.10.00, ex. 45 and 47 (office hours).
Private numbers: Harbourmaster: 02/72.43.11; Assistant Harbourmaster: 02/70.91.74. Wintam lock: 03/78.00.50.

AGENT: Sub-agents of Muller-Thomsen S.A., Antwerp.

GHENT: 51.02 N. 03.44 E.

DOCUMENTS:
2 Crew Lists (Benelux forms).
2 Passenger Lists.
2 Store Lists.
2 Lists personal effects of crew, such as camera, radio, cigars, cigarettes, tobacco, etc.
1 Bill of Health.
1 Belgium Tonnage Certificate.
1 List Dangerous Cargo.
1 Manifest or Bill of Lading.
PILOTAGE: Cables 24 hours in advance to: "Belgisch Loodswezen, Vlissingen", when coming from the West; "Nederlands Loodswezen, Vlissingen", when coming from the North. Radio VHF pilot boat west: Channel 6; North: Channel 6; VHF Vlissingen: Channel 14.
Pilot boat positions: West: Wielingen Buoy A.1; North: NSB Buoy.
Anchorages if awaiting pilot: West: Buoy Scheur No. 2, between A.1 and Akkaert Buoy; North: Schouwendiep, Middeldiep. Schelde: Roads Flushing, Pit of Terneuzen, Everingen, Braeckman and Sloe.
Signal to require Pilot assistance: West, Night: "G", if VHF give destination; Day: "G Flag". North, Night: "G"; Day: "G".
ANCHORAGES: Terneuzen Roads.
RESTRICTIONS: None, navigation day and night, but over 32 ft., tidal entrances.
MAX. SIZE: Length: 245 m.; Beam: 33 m.; Draught: 12·25 metres.
Berths: For heavy tonnage, over 8,000 tons dwt.: Sifferdok, Texaco Dok, Rodenhuize Dok Sidmar Wharf. Other docks for smaller tonnage, varying from maximum 6,000 to 8,000 tons dwt.
HEALTH: Medical Officer of Public Health Service "Saniport-Ghent" inspects Bill of Health.
RADIO: Cable Agents ETA, draught, cash required: via Ostende radio "OST" for vessels coming from West; via Scheveningen radio "PCH" for vessels coming from North.
TUGS: Meet vessels Terneuzen Roads; ships use own lines.
BRIDGES: Three bridges on Ghent/Terneuzen canal, Sluiskil, Sas-van-Gent, and Zelzate bridge. All open day and night, on signals by Pilots.
STEVEDORES: Will be advised by Agents of ETA, and must be ordered, by noon in order commence at 06.00 next working day (first shift); by 16.00 to commence 07.45 following day (normal working day); by 07.00 to commence 14.00 same day (afternoon shift); by 10.00 to start 13.30 (normal working half a day).
VHF: VHF port operations channel 5.
MEDICAL: Agents to be advised by radio or cable if urgent assistance required. Hospitals available. First aid tel. 900.
TANKERS: Berths: Fina, Anglo Belge des Petroles, Rodenhuize, and Texaco. Texaco have pipe-lines for loading and discharging 10 in. but all kinds of fittings available. Slop discharge: Two tanks each 40,000 barrels available; vessels to discharge by own power.
S.G.:

Aeroplane fuel	770	Diesel oil	825
Light gas-oil	840	Fuel	735
Super fuel	745	Half light gas-oil	935
Heavey gas-oil	950		

Two berths at Texaco each with one main and one spare pump for each product. One berth at Rodenhuize. Each capable accommodate 50,000 dwt. vessels. Max. draft 12·25 metres.
DENSITY: Fresh.
FRESH WATER: Supply by boat during ordinary working hours. Inner Ghent harbour: BF 30.0 per m3. Ghent port industrial berths alongside canal: BF 45.0 per m3. For supply after normal working hours or urgent supplies: extra charge. Rate of delivery: 20 m3 per hour. A minimum of 5 m3 will be charged.
FUEL: All grades delivered by barges or trucks. At least 24 hours notice required.
DEVELOPMENTS:
The Sifferdok is now equipped with handy, powerful cranes; furthermore, two container cranes and two multi-purpose cranes of 40 tons lifting capacity each will be installed in the near future.
SPECIALISED CARGO HANDLING FACILITIES:
Two roll-on/roll-off berths exist on the right bank of the Sifferdok, one being privately owned by Volvo Europa. The publicly owned roll-on/roll-off berth has a water depth of 12 m.
The installations of Eurosilo situated at the end of the Sifferdok offer facilities for bulk cereals and cattle fodder. Loading and discharging at a rate of 1,000 tons per hour. Storage capacity of the silos, 46,000 tons.
The Compagnie Belge de Manutention (CBM) situated on the left bank of the Sifferdok is specialized in handling heavy goods in bulk, such as pyrites, ores, phosphates, coal, pitch-coal, etc. by transporter bridges of 10 and 15 tons, Also mechanical shovels for the discharge of bulk goods in closed wagons and funnel wagons. Total storage capacity, 1,500,000 tons.
The same commodities are also handled by CBM in the Zuid and Middendok; grab discharge with 10-ton cranes.
Liquid chemicals are currently handled at the Ugine Kuhlmann factory in Rieme on the left bank of the canal, most commonly liquid sulphur and propylene. No berths for LPG carriers exist in Ghent.
Specialised berths where equipment for handling fertilisers is available are nr 27 (Grootdok) and nr 83 (Sifferdok). Cranes for grab discharge, funnels and conveyor-belts.
WATCHMEN: Not compulsory, but available. Price for working days: ± BF 1,500.0 per 12 hours shift.
HATCHES: Opening and closing by crew.
SHIP'S CERTIFICATES: Belgian Tonnage Certificate required.
CUSTOMS ALLOWANCE: Each crew member: 200 cigarettes, or 40 cigars, or 200 gr. tobacco. Wine practically free: Spirits: one opened bottle each man.
IDENTIFICATION CARDS: Not needed. Seaman's books only.
CONSULATES:

Germany	Tel.	25.91.68	Guatemala	Tel.	25.88.61
Central African Republic	"	28.10.81	Haiti	"	25.22.37
Chile	"	51.89.65	India	"	25.62.62
Korea	"	22.68.03	Italy	"	25.85.66
Costa-Rica	"	25.04.15	Norway	"	51.00.62
Denmark	"	23.44.81	Panama	"	52.31.27
Finland	"	23.50.11	Netherlands	"	25.18.16
France	"	25.97.30	Peru	"	25.35.43
Great Britain	"	25.68.75	Portugal	"	51.12.32
Greece	"	25.58.91	Sweden	"	26.19.26
			Tunisia	"	26.41.42

REPAIRS: Practically all kinds deck/engine repairs possible.
DRY DOCKING: Only for smaller vessels. Two dry docks: length 446 ft.; beam 42 ft. 8 in.; depth 17 ft. 3 in.; (2) length 255 ft.; beam 36 ft.; depth 14 ft.
REPATRIATION: adequate facilities.
AIRPORTS: National airport Zaventem near Brussels; 35 miles from Ghent. All world airlines. Ostend Airport (Middelkerke) 45 miles.
TIME: GMT plus 1 hour. Permanent.

HOLIDAYS: New Year's Day; Easter Monday; Labour Day (1st May); Ascension Day; Whit Monday; National Day (21st July); Assumption Day (15th August); All Saints Day (1st November); Armistice Day (11th November); Christmas Day. Cargo can be arranged on these days at special rates.
TELEPHONE: Police help 906; Ambulance 900; Fire Brigade 25.26.27; Water Bailiff 51.00.20; Port Taxi 51.09.88; Port Authorities 51.04.57.
AUTHORITY: City Corporation of Ghent, Port Administration, Vliegtuiglaan 1, Ghent. Tel. 09/51.05.50. Telex 460 Ghent.

AGENT: Muller-Thomsen S.A. Antwerp. *Sub-Agent:* L. & J. Lalemant, P.v.b.a., 67 Doornzelestraat, Ghent. Brokerage, agency, chartering, inland waterways' freighting, forwarding, customs clearance, insurance, sampling, stevedoring, owners. Tel. 09/25.75.01/07. Telegraphic address: Lalemant-Ghent. Telex Chartering (11)281–282–283; Shipping (11)274.

OSTEND: 51.14 N. 02.55 E.

DOCUMENTS:
2 Crew Lists or passenger Lists.
4 Cargo Manifests.
2 Copies Bills of Lading.
3 Freight Lists prepared by Agents.
2 Customs Provision Lists prepared by Agents.
General declaration prepared by Agents.
Customs declaration outward bound prepared by Agents.
PILOTAGE: (*a*) from Pilot boat between "S.W. Akkaert and" "A.1" lightbuoys. Black hull, white number forward on both sides of hull, yellow funnel black top. Displays by day at top of mast, red square flag with letter P in white; by night lights prescribed by International Regulations. Contact pilot boat: channel 6 VHF. Morse or flag signal: G.8. In low visibility: sound signal G.8 to be made at least 3 seconds after usual fog signal. Pilot boat answers with sound signal H at least 3 seconds after sounding prescribed fog-signal.
Anchorage awaiting pilot: between S.W. Akkaert, N.E. Akkaert and A.1 lightbuoys. Depths at least 18 m MLLWS. Advice from pilot boat VHF channel 6. If pilot boat not on station, shipping informed by Ostend Radio in radiotelefonic frequency 2761 KH/z (108 m) announced on 2182 KH/z (137 m) on following hours: 01.03–08.03–13.03–16.03 and 21.03 GMT.
(*b*) from pilot station Ostend. ETA to "pilot station Ostend" via "Radio Ostend" at least 2 hours before arrival. Harbour pilot boat will meet as far as 51° 15′30 N. 2° 30 E. Pilot boat shows by day: red square flag white P; by night: international prescribed lights. Anchorage: 51° 15′ 30 N. 2° 30 E. depths: at least 7 m MLLWS. Pilot station Ostend operates VHF channel 9 (only for pilotage matters).
ENTRY RESTRICTIONS: Any restrictions imposed are shown on mast of signal station at end of Eastern harbour entrance pierhead.
MAX. SIZE: Entrance of lock to Commercial Docks restricted to max. beam 57 ft. 6 in. and draft max. 24 ft. Entrance to lock of Fishing Port restricted to ships with max. beam 50 ft. and max. draft 23 ft. Harbour channel restricted to 30 ft. draft.
HEALTH: Pratique obtained from Belgian pilot. Any advice on health matters also obtainable from pilot services.
RADIO: Ostend Radio – OST.
TUGS: Government tug 1250 Pk available, meets outside harbour. Tug lines optional; charge for use of tugs' lines: BRT 250 tons and less: 40 FB per ½ hour. BRT more than 250 tons: 50 FB per ½ hour.
BERTHING: According draft. Any specific instructions given by harbour pilots or Agents.
BULK HANDLING FACILITIES: Roll-on/roll-off berths in timber dock and on deep water quay with facilities for loading and unloading containers.
STEVEDORES: ETA advices week-days before 0600. For Sat. or Sunday work advise before 1500 Fridays. All stevedoring arrangements made by Agents.
MEDICAL: Advance notice to Agents for medical attention 6 hr. before arrival. Hospital services available. Medical information can be obtained on R/T via Ostend Radio.
TANKERS: Only small coastal tankers. Only discharge in Fishing Port. Max. length 285 ft., max. beam 50 ft., max draft 23 ft., or Ostend-Bruges canal, max. length 312ft. beam 57ft. draft max. 21 ft. 16/5 to 16/10; max. 18 ft. 16/10 to 16/5.
FRESH WATER: Available quayside in docks. Rate delivery approx. 15 tons per hour. Cost 32 fr. per ton.
FUEL: All grades.
DEVELOPMENTS: New deep water quay with max. depth 30 ft. LLW, with roll-on/roll off terminal under construction.
GANGWAY/DECK WATCHMEN: Not necessary. If required, cost approx. 900 frs. per shift of 8 hrs.
OPENING/CLOSING HATCHES: Normally carried out by crew. Can be done by stevedores but will then be charged.
CERTIFICATES: Load line cert. Tonnage cert. Radar and radio certificates.
TOBACCO ALLOWANCE: 200 cigarettes or 100 cigarillos or 50 cigars or 250 gr. tobacco. Fresh supply weekly.
WINE AND SPIRIT ALLOWANCE: 1 litre per man in opened bottles.
CARGO GEAR: No additional requirements.
CONSULS:

Austria	Chile
Guatemala	Great Britain
Germany	Monaco
Portugal	Denmark
Norway	Uruguay
France	Sweden
Finland	

REPAIRS: All types deck and engine repairs.
DRY DOCKS: In Fishing Port 2 slipways available, one 1,000 tons deadweight, the other 500 tons; one of approx. 3,000 tons is planned. One floating dry dock of 5,700 tons in Government repair docks.
REPATRIATION: Through immigration officers and Maritime Police, tel. 71941 and 76788.
AIRPORT: 3 miles from port, served by regular airlines.
TIME: Local time GMT plus 1 hour all year round.
HOLIDAYS: New Year (1 Jan); Easter Monday (changeable); Labour Day (1 May); Ascension Day (changeable, in May); Whit Monday (changeable); Independence Day (21 July); Our Mary Ascension Day (15 Aug.); All Saints' Day (1 Nov.); Armistice Day (11 Nov.) Christmas Day (25 Dec.). Cargo work can be arranged on those days at sufficient notice.
POLICE/AMBULANCE/FIRE: Police tel. 71111 and 71057; Ambulance tel. 900; Fire tel. 71010 and 71086.
TELEPHONES: No arrangements for placing on board.
SERVICES: Compass adjusting, radio and radar repairs.
AUTHORITY: Harbourmaster, Slykenslaan 1 Ostend. Tel. 72469 and 81687. Telex 19281.

AGENT: Dens Ocean Ostend.

ZEEBRUGGE: 51.20 N. 3.12 E.

DOCUMENTS:
2 Crew Lists or Passenger Lists.
4 Cargo Manifests.
2 copies Bills of Lading.
3 Freight Lists prepared by Agents.
2 Customs Provision Lists prepared by Agents.
General Declaration prepared by Agents.
Customs Declaration, outward bound, prepared by Agents.
PILOTAGE: Compulsory except for small coasters. Pilot vessel located at A.1 buoy off Ostend and 14 miles N.W. of Zeebrugge. Black hull, white number forward on both sides of hull, yellow funnel with black top. Displays by day at top of mast, red square flag with letter "P" in white; by night, lights prescribed by international regulations. Pilot can be contacted by VHF, Channel 6, Morse or flag signal.
ANCHORAGE: In the vicinity of A.1 buoy pilot station, approx. position 51° 22′ N. 2° 53′ E. Depths up to 18 metres.
RESTRICTIONS: Vessels with a draft of over 25 ft. are dependent on tide for entry.
MAX. SIZE: Length not limited. Max. draft up to 42 ft. depending on tide.
HEALTH: Pratique is normally given at pilot station provided health situation satisfactory. Any advice on health matters also obtainable from pilot service.
RADIO: Ostend Radio used for all messages.
TUGS: Four permanent powerful tugs available. Normally join vessel at harbour entrance, ship's lines used.
BERTHING FACILITIES: Zeebrugge mole, for coal and other dry cargo, depth alongside 37 ft. low water.
Texaco Zeebrugge Marine Terminal: Two tanker berths, depth alongside 42 ft. low water. No slop disposal facilities.
DENSITY: 1025.
FRESH WATER: Available from the berths, rate 30 tons per hour.
FUEL: All grades available. Can be supplied ex-wharf or by barge provided advance notice given.
BULK HANDLING FACILITIES: Container Quay, depth 43 ft. LW.
DEVELOPMENT: Draft increase to 45 ft. expected early 1973.
Work commenced 1972 on new sea lock to handle ships up to 125,000 tons dwt. Work expected completed within 5 years. The lock will be 500 metres long, 58 metres wide and will have a max. depth of 18 metres LW.
GANGWAY/WATCHMEN: Advisable for gangway, 2 for moorings.
OPENING/CLOSING HATCHES: Normally by crew.
CERTIFICATES: Registry, tonnage and usual certificates.
CUSTOMS ALLOWANCES: Daily normal use.
CARGO GEAR: Normal requirements. Eleven cranes 3 tons up to 8 tons.
IDENTIFICATION CARDS: Normal papers.
CONSULS: None.
REPAIRS: Repairs afloat by local workshop.
REPATRIATION: All facilities.
AIRPORTS: Ostend, Brussels, Antwerp.
TIME: GMT plus 1 hour.
HOLIDAYS: Work possible any day.
POLICE/AMBULANCE/FIRE: Telephone 900.
TELEPHONES: only shore telephones.

AGENTS: Sub-agent of Muller-Thomsen S.A. Antwerp.

Bermuda

HAMILTON, (incl. Freeport): 32.17 N. 64.47 W.

DOCUMENTS:
Ship's Register.
Derat. Certificate.
Clearance previous Port.
4 Crew Lists.
4 Passenger Lists.
2 Provision Lists.
2 Crew Personal Effects Lists, i.e. cameras, binoculars, cigarettes, etc. 5 copies Cargo Manifest if discharging.

PILOTAGE: Pilot ordered by Agent on receipt of vessels ETA. Pilot boards vessel approximately 2 miles East of Island with St. David's Lighthouse bearing 240° true. Boats black hull varnished superstructure.

If vessel's ETA alters, Bermuda Harbour Radio which in direct contact with pilot station can be contacted by VHF Channels 10, 12, 16, 26. At present, pilotage is confined to daylight hours only with exception of vessels calling for medical aid – some of which handled off-shore.

ANCHORAGES: Grassy Bay and Great Sound. These anchorages are used mainly by passenger liners as they are close to Hamilton Harbour and are protected from heavy weather. Also used by large vessels carrying out extensive repairs.

RESTRICTIONS: Restricted by draft of 26 ft. Daylight piloting only.

MAX. SIZE: Largest ship to enter to date, length 690 ft., draft 26 ft.

HEALTH: Pratique granted on 24-hour basis and can be obtained by wireless by sending message via VRT to "Health Bermuda" requesting free pratique be granted. If any suspected disease or fever on board advise "Health" as well as Agent.

RADIO: Commercial radio station operated by Cable & Wireless Ltd., call letters VRT Bermuda. Bermuda Harbour Radio, controls channel traffic, call sign ZBM Bermuda.

TUGS: Tugs normally join vessel in harbour if requested. Tugs not compulsory and ordered depending on the size of the vessel and weather conditions. Ship's lines used during tug operations.

BERTHING: Dock and tugs are agreed upon between Agent and Pilot prior ship's arrival.

STEVEDORES: Ordered by Agent after receipt of ETA. Average discharge general cargo 10 tons per hour.

VHF: Operated by Bermuda Harbour Radio. Contact on Channels 10, 12, 16, and 26.

MEDICAL: No advance notice required for medical attention if other than critical cases. First-class hospital facilities available. Vaccination certificates required for all seamen.

TANKERS: Shell Bunkering Berth, Freeport, Ireland Island. Discharge lines 8 in. and 10 in. No slop discharge facilities.

DENSITY: 1025.

FRESH WATER: Delivered by barge. Order prior arrival to avoid delay. Fresh water not generally available in summer months.

FUEL: Grades available: Bunker "C" fuel oil, viscosity 100 SSF at 122° F. Diesel oil. Viscosity 3616 at 100° F.

DEVELOPMENTS: Night pilotage will be allowed when the lighting of channel for St. Georges Harbour will be completed.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

TOBACCO/WINE ALLOWANCE: Custom allows about one carton cigarettes and limited amount of spirits per man.

IDENTIFICATION CARDS: None required.

CONSULS:

Belgium	Netherlands
Chile	Norway
Colombia	Portugal
France	Sweden
Germany (Federal Republic)	Switzerland
Mexico	United States

REPAIRS: All types minor deck and engine repairs can be carried out. Also major temporary repairs.

DRY DOCKS: Only yacht dry docks available.

REPATRIATION: First-class facilities available for repatriation and crew changes.

AIRPORT: Distance from airport 8–10 miles. Connections to all parts of world. Average 15/20 flights per day.

TIME: Local time GMT minus 4. Permanent.

HOLIDAYS: New Year's Day; Good Friday; Commonwealth Day (May 24th); Queen's Birthday (celebrated annually in June); Cup Match (Thursday and Friday before first Monday in August); Remembrance Day (November 11th); Christmas Day, Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Police 2-2222; Ambulance 2-2000; Fire 00.

TELEPHONES: Can be placed on board vessel when alongside.

GENERAL: Port of Freeport, Ireland Island, situated in the Port of Hamilton at the old British Dockyard is used exclusively by the Royal Navy and Shell Bunkering.

AUTHORITY: Harbour Master, Marine and Port Services Dept.

AGENT: Meyer Agencies Ltd., PO Box 510, Hamilton, Bermuda. Cable "Meyerco Bermuda". Tel. 1-5988, 1-5989, 1-5912. Telex: Meyerco BA361.

Shipping, Insurance, Travel Agents. Marine repairs, tug and barge operators, stevedoring operators.

ST. GEORGE'S, 32.22·5 N. 64.41 W.

DOCUMENTS:
Ship's Register.
Derat. Certificate.
Clearance previous port.
4 Crew Lists.
4 Passenger Lists.
2 Provision Lists.
2 Crew Personal Effects Lists, i.e. cameras, binoculars, cigarettes etc.
5 copies Cargo Manifest if discharging.

PILOTAGE: Pilot ordered by Agent on receipt of vessel's ETA. Pilot boards vessel approximately 2 miles East of Island with St. David's Lighthouse bearing 240° true. Boats black hull, varnished superstructure. If vessel's ETA alters, Bermuda Harbour Radio which in direct contact with pilot station can be contacted by VHF Channels 10, 12, 16, 26. Pilotage day or night.

ANCHORAGES: (*a*) Five Fathom Hole, located at Eastern end of Island and is point where Pilots embark/disembark. Used by vessels not required to enter or those awaiting daylight. (*b*) Murray's Anchorage, used instead of Five Fathom Hole during times of heavy weather (daylight hours only). Also, by vessels unable enter St. George's Harbour and wishing take on water, carry out repairs, etc. A stand-by anchorage for vessels waiting berth at Esso oil bunkering pier and for vessels leaving this pier and awaiting daylight. (*c*) St. George's Harbour, when weather conditions such that Five Fathom Hole and Murray's Anchorage unsuitable to land ill/injured persons vessel proceeds directly to St. George's Harbour and anchors.

RESTRICTIONS: Entry to St. George's Harbour restricted by draft of 30 ft. Murray's Anchorage restricted by draft of 38 ft.

MAX. SIZE: Largest ship to enter to date – length 628 ft. However, size controlled by maximum draft of 30 ft.

HEALTH: Pratique granted on 24 hour basis and can be obtained by wireless by sending message via VRT to "Health Bermuda" requesting free pratique be granted. If any suspected disease or fever on board advise Health as well as Agent.

RADIO: Commercial radio station operated by Cable & Wireless Limited, call letters VRT Bermuda. Bermuda Harbour Radio, controls channel traffic, call sign ZBM Bermuda.

TUGS: Tugs normally join vessel in harbour if requested. Tugs not compulsory and ordered depending on the size of the vessel and weather conditions. Ship's lines used during tug operations.

BERTHING: Dock and tugs agreed upon between Agent and Pilot prior ship's arrival.

STEVEDORES: Ordered by Agent after receipt of ETA. Average discharge general cargo 10 tons per hour.

VHF: Operated by Bermuda Harbour Radio. Contact on Channels 10, 12, 16, and 26.

MEDICAL: No advanced notice required for medical attention if other than critical cases. First-class hospital facilities available. Vaccination certificates required for all seamen.

TANKERS: Esso Oil Pier: Discharge lines 8 in. and 10 in. No slop discharge facilities.

DENSITY: 1025.

FRESH WATER: Delivered by barge. Order prior arrival to avoid delay. Freshwater not generally available in summer months.

FUEL: Grades available: Bunker "C" fuel oil, viscosity 122 SSF at 122° F. Diesel oil, viscosity 3616 at 100° F.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually carried out by the stevedores.

TOBACCO/WINE ALLOWANCE: Customs allow about one carton cigarettes and limited amount spirits per man.

IDENTIFICATION CARDS: None required.

CONSULS:

Belgium	Netherlands
Chile	Norway
Colombia	Portugal
France	Sweden
Germany (Federal Republic)	Switzerland
Mexico	United States

REPAIRS: All types minor deck and engine repairs can be carried out. Also major temporary repairs.

DRY DOCKS: Only yacht dry docks available.

REPATRIATION: First-class facilities available for repatriation and crew changes.

AIRPORT: Distance from airport two miles. Connections to all parts of world. Average of 15/20 flights per day.

TIME: Local time GMT minus 4. Permanent.

HOLIDAYS: New Year's Day; Good Friday; Commonwealth Day (May 24th); Queen's Birthday (celebrated annually in June); Cup Match (Thursday and Friday before first Monday in August); Remembrance Day (November 11th); Christmas Day; Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Police 3-9124; Ambulance 2-2000; Fire 00.

TELEPHONES: Can be placed on board vessels when alongside.

GENERAL: Esso Oil Berth, within Port of St. George, is purely a bunkering and petroleum discharge pier situated on the Southern side of Murray's Anchorage.

AUTHORITY: Harbour Master, Pilot Station, St. Davids.

AGENT: Meyer Agencies Ltd., PO Box 48, St. George's, Bermuda. Cable "Darmey Bermuda". Tel. 3-9678, 3-9679, 3-9768. Telex: Meyerco BA 361.

Shipping, Insurance, Travel Agents. Marine repairs, tug and barge operators, stevedoring operators.

Brazil

GENERAL: Operators and Masters of Liberian flag vessels should consult Agents well in advance respecting requirements for endorsement of seamen's books or passports.

ANGRA DOS REIS: 23.01 S. 44.18 W.

DOCUMENTS: See "Rio de Janeiro".
PILOTAGE: When requested by the Agents, a pilot launch meets incoming ships off the automatic lighthouses of Itacuatiba and the Lage Branca, depending on whether the ships approach from the East or West, respectively.
ANCHORAGES: In the Bay of Ilha Grande; approximately midway between the ports of Rio de Janeiro and Santos; offering excellent anchorages, amongst which may be mentioned: Enseada das Estrêlas, Enseada do Abraão, Enseada das Palmas, Enseada Sitio Forte, and Enseada de Araçatiba.
RESTRICTIONS: The Bay of Ilha Grande possesses two entrances, from the East and the West, permitting immediate access to the Port of Angra dos Reis from the direction of Rio de Janeiro or the Port of Santos, without any change of course. Both access channels are adequately marked, enabling ships of up to 14 metres draft to navigate in complete safety as far as the port basin about one mile from the wharf, where they may lie at anchor and take on cargo from tenders tied up alongside. There is another basin with a mud bottom even nearer the wharf, permitting anchorage and docking manoeuvres for ships of up to 10 metres draft.
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
TUGS: Available: 4 tugs of up to 600 h.p.
BERTHING: A wharf 1,300 ft. in length, with 1,050 ft. available for tying-up. The wharf is being extended 600 ft. and will be dredged the entire length of the quay so as to receive ships of up to 10 metres draft.
MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.
FRESH WATER: At present furnished by the port, at the rate of 15 tons per hour, from the city's system.
FUEL: Not available.
REPAIRS: Various mechanical workshops for the execution of shipboard repairs, equipped with lathes, presses, planes, electric and acetylene welding, drills, power-saws and grindstones, etc. The big shipyards of Verolme are situated in the Bay of Jacuecanga, near the port of Angra.
CUSTOMS ALLOWANCES: For each crew member, 2 cartons of cigarettes and one bottle wine or spirits.
WATCHMEN: Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore and oil cargoes.
CONSULS: There are no Consuls in this port. They are situated in Rio de Janeiro.
TIME: The local time is GMT minus 3 hours.
HOLIDAYS: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
AUTHORITY: Capitania dos Portos em Angra dos Reis.

BELEM: 1.25 S. 48.25 W.

DOCUMENTS:
6 copies of Crew List.
6 copies of Passenger List.
3 copies of Stores List.
2 copies Crew Declaration.
2 copies each of Information sheets, containing information required by (*a*) Maritime Police, (*b*) Custom's Authorities, (*c*) Port Health Authorities.

Manifests, etc., issued in sealed envelope addressed to the Custom's by the Brazilian Authorities in port of loading. Vessels also issued with a document to be handed to Custom's commencing with first port of loading, and each port thereafter, for each port of call in Brazil.
PILOTAGE: Pilot usually ordered through vessel's Belem Agent, ETA at least 72 hours in advance and confirming not less than 24 hours prior to arrival. Vessels can apply direct to pilot station (on condition that local radio station is operating). Telegraphic address "Praticagem – Salinopolis", and call sign of Salinopolis (or Salinas) radio station is PPL. Pilot boards at a point 7 miles North of Salinas lighthouse; a red motor-launch is used. Launch carries a red flag with a black P; it also has a black P painted on each side and on cabin roof. If pilot boat not in position on arrival of vessel, position 7 miles North of the light is a safe anchorage. Masters who do not know area should approach Salinas with caution.
BERTHING: Berthing alongside 5,000 ft. of quay governed by draft, and maximum safe draft is 22 ft. Vessels between 22 ft. and 24 ft. 6 in. can work safely at anchorage of Val de Caes, about three miles from quay. Vessels deeper than 24 ft. 6 in., remain at anchorage of Icoaraci, 7 miles from the port. Between Icoaraci and Val de Caes, there is a shallow spot at Tapaná, which ships should approach with caution, although bottom is soft mud and sand.
TANKERS: At oil terminal of Miramar (Val de Caes), vessels of the Shell "H" class (18,000 tons dw) may berth or unberth at any state of the tide, subject to draft. Maximum depth alongside berth at low water 26 ft., the same as that of approach channel. Mooring at this berth is to buoys inside the line of the "T" jetty.
HEALTH: Maritime Police, Customs and Port Health board vessel on arrival at whichever anchorage is used, or alongside. Pratique granted on the presentation of documents. If port *not* first Brazilian port of call, Port Health Authorities not required, although Police and Customs will still board. After first Brazilian port, Port Health only required in cases of illness or death. The use of quarantine "Q" flag not necessary.
RADIO: No VHF facilities in the area. Suggested that ship contacts Belem Agent through Barbados Radio, and this is also usual way that vessels are contacted by Belem. An alternative to Barbados Radio is the United States radio station at Chatham, Virginia.
TUGS: Tugs in area are small, underpowered and useless for berthing or unberthing. Brazilian Navy maintains four deep-sea tugs (Corvettas), for use in cases of extreme emergency.
STEVEDORES: Stevedoring gangs for day shifts 0630 and 1230 hrs. and 1630 hrs. for night shift. Loading and discharging rates exceptionally good, particularly if vessel working at anchorages into lighters. Any delays to vessels alongside can usually be put down to the lack of official clearances in case of loading export cargo.
MEDICAL: Notice of required medical assistance should always be given in advance. There are a number of first-aid posts for minor complaints. Vaccination Certificates for smallpox are essential, and, although not required officially, yellow fever vaccinations recommended.
DENSITY: Strong outflow of Amazon and its tributaries is such that water at Salinas is only semi-salt. In the river itself, the water becomes slightly brackish, and half way to Belem, is absolutely fresh.
FRESH WATER: Fresh water only obtainable alongside main quay, and not at oil berth. It should be well chlorinated before use for drinking. Boiler water may be taken direct from the river at a point named Capim, near the entrance to Marajo Bay.
FUEL: Available, but due to Brazilian Custom's laws, as much advance notice as possible should be given in order to obtain correct documentation. A minimum of one weeks' notice recommended.
GANGWAY/DECK WATCHMEN: The employment of gangway watchmen recommended.
HATCHES: Hatches normally opened and closed by stevedores, but if it is raining they are inclined to shelter before closing.
CUSTOMS ALLOWANCES: Custom's Authorities do not normally search ship's crews, and reasonable quantity can remain in the possession of crew members. However, no attempt should be made to take more than a reasonable amount ashore.
IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.
CONSULS:

Belgium	Holland	Republic of Dominica
Bolivia	Italy	Spain
Colombia	Japan	Sweden
Costa Rica	Mexico	United States
Denmark	Norway	Uruguay
France	Peru	Venezuela
Great Britain	Portugal	

REPAIRS: Deck and engine repairs of all types can be carried out by the Brazilian Naval Dockyard, or by repair shops of the Companhia Docas do Para.
DRY DOCKS: At Naval Base, there is a dry dock measuring 730 ft. by 74 ft. with a depth over the sill of 25 ft. There are also several small floating docks, but they are not adequate for sea-going vessels.
REPATRIATION: There are three international flights each week from Belem. Miami 1 flight per week, Wednesday. New York 2 flights per week, Monday, Friday. In addition, daily flights to Rio de Janeiro. Airport of Val de Caes is about four miles from the city centre.
TIME: Local time GMT minus 3 hours. Summertime (1 Dec.–28 Feb.) GMT minus 2 hours.
HOLIDAYS: New Year's Day (1st January); Carnival (variable); Labour Day (1st May); Corpus Christi (25th May); Independence Day (7th September); All Souls' Day (2nd November); Proclamation of the Republic (15th November); Christmas Day (25th December). Work could be carried out on these days, but costs would be prohibitive.
POLICE/AMBULANCE/FIRE: Maritime Police 234996; Ambulance 222523; Fire Brigade 23–3119.
TELEPHONES: Telephones can be put on board vessels alongside main quay, but this facility is seldom used, Belem telephones being extremely erratic and unreliable.

AGENT: Agencias Mundais SA, Avenida Presidente Vargas 119, CP 190, 66000 Belem, Para. Cables: Amsanav Belem. Tel. 23–4013.

CABEDELO: 6.58 S. 34.50 W.

DOCUMENTS: See "Recife".
PILOTAGE: Contact Pilot's Headquarters by radio via vessel's Agent located at João-Pessôa (24 kilometres from Cabedelo). As no radio station available at João-Pessôa or Cabedelo such messages

are usually relayed by Olinda Radio PPA – Fortaleza Radio PPC – Amaralina Radio PPA – or Rio Radio PPR. All messages are delivered by National Telegraph – Telegrafo Nacional. Pilots maintain day and night watch from Cabedelo beach. Pilots' launches painted red with capital "P".

ANCHORAGE: Vessels anchor off entrance to approach channel, with Pedra Seca light-tower bearing 245, distant about 8½ cables, in a depth of 5½ fathoms but caution is necessary, as bottom is rocky in places.

RESTRICTIONS: For Masters calling at Cabedelo for first time it is preferable not to enter during darkness.

MAX. SIZE: Max. length 200 metres, draft spring tide 23 ft., neap tide 21 ft.

HEALTH: No Health Authority visits vessels. If Master suspects contagious disease aboard he must report to Agent who will contact Brazilian Health Authorities at João-Pessôa.

TUGS: No tugs are available.

BERTHING: Safe drafts at bar entering or sailing: spring tide 23 ft., neap tide 21 ft. Berthing takes place in accordance with vessel's draft. Master must always give Agent vessel's draft arriving off Cabedelo.

STEVEDORES: Advise Agent ETA at Cabedelo 48 hours prior to arrival to make arrangements with dock and stevedores for discharging or loading.

MEDICAL: For urgent cases recommended that vessel call at Recife instead of Cabedelo as Recife has better facilities. If vessel must enter patient will be removed to João-Pessôa Hospital as no hospital available at Cabedelo.

TANKERS: Cabedelo not a loading port for petroleum products. Messrs. Esso–Brasileira de Petroleo, have tanks for reception of gasolene and other petroleum products which are carried by Brazilian fleet of Tankers "Fronape" – Frota Nacional de Petroleiros. At Cabedello only berth No. 1 is suitable for discharging petroleum products or to bunker vessels since pipeline is only connected to berth No. 1. Tankers enter and sail during dark hours from Cabedelo.

DENSITY: Varies from 1020 to 1025 at high water.

FRESH WATER: Supplied by pipe-line alongside quays at rate of 50 cubic metres per hour.

FUEL: Available. Suppliers Messrs. Esso–Brasileira de Petroleo. Pipe-line at berth No. 1 where vessels can bunker alongside. Pipe-line fuel oil, 8 in.; pipe-line diesel, 8 in.

DEVELOPMENTS: Brazilian Govt. intention is to dredge the bar to enable vessels whose drafts are above 23 ft. to enter.

GANGWAY/DECK WATCHMAN: Watchmen available. Also the hours of work agree except that Captains have option to choose suitable times when their services are required.

OPENING/CLOSING HATCHES: By stevedores. Crew assist when stevedores not familiar with modern hatches.

CUSTOMS ALLOWANCES: One carton cigarettes per crew member at Customs discretion and one bottle of whisky or any other kind of spirit, subject to Customs discretion.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

CONSULS:

Vice-Consulate of the Netherlands Tel. 4079
Vice-Consulate of France ,, 4588
Vice-Consulate of Portugal ,, 4243

Other consulates at Recife 110 kilometres from João-Pessôa about 2 hours by road.

REPAIRS: Minor repairs only.

DRY DOCKS: None.

REPATRIATION: Repatriation can be arranged via Recife or direct from João-Pessôa to Rio de Janeiro. No direct Air Service from João-Pessôa available for foreign destinations.

AIRPORT: 9 kilometres from João-Pessôa. Small Airport utilised by National Lines whose planes make regular calls.

TIME: 1 April – 31 Oct. GMT minus 3, Nov. 1 – 31 Mar. GMT minus 2.

HOLIDAYS: For holidays see "Recife". Work is possible during holidays and Sundays provided the Dock Administration and Stevedores are advised in anticipation say 24 hours before commencement. Usually on Good Friday, Christmas day and Independence day work at the Cabedelo dock is not obtainable. Same applies to the third Day of Carnival.

POLICE/AMBULANCE/FIRE: Police (located at João-Pessôa) 4848. Cabedelo has a small Police Station but no telephone available. Ambulance (located at João-Pessôa) 4065 and 4076 (24 kilometres from Cabedelo). Fire Brigade (located at João-Pessôa) 4212.

TELEPHONES: No facilities for placing telephones on board.

AUTHORITY: Delagacia de Capitania de Porto Cabedelo.

AGENT: Thom & Company Limited, Rua Maciel Pinheiro, No. 2, Joao Pessoa-Paraiba. Cables: Thom-Joao Pessoa. Tel. 5062.

CARMOPOLIS: 11.00 S. 37.04 W.

LOCATION: Terminal Maritimo de Carmopolis, Tecarmo, operated by Petroleo Brasileiro SA, Petrobas, is located in the Atalaia Beach, lat. 11° 00′ 30″ S. 37° 04′ 00″ W. in Aracaju City, capital of the State of Sergipe.

DOCUMENTS:

3 Crew Personal Effects Lists.
3 Crew Lists.
3 Stores Lists (engine stores, deck stores, provision stores, cabin stores, bonded stores).

PILOTAGE: All maneouvres will be undertaken by the vessel's Master, with the help of a Carmopolis Mooring Master, who will board the vessel in the anchorage area and advise the Master on all operations such as mooring, connecting hoses, unmooring, loading, etc. It is important to emphasise that the services of the Mooring Master are afforded without charge and upon the express undertaking and condition that Petrobras shall not be liable for any damage or injury resulting from any advice, assistance or actions given or made by such Mooring Master. In the event it becomes necessary to disregard the Mooring Master's advice, in order to ensure safety of the vessel, the Master must forward a full written report of the circumstances for delivery to the Captain of the Port through the Terminal. It is the responsibility of the Master to notify the Mooring Master of any special conditions or peculiarities such as defective navigation equipment, tackle, gear or lack of necessary equipment which might impose hazards related to handling, mooring and loading the vessel.

Vessel must be moored to the entire satisfaction of the Mooring Master.

Unsatisfactory conditions will be reported to the Superintendent of the Terminal, who is empowered to reject the ship for future calls unless the reported difficulties have been remedied.

ANCHORAGE: Due to the peculiar conditions of the terminal, mooring should be undertaken at daylight only. For vessels arriving at night, the advisable anchorage is in position: Lat. 11° 03′ 00″ S. Long. 36° 59′ 00″ W.

RADIO: Vessels bound for Terminal Maritimo de Carmopolis should advise their ETA 48 hours prior to arrival, direct to PPA 25 (8,492 kHz, Petrobras own radio station) as well as to Agent in Aracaju (through Rio Radio, Olinda Radio or Amaralina Radio). In turn, these stations will send messages to the terminal.

ETA should be in local time, giving name of vessel, Master's name, number of crew, net tons, gross tons, nationality and dwt.

Confirmation or change of ETA should be cabled 24 hours before arrival.

When vessel is within about 50 miles of the terminal, contact may be made by VHF radio-telephone on Channel 16 (156·80 mHz) or SSB (2·182 kHz).

MAX. SIZE: Tankers up to 65,000 dwt. can be accommodated. Max. draft 15 metres.

TUGS: There are no tugs available to assist berthing and un berthing.

BERTHING: The terminal consists of one berth (six buoys) designed for loading crude oil. The berth is located 7,150 metres from the shore. Loading of vessels is effected by one 26-in. submarine pipeline.

Maximum permitted draft for the terminal is 15 metres in order to ensure a safe bottom clearance, even under extreme operating sea conditions.

Amidships derrick or crane capacity must not be less than 5 tons so that hose can be hoisted and connected.

MOORING: Vessels are moored to six buoys by ropes and they should have sufficient ropes in a good condition in order to ensure safe mooring. Normally minimum of two ropes are used for each buoy.

BALLAST: No slop facilities are available for dirty ballast.

Brazilian Laws are very strict with regard to the pollution of coastal waters. Vessels are not allowed to discharge dirty ballast into the water. Heavy fines are imposed for violations. To offenders, fines will be charged (besides resulting delays) according to the ship's tonnage.

AIRPORT: There is an airport at Aracaju.

CUSTOMS ALLOWANCES: Brazilian Laws are strict with regard to smuggling, and Masters are requested to instruct their crews to retain cigarettes in carton lots, cigars, tobacco, alcoholic drinks, drugs, souvenirs, etc.

By no means will any commercial transactions be tolerated with it either among terminal employees, crew members or anyone else.

AUTHORITY: Petroleo Brasileiro S.A.

FORTALEZA: (including Mucuripe), Ceara: 03.41 S. 38.32 W.

DOCUMENTS: *Nautical Police*

2 Lists of Crew from the last port.
2 Passenger Lists (if there are no passengers, 2 lists declaring existence).
Pass to the Nautical Police from the last port.

Captain of Port

Registration Certificate.
Radio Telegraphy Certificate (up to date).
Security and Equipment Certificate.
Freeboard Certificate.
Construction Certificate.

Port Health

Extermination of Mice and Rats Certificate
Vaccination Certificates of all personnel (passengers and crew)
Declaration of Nautical Health or Health Certificate.
List of Crew.
Passengers List in transit or disembarked whenever it occurs

Custom-House

Crew List.
Crew Personal Effects List.
Passengers List.

List of Stores and Provisions.
Declaration of Luggage when there are passengers.
Cargo Manifest.
Negative Certificate of Cargo from the ports schedule when not carrying freight to Fortaleza.
Pass of the Custom House from last port.

Merchant Navy Superintendency
Manifest (3 copies).

Administration of Ports
Manifest (1 copy).

Superintendence of State
Manifest (2 copies).

PILOTAGE: By Associação de Praticagem do Pôrto de Fortaleza. Address: Rua Dragão do Mar, 372. Tel. 212088. The Pilots board ships about 0·5 miles N.W. from the breakwater, call by International Code Signals.

RESTRICTIONS: Entrance channel Length 1,000 metres, width 150 metres, depth 8 metres.

MAX. SIZE: Up to 27 ft. draft depending on the tide.

HEALTH: All ships must be visited by Port Health Inspector. If vessel has passengers in transit for another Brazilian port, another visit will be required at port where passengers disembark. If ship's health condition satisfactory, Inspector will give free pratique immediately. Radio pratique available if Master able declare satisfactory health condition before arrival. Free pratique is valid for subsequent ports in Brazil.

If there is a crew member to be hospitalised, the Health Inspector will issue pass to hospital on request of Master or Agent who will be made responsible for all expenses incurred.

Inoculations for International Certificates can only be given by an employee of the Port Health Authority.

Ships are inspected by Custom House and Health personnel at the anchorage.

BERTHING: 1,116 metres of berthing length. Berths for five vessels. One grain elevator, capacity 150 tons per hour. Four lighters available capacity up to 70 tons each.

Berth No. 1. 106 metres long, 18 ft. deep.
Berth No. 2. 150 metres long, 20 ft. feep.
Berth No. 3. 170 metres long, 22 ft. deep.
Berth No. 4. 530 metres long, 25 ft. deep.
Berth No. 5. 160 metres long, 33 ft. deep.

FRESH WATER: Nine hydrants on the quay spaced 50 to 80 metres apart.

FUEL: Boiler fuel available from seven connections spaced along the quay.

CONSULS: None at Fortaleza.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

REPATRIATION: Can be arranged.

AIRPORT: Only internal services from local airport.

POLICE/AMBULANCE/FIRE: Maritime police tel. 24.14.94; Ambulance 21.34.34 and 21.22.22; Fire 23.13.81.

SHORE LEAVE: Allowed under control of maritime police.

AUTHORITY: Companhia Docas do Ceara, PO Box 1099, Fortaleza, Ceara, Brazil.

ILHEUS: 14.49 S. 39.00 W.

DOCUMENTS: From each loading port vessel must have a full manifest signed by the Agent (each page countersigned), plus 1 copy of each Bill of Lading all contained in a sealed envelope addressed to Customs. Any amendments to the manifest must be made before vessel arrives at destination and Agent's signature is to be legalised by local Chamber of Commerce or other authority. If vessel has called at any port and not loaded cargo, a negative cargo declaration is to be presented on arrival. Other documents required:

General Declaration.
Deratisation Certificate.
Maritime Declaration of Health.
12 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.

PILOT: Call by flag signal. Locality of pilot station marked on chart. Type of boat: sailing.

ANCHORAGE: Marked on charts.

RESTRICTIONS: Vessel must wait daylight for pratique.

HEALTH: Port doctor visits all ships on arrival and requires Marine Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.

MEDICAL: All facilities available. If doctor needed on arrival or taking emergency call to land sick persons, cable ETA 12 hours before arrival.

TUGS: Three private companies own tugs.

BERTHING: Presently berth for only one vessel. Port still under construction. Loading/discharge by cranes.

STEVEDORES: Arranged by Agent.

TANKERS: Terminal owned by Frota National de Petroleiros. Buoy mooring.

FRESH WATER: Not available.

FUEL: Not available.

DEVELOPMENTS: Port will be completed in two years.

WATCHMEN: Compulsory.

HATCHES: By stevedores.

CUSTOMS ALLOWANCES: Only sufficient tobacco for daily use. No alcohol to be taken ashore.

CARGO GEAR: Ship's gear used.

IDENTIFICATION CARDS: Necessary to go ashore.

CONSULS: Only in city of Salvador.

REPAIRS: Workshop belonging to Port Administration. Minor repairs only.

REPATRIATION: Can be arranged.

AIRPORT: Situated near port.

HOLIDAYS: Work can be arranged on all holidays.

POLICE/FIRE/AMBULANCE: Police tel. 2530; Ambulance 2417.

TELEPHONES: No connection to vessels can be made.

SERVICES: Diving service available.

SHORE LEAVE: Allowed with identity card.

AUTHORITY: Delegacia de Capitania dos Portos, do Estado da Bahia em Ilheus.

ITAJAI: 26.56 S. 48.38 W.

DOCUMENTS: *Direct from Foreign Port:*
3 Crew Lists.
3 Passenger Lists.
3 Crew Personal Effects Lists.
3 Stores Lists.

From other Brazilian port:
1 Custom Clearance from previous port.
1 Crew Personal Effects List visaed by Customs in previous port.
2 Personal Effects Lists to be visaed by the Customs; one will be returned to be presented in next port.
1 Store List, visaed by Customs in previous port.
2 Stores Lists to be visaed by Customs, one of which will be returned to be presented in next Brazilian port.

PILOTAGE: To await or to receive Pilot, anchor from ½ to 2 miles distant from South light of entrance of bar.

Pilot Service does not have radio or VHF; any telegram can be addressed to Pilots Service in Itajaí (Serviço de Praticagem–Itajaí), but customary to send all advices to Pilot Service via Agents.

Pilot Service has three launches painted red with a "P" on side and on funnel. Launches always anchored inside port. In case of bad weather, vessel must wait for instructions in Porto Belo bay, South of this port, and in case of bad weather on sailing, if impossible to disembark Pilot in entrance of bar, must be done in Porto Belo bay.

ANCHORAGE: Waiting anchorage situated in Enseada de Cabeçudas, up to 2 miles distant from South light, depth of 8 metres.

RESTRICTIONS: Vessels can enter or sail at any tide with a max. draft of 18 ft. Vessels with a max. draft of 22 ft. may enter or sail at high water. Tanker movements in daylight only.

MAX. SIZE: Maximum length 160 metres for dry cargo vessels. For tankers, maximum length 155 m.

HEALTH: When coming from abroad, vessel will be visited by Health Authorities, who issue free pratique after inspection. When coming from another Brazilian port, free pratique issued in previous port is sufficient. This document must stay on board, to be presented in subsequent ports. In case of sickness on board, after receiving free pratique, must contact Agent who notifies Health Service.

RADIO: For telegrams (radio) direct from vessel to Agent, or vice-versa, Departamento de Correios e Telegrafós radio station in Santos or Florianópolis, with prefixes: Santos PPS, Florianopolis PPF.

TUGS: Tugs service by launch from Pilot Service, and is used only in unmooring (to assist in turning round in front of quay.) for vessels more than 100 metres long.

BERTHING: Previous communication required, time of priority based on time of arriving at bar.

STEVEDORING: Stevedores' hours as follows: Morning until 0700 hrs. Afternoon until 1230 hrs. Evening until 1900 hrs.

When vessel arrives in morning, advisable that Captain advises in advance number of gangs he will need so that Agency can make arrangements.

When discharging dry bulk cargo (grain or salt) trucks with special equipment used.

Average for loading: (*a*) Timber 120 tons p/gang day. (*b*) General Cargo 100 tons p/gang day. (*c*) Bags and Tobacco 90 tons p/gang day.

For discharging: (*a*) General Cargo 100 tons p/gang day. (*b*) Bulk 120 tons p/gang day.

Hours as follows: 0700 to 1100 hours; 1230 to 1630 hours; 1900 to 2300 hours; 2400 to 0430 hours.

MEDICAL: In urgent cases, advise Agent requirements in advance. Hospital available. Normally no special vaccination required, nor presentation of certificates.

TANKERS: 6 oil terminals where vessels 155 m. length and 22 ft. draft discharge.

Shell terminal
Fuel oil 10 in. for discharging 8 in. for loading.
Diesel 6 in. for discharging 4 in. for loading.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.

Esso terminal
Fuel oil 8 in. for discharging 4 in. for loading.
Diesel oil 6 in. for discharging 4 in. for loading.

Gasoline 6 in. for discharging.
Kerosene 4 in. for discharging.
Atlantic terminal
Diesel 6 in. for discharging.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.
Ipiranga terminal
Diesel 6 in. for discharging.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.
Heliogas terminal
Gas 6 in. for discharging liquid 4 in. for discharging vapour.

DENSITY: During low tide whole port is influenced by fresh water of River Itajai – Açú, situation changing completely at high tides.
FRESH WATER: Available, supplied direct by hydrants along quay. Average supply 10 tons p/hour.
FUEL: For bunkering previous communication of six hours needed, in order to check on availability of terminals and to make necessary provisions.
DEVELOPMENTS: Two grain silos in port area under construction.
WATCHMEN ON GANGWAY: Not compulsory, but recommended.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Customs can liberate one or two cartons of cigarettes and one or two bottles of spirits, dependant on time vessel remains in port.
IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.
CONSUL: Argentine Consulate, Tel. 348.
REPAIRS: Almost all repairs on engines or deck possible.
REPATRIATION: Repatriation, normally made by Agents via Rio de Janeiro and/or São Paulo.
AIRPORT: Situated about 10 kilometres from port. Daily regular flights to Sao Paulo, Porto Alegre, and Rio de Janeiro by Varig.
TIME: 2 Mar. – 30 Nov. GMT minus 3 hours. 1 Dec. – 1 Mar. GMT minus 2 hours.
HOLIDAYS: New Year's Day (January 1st); Good Griday; Tiradentes (April 21st); Labour Day (May 1st); Corpus Christi; Proclamation of the Republic (November 15th); Independence Day (September 7th); Christmas Day (December 25th).
POLICE/AMBULANCE/FIRE BRIGADE: Police 312; Ambulance 500; Fire Brigade 339.
TELEPHONES: There are facilities for placing telephones on board.
AUTHORITY: Junta Administrativa do Porto de Itajai.

MACEIO: 9.40 S. 35.45 W.

PORT LIMITS: Off "Peixe-Pau" buoy 1 mile due South of red light at end of old pier. The Sugar Institute (IAA) accepts Notice of Readiness only after having been signed by Surveyor to the effect that holds are in all respects ready to receive cargo.
DOCUMENTS: When Port Officials visit vessel, closed envelopes from each loading port (foreign) containing Consular Manifest and Bills of Lading, addressed to Customs, are to be handed to Customs, including negative cargo declaration from those ports where cargo not loaded for Maceio. 2 Stores Lists and 2 Crew Declaration Lists, one stamped by Customs and returned to be presented at next port of call. 5 Crew Lists, 5 Negative Passenger Lists, 5 Transit Passenger Lists required. To obtain clearance at Port Captaincy, all Transit Cargo Manifests and also Safety Equipment Certificate, Freeboard Certificate, Ownership Certificate and Radio Certificate to be presented as soon as possible.
PILOTAGE: Request for Pilot to be made through Agent at least 12 hours prior to arrival during week-days and 24 hours prior to arrival on week-ends and holidays. Pilot boards from pilot launch painted red and white, at Peixe-Pau Buoy, one mile due South of end of pier, identified at night by red flashing light. No radio. Light signals used for communication with pilot boat. Vessels may anchor off Peixe-Pau Buoy in bad weather.
ANCHORAGES: In vicinity of and within inner harbour – depths from 15 ft. to 24 ft. MLW.
MAX. SIZE: No restrictions on length. Vessels may enter day and night. Pilot refuses to berth tankers after nightfall.
Vessels have loaded up to 33 ft. draft.
HEALTH: No Health Authorities board vessel. In event of suspected disease or fever on board, advise Agent by cable so that Port Authority may take appropriate action.
RADIO: Radio Olinda (Recife), call sign PPO. Radio Amaralinha, call sign PPA.
TUGS: None available.
BERTHING: Berths available day and night, weather permitting.
Sugar Terminal: facilities for loading bulk molasses. Projected loading capacity 1,000 tons per hour of bulk sugar, 300 tons per hour molasses.
Sugar wharf 200 metres length, general cargo wharf 200 metres length. Further 200 metres under construction.
STEVEDORES: ETA required 24 hours before arrival to arrange gangs. When work required Saturdays and Sundays, ETA must be sent on Friday. Loading/discharge – General: 8 tons p/hour gang. Sugar 20 tons ditto. Grain 60 tons p/hour.
MEDICAL: No advance notice needed except if vessel due to arrive on Saturday/Sunday in order to arrange doctor and/or hospital. Hospital facilities available.
TANKERS: One tanker berth. Maximum draft 33 ft. One pipe-line 8 in. for Gasoline and one 6 in. for diesel/kerosene.
FRESH WATER: Fresh water available. Pipe-line from Water Tower by gravity. Rate about 5 tons per hour.
FUEL: No bunkers available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: One carton cigarettes to be declared. One bottle alcohol, open, to be declared.
IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of Identity Card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The Identity Card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.
CONSULS:

Norway	2276	Portugal	2449
Italy	3302	France	2126
Spain	2640		

REPAIRS: Small repairs only can be effected.
REPATRIATION: Carried out by Recife Consulates.
AIRPORT: 11 miles north of town. Served by Varig, Vasp and Sadia.
TIME: GMT minus 3 hours.
HOLIDAYS: Work prohibited on Labour Day only. Other days on which work is considered overtime and charged as such are: 1st January, Good Friday, 7th September, 15th November and 25th December.
POLICE/AMBULANCE/FIRE: Maritime Police 2282; Riot Police 4488; Ambulance 2666 and 4433; Fire Brigade 2447.
TELEPHONES: Telephone on quayside. No arrangements yet for placing on board.
GENERAL: Prevailing winds: summer months – N.E. Rainy season S.E. with strong South winds during July/August/September and strong undertow during August/September.
AUTHORITY: Delegacia de Capitania de Porto.
AGENT: See "Recife".

MANAUS: 3.08 S. 60.00 W.

DOCUMENTS:
6 Crew Lists.
5 Passenger Lists.
Customs Documents.
1 copy of each Cargo Manifest for each port.
De-rat Certificate.
PILOTAGE: Pilots join vessel at Belem and make the round voyage back to Belem. Vessels entering via North channel take a Pilot at Santana. No Pilots from Barra Norte to Santana.
ANCHORAGES: Suitable places can be indicated by the Pilot.
RESTRICTIONS: Passage across Barra Norte to be made at high water only. Berthing and unberthing preferably takes place at Manaus in daylight.
MAX. SIZE: Entry to the Amazon via the North Channel; maximum draft 30 ft. Via Belem; draft 29 ft. with a length up to 175 metres and draft 24 ft. with a length up to 210 metres.
HEALTH: All ships must be visited by Port Health Inspector. If vessel has passengers in transit for another Brazilian port, another visit will be required at port where passengers disembark. If ship's health condition satisfactory, Inspector will give free pratique immediately. Radio pratique available if Master able declare satisfactory health condition before arrival. Free pratique is valid for subsequent ports in Brazil.
If there is a crew member to be hospitalised, the Health Inspector will issue pass to hospital on request of Master or Agent who will be made responsible for all expenses incurred.
Inoculations for International Certificates can only be given by employee of the Port Health Authority.
RADIO: Salinopolis Radio or Rio Radio. There is also Barbados Radio Station at Belem.
TUGS: Agents provide mooring launches.
BERTHING: Arranged by Agent who asks permission from local Port Authorities to provide a berth. All berths suitable for vessels able to navigate the river.
STEVEDORES: Available.
MEDICAL: Doctors and hospital facilities available.
TANKERS: Copam Refinery Berth: a floating pontoon with buoy moorings ahead and astern. Vessel berths starboard side to, using port anchor.
DENSITY: Fresh water.
FRESH WATER: Not suitable for drinking purposes.
FUEL: Available from Copam.
IDENTIFICATION CARDS: Required.
GANGWAY/DECK WATCHMEN: Compulsory.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Only normal daily consumption wine/spirits allowed.
CONSULS: Following countries are represented at Manaus:

U.S.A.	Venezuela	Holland	
Japan	Uruguay	Spain	

Peru	Italy	Great Britain
Colombia	Belgium	Portugal
Bolivia	France	Denmark

REPAIRS: Very limited facilities available.
REPATRIATION: Can be arranged.
AIRPORT: Regular daily international flights from Manaus Airport.
TIME: GMT minus 5 hours.
HOLIDAYS: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
POLICE/FIRE/AMBULANCE: Civil Police tel. 22113; Maritime Police 22315; Fire 21155; Ambulance 21112.
TELEPHONES: Arrangements can be made for telephone connections on board.
SHORE LEAVE: Allowed.
AUTHORITY: Administracao do Porto de Manaus.

PARANAGUÁ: 25.30 S. 48.30 E.

DOCUMENTS:
A copy of the manifest and a copy of each Bill of Lading in sealed envelope.

Should vessel have called at any port, Brazilian as well as foreign, and no cargo loaded, still require a negative cargo declaration be presented to local Customs Authorities. Also required 3 Crew Lists, 2 General Store Lists, 2 Personal Effects Lists, and a passenger List or negative passenger list whichever applies.
PILOTAGE: The Paranaguá port area is some 17 nautical miles from bar and from sea buoy where Pilots board. For entry, necessary for Agent to requisition a Pilot five hours prior to ETA Paranaguá Bar. For sailing from port, a two-hour previous advice to Pilot necessary.

It is possible to requisition a special Pilot for entrance and sailing from Paranaguá within a lesser period than required officially by Pilotage Association. At present, no attendance to requisitions for services of Pilot between 12.00 hours on a Saturday and 0700 hours the following Monday, and between 1730 hours on a week-day and 0700 hours the following day. The Pilotage Association will attend unannounced vessels during those periods not covered by their regular office hours. This entails the requisitioning of a special Pilot earning 100% on the total ordinary bill. Pilotage very expensive.
RESTRICTIONS: No restrictions to entry in Paranaguá Bay day or night. Sometimes, entrance channel not usable after dark because of buoys drifting out of alignment; however this is rare.
MAX. SIZE: No limitations as to length. Officially, maximum draft to pass bar safely at Paranaguá is 23 ft. but in fact, vessels sail with 27 ft. on springtide and 24 ft. on any high tide.
ANCHORAGES: Ample and secure in inner harbour.
HEALTH: Health Authorities visit any vessel arriving from foreign port.
RADIO: No local radio. Messages should be routed: vessels coming from South via Rio de Janeiro radio or Santos radio; vessels coming from North via Florianopolis radio (PPJ).
VHF: Operates on international Channels 5 and 11. With inauguration of this service unannounced vessels may request Pilots and also through local telephone service be connected with their Agents.
TUGS: Two small-powered, primarily for assisting berthing and unberthing.
MEDICAL: All facilities available. Crew members should hold valid International smallpox inoculation certificates.
TANKERS: Proceed to the inflammable berth. Maximum draft alongside inflammable berth 23 ft.
FUEL: All types of bunkers and diesel are generally available. Lubricating mixtures can be obtained but require considerable advance notice. Furnishing of these supplies must be contracted for about a week in advance.
GANGWAY/DECK WATCHMEN: Use of a gangway watchman not obligatory but recommended.
OPENING/CLOSING HATCHES: Usually done by stevedores but can be done by ship's crew.
CUSTOMS ALLOWANCE: Each crew member allowed to keep out of bond one carton of cigarettes and one bottle of wine or spirits.
FRESH WATER: Ample available and of good quality. Pumping rate about 20 tons per hour.
IDENTIFICATION CARDS: Required for going ashore.
CONSULS:

Norwegian 233	Swedish 873	Danish 233
Italian 324	Uruguayan 832	Portuguese (no tel.)

Consulates at Curitiba (50 miles distant):

British 4–0498	Spanish 4–2946	Syrian 4–3873
German 4–2322	Polish 4–2472	Swiss 4–7553
Dutch 4–0097	Austrian 4–7241	Argentine (no tel.)

The nearest American consulate is at São Paulo.
REPAIRS: Minor repairs available for deck and engine-room. Better facilities for repairs to refrigeration.
AGENT: Agency, Stevedoring, cargo brokers and Chartering: Cranston Woodhead S/A., PO Box, 179, Rua Comendador Correa Junior, 421, Paranaguá – Pr. Tel. 2–0059, 2–0061. Cables "Cranwood" and "Realloyd".

PORTO ALEGRE: 30.05 S. 51.15 W.

This information does not apply to Tramandai Oil Terminal which is listed separately.
DOCUMENTS: From each loading port, vessels must bring Manifest plus simple copy of each Bill of Lading in sealed envelope addressed to "Inspector of Customs, Porto Alegre". If vessel called at any port (including Brazilian ports) where no cargo was loaded for Porto Alegre, a negative cargo declaration must be presented from each such port of call. Three Crew Lists, two General Store Lists, two Personal Effects Lists must be presented, also one Passenger List or negative passenger list, whichever applicable.
PILOTAGE: Porto Alegre situated 164 miles up the Lagôa dos Patos, a large freshwater lake, and vessels must take on a Pilot after receiving pratique at Rio Grande, which lies at sea entrance of lake. Pilot and authorities board after arrival at Rio Grande inner anchorage. Pilots arranged by Agent upon receipt of vessel's radioed ETA via Rio Grande Radio (PPJ). Since 40-mile channel between Rio Grande and Lagôa dos Patos is unlit, vessels should proceed from Rio Grande only by daylight, allowing 3 hours to negotiate channel. No restrictions on night navigation in Lagoa.
RESTRICTIONS: Vessels approaching Porto Alegre from the Lagôa should do so only by daylight since 30 mile access channel leading from the Lagôa to Porto Alegre poorly lit. If necessary, vessels should anchor off Itapoan Lighthouse at head of the Lagôa, to await daylight before proceeding. On arrival at Porto Alegre, free pratique must again be obtained, and crew lists, store lists, etc., again presented to authorities, who usually visit vessel in berth alongside.
MAX. SIZE: Not recommended that vessel of more than 215 metres LOA attempt to reach Porto Alegre. Max. safe draft from mid-April to mid-October is 17 ft. and from mid-October to mid-April, 16 ft. 6 in.
ANCHORAGES: Inner harbour. Not normally used unless port congested.
HEALTH: Vessels receive clearance on passing Rio Grande. No yellow flag required.
RADIO: All messages should be routed via Rio Grande Radio (PPJ).
TUGS: Only small low-powered tugs available. These normally used for unberthing only. Ships' lines normally used.
BRIDGES: Vessels proceeding up-river from Porto Alegre to oil berth must pass under bridge with lifting-span. Span is lifted when approaching vessel sounds prolonged blast on siren.
MEDICAL: Full facilities available. Crew members should hold valid International smallpox inoculation certificates.
TANKERS: Proceed to oil and LPG berths on Gravataí River for discharge. These berths accessible only to small tankers of up to 1,600 dwt. Refer to "Tramandai".
DENSITY: Fresh water at all times, unaffected by tides.
FUEL: Very expensive. Only diesel and bunker oil available; no heavy diesel mixtures. About five days' advance notice required.
GANGWAY/DECK WATCHMEN: Not obligatory, but employment of gangway watchmen recommended.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CUSTOMS ALLOWANCE: Each crew member allowed to keep out of bond one carton of cigarettes and one bottle of wine or spirits.
FRESH WATER: Available from hydrants at all berths. Delivery rate 10 tons per hour.
IDENTIFICATION CARDS: Necessary.
CONSULS:

British	Spanish	Italian
German	Belgium	Norwegian
French	Danish	Swedish

REPAIRS: All light deck and engine-room repairs possible. No dry-docking facilities available except for small vessels of up to 300 ft. o.a.l.
AGENT: Cranston Woodhead S/A, PO Box 500, Largo Visconde do Cairu No. 12, 10th Floor, Porto Alegre. Tel. 24 4766 and 24 4010. Cables: "Cranwood" and "Realloyd".

RECIFE (Pernambuco): 8.04 S. 34.52 W.

DOCUMENTS:
International Maritime Health Declaration, signed by the Master.
6 Crew Lists.
Deratisation Certificate.
4 Store Lists.
2 Lists of Crew Personal Effects.
6 Passenger Lists.
6 Manifests of cargo to be discharged. 2 copies of Bills of Lading (owners or their Agents send advance copies of these documents by Airmail).
Quantity of fuel oil and lubricating oil on board and information as to the daily consumption at sea and in port. (This information only required when the vessel takes bunkers.)

Certificates, Consular, if possible, that the vessel has loaded no cargo at any port that she may have called at on the voyage.

If a vessel calls in cases of emergency, or for bunkers, etc., the Master must sign a declaration for the Customs stating reason for call.
PILOTAGE: Contact Pilot Headquarters only by radio. Messages should be addressed to "Associação Praticagem – Recife". Pilots maintain a permanent watchman during day in station which overlooks port area and outer roads to observe any vessel approaching and requiring their services, displaying "G" flag. At night only means of contacting shore is by radio. Pilot boats or launches are painted red, with letter "P" in black.
ANCHORAGES: Most favourable position for ships to await pilot boat is 1·5 miles in direction 303° from "Picao", also just outside the 6 fathom line. In fine weather ships can sail to a position 8 cables from "Picao" in same direction just South of buoy. Anchorage in fine weather between above-mentioned places; in bad weather more

than 1·5 miles in direction 303° from "Picao" and North and South of line, in water of 7 and 8 fathoms depth.
RESTRICTIONS: Vessels only enter port at night in cases of necessity.
MAX. SIZE: Vessels 600 ft. in length can enter, max. draft 30 ft.
HEALTH: The Brazilian Health Authorities only visit vessel at the first Brazilian port of call. Master must report if all crew is well and in case of sickness on board on arrival Port Doctor when visiting vessel must be informed. After visit Port Doctor gives Master a certificate that vessel has been cleared. Captain must retain certificate on board to show to Health Authorities at other Brazilian ports of call if requested. Heavy fine imposed if document not presented.
RADIO: Usually vessels calling at Recife communicate with Agents through Rio-Radio-PPR, Fortaleza Radio-PPC or Amarakina–Radio–PPA–Salvador, which messages are relayed via The Western Telegraph Co. Ltd. who have stations in above-mentioned cities. Recife Radio Station PPO-Olinda Radio, located at local Post Office building at centre of City of Recife Avenida Guararapes and has very poor range. Customary for Olinda Radio to relay messages to distant vessels from Recife (port) via other vessels in near range. By no means a sure and reliable method.
TUGS: Pilot brings vessels to inner harbour where tugs available to help to go alongside; not practice for tugs to meet vessels on outer roads. Three tugs available.
BERTHING: Vessels arriving at Recife roads with 26 ft. can enter port on low tide and can go alongside from berth No. 1 to No. 7, over 26 ft. it is better to wait for high tides to enter, 30 ft. being the max. draft for entering Recife.
SPECIAL CARGO FACILITIES: *Cereals:* Silos with unloader. Silo capacity 10,000 tons, capacity of unloader 100 tons per hour.
Wheat: Silos with unloader: Two silos capacity 28,000 tons, capacity of unloader 100 tons per hour.
Sugar: Sugar Terminal: warehouse capacity 200,000 tons, capacity of unloader 1,000 tons per hour.
Molasses: Tanks: capacity to store 14,000 tons, capacity of unloader 120 cub. metres per hour.
STEVEDORES: Advise Agents of ETA at least 48 hours prior to arrival to make necessary berthing arrangements and hire dock labourers and stevedores in time.
MEDICAL: In *urgent cases* communicate with Agents immediately by means of Radio at least 48 hours prior to vessel's arrival if possible. It is necessary for vessel to enter port to enable sick person to land because on outer roads there is too much swell. Not necessary to Dock. Port Doctor must be advised by Agents and will board to see sick person and grant permission to land in Recife temporarily. Hospitals available also First Aid Stations equipped with ambulances. Crews should always have yellow fever and small-pox innoculation certificates.
TANKERS: Oil companies who keep petroleum products here are: Esso Brasileira de Petroleo, The Texas Co., Shell, Atlantic Refining Co. To discharge petroleum products tankers utilise berth No. 1 – considered by the Port Authorities as inflammable berth. Tankers can berth also at Nos. 2 and 3 where pipe-lines exist. For discharging fuel oil in bulk berths No. 5 and 6 can be utilised. Maximum safe draft for a tanker to enter Recife is 30 ft. and entry must take place on high tide.
DENSITY: Low water density in summer time 1·028. High water density in summer time 1·027.
FRESH WATER: Supplied by Port Administration by means of pipe-lines in the docks. Vessels can be supplied alongside any quay; water fit for human consumption.
FUEL: Available but expensive.
DEVELOPMENTS: Plans to build berth for exclusive use of tankers.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally by stevedores but crew helps when stevedores not familiar with hatches of modern vessels.
CUSTOMS ALLOWANCES: One carton cigarettes and one bottle spirits allowed each man at Customs discretion.
IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.
CONSULS: The following countries are represented in Recife/Pernambuco:

Argentina	Ecuador	Jordan
Belgium	Finland	Lebanon
Britain	France	Mexico
Colombia	Germany	Netherlands
Czechoslovakia	Greece	Norway
Denmark	Italy	Portugal
El Salvador	Japan	United States

REPAIRS: Available at naval repair yard (Departmento Industrial da Base).
REPATRIATION: Facilities by air available.
AIRPORT: Situated 9 miles from docks.
TIME: GMT minus 3 hours.
HOLIDAYS: *National Holidays:* Fraternidade Universal (January 1st); Tiradentes (April 21st); Labour Day (May 1st); Brazil's Independence Day (September 8th); Commemoration of the Republic (November 15th); Christmas Day (December 25th).
State Holidays: Nossa Senhora da Conceicao (December 8th); Nossa Senhora do Carmo (July 16th); Carnaval 3rd Day; Good Friday, Memorial Day (November 2nd).
POLICE/AMBULANCE/FIRE: Harbour Police 240124; Ambulance (Pronto-Socorro) 22411; Fire Brigade 240077.
TELEPHONES: Can be connected on board if requested.
AUTHORITY: Administracao do Porto de Recife/Pernambuco.
AGENT: Thom and Cia Ltd. Barbados Lima 159, Recife. Cables "Thom Recife".

RIO DE JANEIRO: 22.55 S. 43.12 W.

DOCUMENTS: From each loading port vessel must have a full Manifest signed by the Agent (each page countersigned), plus one copy of each Bill of Lading all contained in a sealed envelope addressed to Customs. Any amendments to the Manifest must be made before vessel arrives at destination and Agent's signature is to be legalised by local Chamber of Commerce or other authoriity. If vessel has called at any port and not loaded cargo, a negative cargo declaration is to be presented on arrival. Other documents required:
For port Medical Officer:
1 Marine Declaration of Health.
1 List of Vaccinations.
1 Crew List.
2 Cargo Manifests (in special envelope).
1 copy Bill of Lading.
2 Stores Lists.
2 Bonded Stores Lists.
2 Crew's Curios Lists.
2 Crew Lists.
For Immigration Marine – Police:
2 Crew Lists.
For Agents:
1 Copy of Notice of Readiness.
1 Master's Declaration (special Form).
2 Crew Lists.
1 Safety Radio Certificate (sight only).
1 Safety Equipment Certificate (sight only).
CLEARANCE: All clearance is taken care of at the quarantine anchorage (pratique, custom's immigration). Accommodation ladder must be rigged for this purpose.
After clearance by the customs a dark blue flag with a white five-pointed star in the middle must be shown day and night during vessels stay in port. Deratisation service is available. Inspection of the vessel will be made by inspectors to whom the valid deratisation or derat-exemption certificate must be shown.
PILOTAGE: Entrance to Guanabara Bay is one mile wide between Ponta de Santa Cruz and Ponto de Sao Joao. This is divided into two parts by Ilha Lage 0·6 mile W.N.W. of Ponta de Santa Cruz. Main channel for entering port is on the East side of Ilha Lage, depth 30 to 50 metres. The channel between Ponto de Sao Joao and Ilha Lage, depth 5·7 metres should be avoided.
Pilots are ordered by vessel's Agent, who should be kept informed of vessel's ETA. Unless pilotage from sea required, Pilot will board with Port Authorities at quarantine anchorage in approx. position 22° 53′ S. 43° 09′ W.
Pilotage is compulsory within the port limits, which extend from the quarantine anchorage to the West, North and East. The approach from sea to the quarantine anchorage may be done without a Pilot, but for deep draft vessels it is recommended to take a Pilot because of the narrow deep draft fairway. If requested, the Pilot will board the vessel 2 miles South of Cotunduba Island. Pilot boats are painted red with a black P.
ANCHORAGE: After clearance by the Authorities, Pilot will direct vessel to berth or to a safe inner anchorage.
RESTRICTIONS: Port is accessible to all vessels at all times and states of the tide. Attention must be paid to messages sent by Rio Radio about forbidden areas due to Marine exercises with live ammunition along the coast near entrance to the port.
MAX. SIZE: No limits for entering port. Draft limited by berth depth. See below.
HEALTH: Port doctor visits all ships on arrival, and requires Maritime Declaration of Health, Deratization Certificate, two Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly quarantine flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
RADIO: Rio Radio, call sign PPR. Working frequencies 17,194; 13,105; and 8.364 kHz. VHF marine radiotelephone is available. Channel 16 for general call, Channels 11 and 12 for Pilot and harbour purposes.
TUGS: There is adequate tow-boat service at Rio de Janeiro varying from 220 h.p. to 1,200 h.p., tariff being divided into sections – 200 h.p. to 600 h.p. and 601 h.p. to 1,200 h.p. The number of tugs to be employed in a service depends on the tonnage of the vessel and/or nature of the berth and respective approaches, as determined by the naval authorities. Ship's lines usually employed.
BERTHING: Length of quays 5,925 metres. Berth usually accessible day and night. Rat-guards obligatory.
Pier Maua: 30 ft. depth alongside.
Warehouses 1–11: 33 ft. depth alongside;
Warehouses 12–24: 23 ft. depth alongside.
Iron & Coal Berths: 37 ft. depth alongside.
For vessels loading iron ore, it is important that hatch combings are not higher than 31 ft. above the water-line in order to pass under the loading belt.

	Length in metres	*Depth of water in metres*
Oscar Weinshenk Pier , Pier Maua	883	11
Gamboa Quays	3,267	10 to 9·5
Sao Cristovao Quays	1,428	9·5 to 8

Caju Quays	1,250	6
Ore and Coal Quays	482	12

TANKER TERMINALS: *Manguinhos Terminal* – Operators: Refineria de Petroleo de Manguinhos. At Manguinhos terminal a draft of 36 ft. is permissible. Conventional buoy berth in which two ship's anchors and four buoys are used, one on starboard forward of the bow and three buoys aft. Two ship's lines run to each buoy. The terminal is situated in the inner harbour of Rio de Janeiro and close to the quays. Three 8-in. hoses from an underwater pipe-line are connected to the ship's manifold. Maximum back pressure is 100 ppsi., at the ship's rail. Discharge rate is about 1,000 tons per hour. Care is to be taken that the vessel shall not exceed a draft of 40 ft. during discharge. Bunkering is permitted when discharging cargo.

Isla d'Agua (Tegua) Terminal – Operators: Petrobras. At Isla d'Agua terminal a draft of 50 ft. is permissible. Sea pier, which can be used on both sides. Ship to be moored with at least three headlines, three breastlines and two backsprings forward, three sternlines, three breastlines and two backsprings lines aft. Two 12-in. connections of the Chicksan type are available and connected to the ship's manifold for discharging of crude oil. Maximum back pressure is 125 ppsi. at the ship's rail, or 100 ppsi. at the shore meter. Discharge rate is about 2,500 tons per hour. Bunkering from a barge alongside the ship is not permitted during discharge of cargo, but can be permitted from the other side of the pier.

Other Terminals: Riberia Terminal – depth alongside 30 ft.
Shell Terminal – ,, ,, 31 ,,
Texaco Terminal – ,, ,, 29 ,,
Ilha Redonda – ,, ,, 29 ,,

STEVEDORES: Cable Agent ETA 36 hours before arrival in order to arrange gangs required. When arriving during week-ends or on Monday, Agent needs ETA on Friday afternoon. Loading/discharge rates:

General cargo cases 7 to 8 tons per gang/hour.
Bags 15 tons per gang/hour.
Grain in bulk 1000 tons per eight hours.
Coal in bulk 7000 tons per day.
Loading iron ore 25000 tons per day.

MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.

DENSITY: Salt water at entrance to bay. Further inland water often brackish, and density varies with tide.

FRESH WATER: Always available, delivered by barge, loading rate 50 tons per hour.

FUEL: Available subject to 5 days notice. Advisable not to bunker in Brazil as fuel is very expensive.

DEVELOPMENTS: Plans under study to build new iron-ore loading installation to take vessels up to 100,000 dwt.

WATCHMEN: Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore, and oil cargoes.

CUSTOMS ALLOWANCES: Each crew member allowed 2 cartons of cigarettes and one bottle wine or spirits.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

CONSULS: Pratically all countries have consuls in Rio.

REPAIRS: All types deck and engine repairs can be effected. Five dry docks. Largest dry dock, length 259 metres, breadth 34 metres, max. draft 14 metres.

POLICE/FIRE/AMBULANCE: Police 234–2020; Maritime Police 243–0181; Ambulance 222–2121; Fire 232–1234.

HOLIDAYS: *Legal Holidays:* New Year's Day (January 1st); St. Sebastian (January 20th); Tiradentes (April 21st); Labour Day (May 1st); Independence Day (September 7th); Proclamation of the Republic (November 15th); Christmas Day (December 25th).

Religious Holiday: All Soul's Day (business and banks closed) (November 2nd).

Moveable Holidays: Good Friday (business and banks closed); Corpus Christi (business and banks closed); Carnaval (Saturday through to noon on Ash Wednesday) – non-official irregular working hours – banks closed.

Federal and State Government Departments, as well as banks, do not work on Saturday.

SHORE LEAVE: Shore leave is permitted and will be effected by launch from tanker terminals.

AUTHORITY: Centro Nacional de Navegacao Transatlantica.

RIO GRANDE: 32.03 S. 52.05 W.

DOCUMENTS: *Health Authority*
Maritime Health Declaration.
Deratisation Certificate.
Officers/Crews Seamen's Books/Vaccination Certificates.
Passengers' Passports/Vaccination Certificates.
Crew List (showing dates of Vaccination Certificates).
Passenger/Negative Passenger/Transit Passenger Lists.

Customs
List of Ports of Call.
3 Stores Lists (including deck/engine).*
3 Personal Effects List.*
Customs Pass/negative cargo declarations from previous ports of call (if Brazilian).
1 Crew List.
1 Bunker Report form.
1 Cargo Manifest (also negative declarations from foreign ports of call).
1 Passenger/Negative Passenger/Transit Passenger Lists.
Declaration of any supplementary/unmanifested cargo on board.

* *Note:* One copy of Stores/Personal Effects List is visaed by the Customs Official and must be retained on board for presentation to the Customs at the next Brazilian port of call.

Police
3 Crew Lists.
2 Passenger/Negative Passenger/Transit Passenger Lists.
Police pass from previous port of call (if Brazilian).
"Relaçoes-gerais" from foreign ports of call.

Agents
Copies of Manifests/Bills of Lading from loading ports for cargo to be discharged at Rio Grande.
Copy of Passenger/Negative Passenger/Transit Passenger Lists.
2 Copies of Crew List.

PILOTAGE: Bar pilotage compulsory. Vessels must await pilot at whistle light buoy No. 10, identifiable by black and white vertical stripes and lies approximately one mile to E.S.E. of end of Easterly breakwater. Pilot launch or pilotage association have no means of communication with the ship; in daytime, the launch can be identified as it is painted red. Requests for a Pilot to be made by Agent at least 12 hours in advance for vessels entering and two hours for vessels sailing. Bar Pilots either bring vessels with cargo to discharge/load direct to berth, or up to inner anchorage (when no berth is available or in case of vessels en route to Porto Alegre).

ANCHORAGES: Official anchorage situated at a point between inner light buoys Nos. 4 and 5, just before entrance proper to inner approach channel. In case of necessity, vessels may discharge/load to/from lighters at anchorage where depth is over 35 ft.

RESTRICTIONS: Depending on weather conditions and subject to prior arrangements with Bar Pilotage, vessels drawing less than 24 ft. may enter or leave any hour of day or night. Vessels drawing over 24 ft. usually have to wait for daylight to enter/sail but if weather conditions are exceptionally favourable and paramount reasons are involved it is possible for vessels drawing up to 26 ft. to enter/sail at night.

MAX. SIZE:
Bar: Max. official safe draft on Bar in fair weather is 32 ft. salt water.
Port and Anchorage: Official draft for inner approach channel and for berthing/loading alongside is 29 ft. fresh water. Density of water in port may vary considerably in a matter of hours, from completely fresh to brackish, and even practically fully salt, depending on wind direction; but as a rule the density is in the region of 1005. For this reason, it is safer to consider official safe draft within port as 29 ft. freshwater basis. Vessels wishing to complete loading down to max. 32 ft. salt water Bar draft may do so at anchorage, ex lighters.

HEALTH: (*a*) Vessels arriving from a foreign port of call must receive visit of Port Health Authority. Each passenger (whether to land or in transit) and crew member must be in possession of a valid international vaccination certificate against smallpox.

(*b*) Maritime Health Declaration has to be made out and handed to Doctor at time of visit. When all papers have been examined and found in order, the Doctor will authorise lowering of the yellow flag and hand over free pratique.

(*c*) Vaccination against smallpox can be made on board and respective international certificate issued.

(*d*) In case of death, suspected disease, serious accident, etc., on board before vessel arrives in port, Master should radio Agent giving full particulars so that necessary steps may be taken with Health/Police authorities.

RADIO: Radio Junção, call sign PPJ, situated on outskirts of Rio Grande, is a receiving/transmitting station, operating on a wavelength of 600 metres (500 kc/s). There is telephone communication between radio station and shipping offices so that, normally, messages are relayed without any appreciable delay. Radio messages may also be despatched through Florianopolis Radio, via Western Telegraph, and these are also received quickly, under normal conditions.

TUGS: Not compulsory but weather conditions at Rio Grande usually make employment imperative. Customary to use one tug to assist vessels to berth and two on sailing (see also "Berthing"). Tugs usually join vessel as soon as she has come through approach channel, in the port proper, but in the case of deeply-laden vessels, normally attend before vessels enter inner approach channel. Ship's lines always used.

BERTHING: No mooring buoys. Vessels berth alongside quay to load/discharge. If weather conditions permit, recommended that vessels should berth starboard side to wharf in order to facilitate sailing, especially if there is a possibility of night departure. Turning vessel round before coming alongside, however, may not always be advisable or safe because of wind and current conditions at time. Vessels loading down to maximum safe draft must be starboard side to quay on sailing. If weather does not allow ship to turn on arrival, she must do so as soon as conditions permit, before being too deeply laden.

Oil Carriers: Tankers measuring over 200 metres long have entered and berthed at Rio Grande, coming alongside port side to berth. On sailing, they go out stern first, turning after negotiating approach channel and reaching anchorage. Favourable conditions of wind and current necessary for this manoeuvre.

Installations for discharge of petroleum products: All fuel oil discharged at tanker berth within port proper – i.e. subject to a maximum draft of 29 ft. White petroleum products may also be discharged at

this berth. A deep-water tanker pier has been constructed close to the anchorage but it is in limited operation for white products only, because pipe-lines to main storage tanks and refinery have not yet been installed. This pier, which is capable of accommodating two vessels of 160–180 metres overall length, has a depth of over 35 ft.; it also has installations for supplying fresh water which may, in case of necessity, be used by cargo vessels. No facilities for the discharge of residues.

STEVEDORES: Working hours, straight time, 0730/1130 – 1300/1700 (week-days). During week-days, labour for morning shift which commences at 0730 hours, may be ordered up to 0715 hours; at 1245 hours extra gangs may, if necessary, be engaged for afternoon shift commencing at 1300 hours. For night work longshoremen (i.e. dock labourers as distinct from stevedores) must be ordered before 1600 hours; stevedores, tally-clerks, etc., for night work may be engaged up to 1845 hours for shift that starts at 1900 hours. Sunday/holiday work must be ordered previous day, up to 1600 hours.

MEDICAL: Two hospitals available which have adequate facilities to deal with majority of cases. Only vaccination required at present is against smallpox.

FRESH WATER: Water can be supplied ex-quay hydrants at rate of about 10–15 tons per hour, at any point of wharf. No barges available for supplying fresh water which has to be taken alongside.

FUEL: Bunkers can be supplied direct from alongside, either by pipe-line or from trucks. Oil companies have to receive prior authority from their principals and local taxes and charges have to be paid before bunkers are supplied. Rate of loading ex-pipe-line is about 150–200 tons per hour and from trucks 10–15. No barges available to supply bunkers. Cost of fuel/diesel oil very high – about three times that of normal supply ports.

DEVELOPMENTS: Reported that there are plans to dredge port and channels (approach and bar) to permit following safe drafts: Bar – 33 ft. Port/inner approach channel – 31 ft.

GANGWAY/DECK WATCHMEN: Advisable to employ gangway watchmen, day and night. Deck/hold watchmen may also be engaged whenever necessary the rates being about 50% higher than for gangway watchmen.

OPENING/CLOSING HATCHES: Opening and closing of conventional hatches normally done by stevedores, without any extra cost; advisable, however, for steel hatches to be handled by crew.

CUSTOMS ALLOWANCES: Each crew member allowed one carton cigarettes (or the equivalent in pipe tobacco) and one bottle of spirits, per week. Ships that remain in port for over a week may request Customs, through their Agent, to open bond for another weekly issue.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

CONSULS/VICE-CONSULS:

Britain	Tel. 400 or 279	Portugal	Tel. 996–A
Denmark	,, 857 or 420	Spain	,, 685
Italy	,, 57	Uruguay	,, 964
Netherlands	,, 400 or 279	Panama (Pelotas)	,, 3183
Norway	,, 611		

REPAIRS: Two small repair shops equipped to carry out minor repairs. No dry docks.

REPATRIATION: Seamen rejoining their ships or being repatriated have to proceed to Porto Alegre, by bus, where arrangements can be made for embarkation by air.

TIME: GMT minus 3 hours, except during the period 1st December to the last day of February (Brazilian Summer time) when the difference is two hours.

HOLIDAYS: National: 1st January;* 21st April; 1st May;* 7th September;* 15th November; 25th December.* Municipal: 2nd February; Good Friday;* Corpus Christi; 29th June.

Note: Days marked (*) no labour available.

POLICE/AMBULANCE/FIRE: Police 134 339; Hospitals 309 344; Ambulance 764–344–527; Fire 777.

TELEPHONES: There are no facilities for placing telephones on board.

GENERAL: *Flags to be flown.*

(*a*) Brazilian flag at the top of the foremast.

(*b*) Yellow flag (to be hoisted until the doctor's clearance is given). Vessels arriving from a Brazilian port, with no disembarking passengers, must *not* hoist yellow flag unless there is sickness on board requiring presence of the Health Authorities.

(*c*) Pilot flag.

(*d*) Customs flag (to be hoisted after the vessel is cleared by the Customs and flown during the vessel's stay in port).

AGENT: Cranston Woodhead S.A., Comércio e Representações. Rua Marechal Floriano No. 122, PO Box No. 92, Telegraphic address "Cranwood" and "Realloyd". Office tel. 420 or 857. House tel. 712. Shipping Agents, Stevedores, Reforwarding Agents.

SALVADOR (Bahia): 12.58 S. 38.31 W.

DOCUMENTS: *Port Health*

1 copy Crew List.
1 copy Passenger Landing List.
1 copy Transit Passenger List.

On occasions, the Doctor may ask to see vaccination certificates of the crew and Deratisation Certificate.

Customs

1 Crew List.
2 Landing Passenger Lists.
Provision List stamped by customs at previous Brazilian port of call.
Personal Effects List stamped by customs at each Brazilian port of call.
Customs House "Oficio" from each Brazilian port of call previous to calling at Salvador.
Custom House pass issued at previous Brazilian port of call before Salvador.
1 Manifest of Cargo to be landed.
Declaration, in duplicate, of passenger baggage to be landed.
2 Provisions Lists.
2 Personal Effects Lists.

Maritime Police

2 Crew Lists.
2 Landing Passenger Lists.
2 Transit Passenger Lists.
Maritime Police pass issued at last Brazilian port of call previous to Salvador.

Federal Police

2 Crew Lists.
2 Landing Passenger Lists.
2 Transit Passenger Lists.
2 Manifests of all cargo to be landed including any arms, ammunitions, explosives, etc.

PILOTAGE: Application for Pilot cabled by Master to Agent who makes all arrangements with Pilots' Association. Advance notice of ETA should be cabled by Master 48 and 24 hours before arrival. Pilot boat painted red. The location where Pilot has to be taken is indicated on all charts.

ANCHORAGES: Inner anchorage can accommodate vessels with a draft of up to 33 ft., but there is sufficient depth of water in the outer anchorage to accommodate vessels with any draft.

MAX. SIZE: Maximum draft 30 ft., maximum length about 250 metres. The 10 metres quay situated next to the docks, where vessels discharge aviation gas, kerosene, etc., maximum draft of 33 ft., maximum length of about 250 metres. For vessels which load crude oil at the Madre de Deus terminal, or discharge lubricants, maximum draft 40 ft. Terminal situated about 18 miles up the bay from the port.

HEALTH: The Doctor only boards the vessel when Salvador is first Brazilian port of call or when there are passengers from abroad to disembark, in which case Master should advise Agent who will then take the necessary steps required by Port Health. A yellow flag should be flown if Port Health Doctor is required on board.

RADIO: Master should always endeavour to contact Agent through Radio Amaralina coastal station, call sign PPA, and Agent will contact Master the same way. Since this station has a limited range, the Agent at Salvador may be contacted via Rio Radio when northbound, or Olinda Radio/Fortaleza Radio when South-bound.

TUGS: Tugs are rarely used for berthing, but occasionally used for unberthing. When used, the line is supplied by vessel. Vessels unberthing at Salvador usually avail themselves of a line to a buoy. For tankers berthing at 10 metres quay, a tug is usually supplied to help vessel moor and unmoor. When coming alongside tug joins vessel inside port.

BERTHING: No restrictions, but if draft over 28 ft. some Pilots prefer to manoeuvre in daylight. Tankers at 10 metres quay may unberth at any time, but Pilots usually refuse to berth during hours of darkness because of the bad lighting on this length of quays.

STEVEDORES: When vessels are due to arrive on Sundays or holidays, and work is to be undertaken during these days, Master must cable Agent giving details of distribution of cargo, as gangs must be taken out on previous working day. Average loading rate at Bahia about 20 tons per gang/hour for usual commodities loaded such as sisal, tobacco, cocoa butter, cocoa beans, etc.

MEDICAL: When vessels arrive over week-ends or during holidays advisable that Master cable Agent giving advance notice of medical attention required if case is serious. For routine medical attention no previous advice required as ample medical and hospital facilities available.

TANKERS: For tankers discharging aviation gas, kerosene, etc., at the 10 metres quay, a pipe-line of 4 in. is used. Only one tanker at a time may berth at this quay. For loading crude oil and discharging lubricants at Madre de Deus terminal, a pipe-line of 12 in. used. Four berths available at this terminal with drafts of 40, 36, 30 and 25 ft.

DENSITY: Salt water.

FRESH WATER: Fresh water available and is pumped on board with hoses at the rate of about 20 tons per hour. At 10 metres quay, fresh water is pumped on board at the rate of 5–10 tons per hour.

FUEL: Marine gas oil and fuel oil available.

DEVELOPMENTS: The normal dock quay has been joined to the 10 metres quay closing off a small basin. Dredging is presently being undertaken and vessels will be able to come alongside the new length of quays in the future with a draft of up to 30 ft. When the closed off basin has been completely filled in, new warehouses are to be built for the handling of dry cargo. The breakwater running parallel with the quays is being extended in its Northern end by about 280 metres. Work however, on both these projects is comparatively slow, and it is impossible to foresee when either will be completed.

GANGWAY/DECK WATCHMEN: A gangway watchman is recommended.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: Customs authorities only permit each crew member one carton of cigarettes out of bond. However, if a vessel is staying in port for a long period Master may request Customs to break seal and make a new issue of tobacco, as many

times as reasonably required. Each crew member allowed one bottle of spirits which must be opened.

CONSULS:

Argentine	Germany	Portugal
Belgium	Italy	Spain
Bolivia	Mexico	Sweden
Denmark	Netherlands	Switzerland
France	Nicaragua	U.S.A.
Great Britain	Norway	Uruguay

REPAIRS: Only small deck and engine repairs possible.

REPATRIATION: All crew changes and repatriations made via Rio de Janeiro as Salvador has no direct air connections with foreign countries.

AIRPORT: Airport is 31 kilometres from centre of town. No direct flights to foreign countries but various daily connections available with Rio, S. Paulo, etc.

TIME: GMT minus 3 hours. From December 1st until March 31st all clocks are advanced 1 hour for summer time.

HOLIDAYS: *1st January; 6th January; 7th February; *24th March; 21st April; *1st May; 25th May; 24th June; 2nd July; 15th August; 7th September; 2nd November; 15th November; 8th December; *25th December.

* Stevedoring labour always available but dock labour is not on the days indicated above.

POLICE/AMBULANCE/FIRE: Police Tel. 08 (Mobilised Police Service); Police Tel. 20194 (Maritime Police not mobilised); Ambulance Tel. 04; Fire Tel. 05.

TELEPHONES: No facilities available for placing telephones on board.

AUTHORITY: Capitao dos Portos.

AGENT: Sociedade Anomina Conde, Rua Visconde do Rosario 4, PO Box 29, Salvador (Bahia). Cables: "Conde and "Realloyd". Tel. Office hours: 22104 and 22105.

SANTANA: 0.03 S. 51.10 W.

DOCUMENTS:

Maritime Health Declaration.
Vaccination Certificates.
5 Crew Lists.
3 Stores Lists (incl. deck/engine).
3 Personal Effects Declaration.
Bunkers Declaration.
Passenger List or negative passenger list.

From each loading port a Manifest plus simple copy of each Bill of Lading addressed to "Inspector of Customs". If vessel called at any port (including Brazilian ports) where no cargo was loaded for Santana, a negative declaration of cargo must be presented.

PILOTAGE: No Pilots available either for the North Channel entrance and/or for docking and casting off operations.

ANCHORAGE: In front of the port, protected anchorage between mainland and Santana Island, where vessels can safely anchor at any location. Bottom is mud.

RESTRICTIONS: Vessels can depart at any stage of tide. Night transit in North Channel is at Master's discretion.

Channel transit restricted to 33 ft. in low water. Due to shifting of mud banks it is recommended that a set of up-to-date Brazilian nautical charts, covering from outer bar to Santana Port, should be used.

Tidal range on outer bar area is about 8 ft., on "Banco do Meio" area is about 16 ft. All data published on Brazilian nautical chart refers to average spring low-water tide.

The Brazilian Hydrographic Office publishes annual tide tables for Barra Norte do Rio Amazonas (Ilha do Brigue) 00° 55.0′ N. and 05° 04.5 W., and Santana Roads (00° 03.4′ S. and 051° 10.8′ W.).

MAX. SIZE: On East side of floating ore pier, general cargo pier has a depth alongside of 30 ft. Along floating ore pier depth ranges from 35 to 90 ft. (at low water). 35 ft. on East end of pier. Tidal range about 9 to 11 ft. Tidal current at middle of river ranges from 2 to 3 knots, while close inshore along ore dock it runs approximately 1–1½ knots. Amazon river water at Santana is fresh in spite of tides.

HEALTH: Health authorities visit vessel arriving from abroad. Authorities require regular ship's gangway to be lowered. Jacob's ladders not accepted. After Master having handed over Declaration of Health, medical authorities issue free pratique. If entering after calling at another Brazilian port, free pratique automatically granted.

RADIO: Vessels scheduled to load ore at Santana must radio Belém (Pará) Agents (preferably via Chatham or Amagansett Radio) at least 48 hours prior to ETA North Channel. Other means of communication not satisfactory and result in delay. ICOMI maintains own radio-telegraph service between Macapá and Belém. Macapá station located at port of Santana, call letters ZZK5, sends on 6765 kc. and receives on 6200/6400.

TUGS: No tugs available.

BERTHING: Recommended that amidship hatches be used for Santana cargo. Vessels berth according to direction of tidal current. Berthing operations assisted by a motor craft to place lines on shore, East of pier. On West side, lines moored to the bitts on floating fender. Linesmen available to assist berthing and shifting. Ore carriers have preference when docking.

STEVEDORES: Stevedores come from Macapá about 25 km. by road from the port. Also checkers and coopers. Conveyor belt for ore loading fixed, consequently vessels must be shifted by own winches to load various hatches. Effective average loading rate 1,000–1,100 long tons per hour. Special caution must be taken not to pump all ship's ballast before loading starts, since the height of boom is 40 ft. above water level. Cargo belt trimmed only. Hire of trimmers is for ship's account and is performed at anchorage.

MEDICAL: Medical attention may be arranged at Macapá through ship's Agent.

TANKERS: Discharge at the Dolphins Pier, about 150 metres West of floating pier. Pipe-lines lead to tanks ashore (distance from pier 1,000 metres). Storage tanks have capacities for 35,000 barrels of diesel oil, 9,500 barrels of gasoline and 60,000 barrels of fuel oil. Discharge of different bulk liquids effected after flushing pipe-line. Vessels liable to fines, by Port Captaincy, for bulk liquids discharged in port areas.

DENSITY: The Amazon river water at Santana Port is fresh water at any stage of tide. The temperature of river water being normally around 82°F. makes it possible that a density below 1,000 may be found. Checking density during load operations is recommended.

FRESH WATER: No drinking water available.

FUEL: No bunkering facilities available.

GANGWAY/DECK WATCHMEN: Watch by crew members sufficient.

OPENING/CLOSING HATCHES: Ore-carriers: service carried out by crew. General cargo vessels: service executed by stevedores.

CUSTOMS ALLOWANCES: Limited quantity for use during ship's stay.

CARGO GEAR: No additional requirements as to gear. A heavy-lift stiff leg derrick mounted on the pier. Boom: 60 ft., Mast: 37 ft. 6 in., Capacity: 65 metric tons. Mobile crane (maximum lift 2·5 tons) available for discharge of general cargo from small vessels.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of identity card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The identity card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

CONSULS: None. Documents which are to be visaed by a Consul must be sent to Belém.

REPAIRS: Only in cases of extreme emergency and then only minor repairs.

REPATRIATION: Effected by ship's Agent. No Immigration authorities at Macapá.

AIRPORT: Macapá airport 25 km. from Santana near city of Macapá. Numerous scheduled domestic flights from Macapá to Belém, a trip of 1 hour and 15 minutes.

TIME: GMT minus 3 hours. Summertime (one hour forward) as from November 1st till February 28th.

HOLIDAYS: New Year's Day (January 1st); Tiradentes (April 21st); Martyr of Independence; Labour Day (May 1st); Independence Day (September 7th); Proclamation of the Republic (15th November); Christmas Day (December 25th).

TELEPHONES: No facilities for placing telephones on board.

GENERAL: Port of Santana: For establishment of tide times at Santana (00° 03′ 26″ S.–51° 10′ 58″ W.), 40–45 minutes must be added to the times shown in the tables for Macapá.

Alongside the ore-loading pier, the tidal current continues to run for 10–15 minutes beyond the time computed from the tables. In mid-stream, the delay in the change of current is 60–90 minutes.

Vessels can dock or depart at any time without regard for tidal conditions. Special caution must be taken not to pump all ship's ballast before loading starts, since the height of the boom is 40 ft. above the water level.

AUTHORITY: Industria e Comercio de Minerios S.A. – Ycomi.

SANTOS: 23.55 S. 46.19 W.

DOCUMENTS:

9 Crew Lists.
2 General Statements.
12 Passenger Lists (Landing/Transit).
3 Baggage Lists (unaccompanied).
2 "Declaração de Bagagem" (accomp.).
3 Store Lists.
3 List of Crew's Articles.
1 Maritime Declaration Health.
Deratisation Certificate.
2 Stowaway List and Declaration (if found on board).
2 Clearance from previous Brazilian Port of Call.
Copy Cargo Manifests/Bills of Lading.
Statement of Cargo Discrepancies.

PILOTAGE: Pilotage compulsory and request for Pilots should be made through Agent at least 3 hours in advance. Pilot station equipped with VHF phone operating on Channels 6 and 16. Pilot launch is about 12 metres long, red in colour and flies a red flag with a black "P" in the centre. Pilot prefers to board on portside. When pilot launch unable to meet vessels in outer roads due to bad weather Pilot Association will contact Masters with instructions to proceed closer to port, with indication of a given point, where Pilots can be safely transferred.

A Harbour Pilot is used for berthing, and Pilots change at the pilot station in the channel.

ANCHORAGE: Outer roads. Centre of anchorage located at (24° 00′ 51″ lat., 46° 20′ 39″ long.) a bearing of 074° one mile from Palmas Island.

Anchoring West of 46° 22′ 15″ and North of 24° 00′ 24″ *is not allowed.* Pilot will normally board at this area; however when requested by pilot station (VHF Channel 6), usually in bad weather, vessels should proceed from their anchorage to 23° 59′ 57″ lat. × 46° 20′ 05″ long. and from that point take true course 057° up to 23° 59′ 33″ lat., 46° 19′ 26″

long. proceeding from there on at 094° until meeting pilot boat (maximum 1 mile).

MAX. SIZE: Regulations in force stipulate that vessels drawing maximum 28 ft. and not exceeding 750 m. in length may enter/leave the port at any state of tide, day and night. Those drawing 28 ft./30 ft. are subject to tide. These are the official drafts for the port, however in practice, depending on tide, vessels up to 32 ft. may also enter/leave the port.

RADIO: Santos Radio, call sign PPS.

HEALTH: Port Health Authorities consisting of one doctor and one assistant will check all vaccination certificates and issue a free pratique pass, which shall remain on board for presentation at subsequent Brazilian ports of call. Masters can obtain free pratique by radio, which does not mean that the doctor will not come on board, but only that other authorities can board the ship before his arrival.

Free pratique by radio: Master should radio to Agent (in Portuguese) as follows: "Para Sa Portos condições sanitárias a bordo satisfatõrias" (Master's name) which means: "Sanitary conditions on board satisfactory". *N.B.* "Sa Portos" is the cable address of Port Health Authorities.

TUGS: Five tugs available, equipped with two radios (VHF Channels 10, 13 and 16). Up to 1,600 h.p.

Tugs' service for mooring/unmooring not compulsory and depends on Masters' decision with Pilots' advice.

BERTHING: *Wharves.* Total length 6,013 metres. Inner Harbour (Saboo New Quay) 800 metres (depth 11 metres). Barnabé Island pier 300 metres (depth 10 metres).

Special cargo handling facilities. Refrigerated cargo: Refrigerated cargo after discharge is deposited in the cold storage (between warehouses 23 and 25). The Receiver is usually responsible for cartage and storage arrangements as well as for the required temperature to be maintained in cold chambers.

Bulk cargo. Grain elevators: There are 3 elevators in Santos from which wheat can be discharged direct into freight cars, owned by: Cia. Docas (with external silos) between Sheds 25 and 26; Moinho Paulista between Sheds 12A and 13; Moinho Santista between Sheds 8 and 9.

Cosipa Terminal, depth 10 m.; Ultrafertil Terminal, depth 10 m.

Fertiliser, sulphur, etc. in bulk can be discharged at any point along the quay where 6-ton cranes equipped with automatic motor-driven grabs or shovels are in operation. Alternatively, cranes with ordinary hand-filled buckets are used. The usual place for handling this type of cargo is by the Saboo bend.

Heavy lifts: Cia. Docas operates 2 floating cranes – one 60 ton and one 150 ton. The 150 ton crane reaches 22 metres in height and can handle lifts within a radius of 10 metres.

Special/valuable cargo: Special or valuable cargo, objects of art, precious metals, etc., are discharged without special formalities and may be kept in Shed 12A, where there is a special safe.

BULK HANDLING FACILITIES: The Ultrafertil Terminal is situated East of the Cosipa Terminal and both make use of the same manoeuvring basin with depth of 10 metres, connected with the port of Santos by a dredged channel 8 km long, 10 metres in depth and 60 metres in width.

Cosipa Terminal consists of a pier 150 metres in length and 22 metres in width, built on concrete tubing, with a depth of 10 metres, allowing for the berthing of vessels of up to 22,000 tons dwt. Future plans foresee the lengthening of the pier to 250 metres and a depth of 13 metres, enabling it to receive vessels of 45,000 tons dwt.

Equipment for the discharge of coal and ore is installed at the pier, capable of handling 600 tons per hour, as well as equipment for the loading of steel plates produced at the plant.

Ultrafertil Terminal is an open dock in the form of an "L" built on concrete tubing, 240 metres in length and 15 metres in width. At its main point, vessel of 23,000 tons dwt. and drawing 10 metres may berth. The secondary point permits the berthing of vessel of up to 3,000 tons dwt. (liquid gas carriers).

The terminal is especially equipped for the discharge of bulk solids at a rate of 500 tons/hour and is likewise equipped with pumps and adequate pipes for the discharge of liquified gas.

Container Terminal at inner part of port. Equipped with three heavy weight shore cranes, capacity 30 tons each. Loading/discharging rate: 20 pallets per hour, using fork lifts.

STEVEDORES: All longshoremen are in employ of Cia. Docas, which holds charter for general operations at Santos Docks. Their services can be requisitioned up to 1500 hrs. for vessels at berth/expected to berth next day. Stevedores ordered but not used shall be paid full day or night. Therefore, if the men should be kept standing by (inactive) at 0700 hrs., their period runs up to 1700 hrs., and at 1900 hrs., their period runs up to 0400 hrs.

FRESH WATER: Adequate supply of fresh water is always available from hydrants along the quay (day and night) or from water-barges (Pilões). Water barges cannot supply more than 2 ships per day, their capacity being only 250 tons, which can be pumped into the ship's tanks at the rate of 80 tons per hour. Cia. Docas should be advised 24 hours in advance, priority being given to passenger vessels.

FUEL: MFO, MDF, and gas oil can be supplied at Vallongo by Shed No. 1 or at the Saboo New Quay Extension, or by barge, if up to 300 tons. Applications for supplies should be made a few days in advance to avoid delay in delivery.

TANKERS: Discharge terminals at Saboõ Quay, and at Ilha Barnabé. Maximum draft 30 ft.

REPAIRS: There are several workshops at Santos; however only capable of handling small jobs. Complicated engine repairs should be avoided as much as possible.

WATCHMEN: Masters of vessels may at their own discretion have crew members posted as watchmen, but are strongly recommended to have shore people for the job, specially when vessel is carrying any kind of pilferable cargo.

GANGWAY GUARDS: The Maritime Police and Customs House, frequently send on board some personnel to keep gangway watch during vessel's stay. On passenger liners the Maritime Police keeps a guard of 5 men plus one foremen while Customs keeps 3 men. On cargo ships, 2 men and 1 man, are assigned respectively. These officials always expect to be granted a cabin, plus regular meals.

OPENING/CLOSING HATCHES: May be performed by ship's crew or by stevedores.

CONSULS: The following countries are represented in Santos:

Italy	Chile	Panama
Denmark	Argentina	Greece
Finland	Belgium	U.S.A.
Paraguay	Uruguay	West Germany
Portugal	El Salvador	Norway
France	Holland	Bolivia
U.K.	Sweden	

DEVELOPMENTS: Dredging operations being carried out in order that vessels up to 45,000 tons with a draft of 12·3 metres can come into the port and go alongside Conceicaozinha. As a second phase, this dredging will be extended to the estuary to attain a depth of about 14 metres. From this locality up to the Cosipa channel, the dredging should reach a depth of 12 metres.

For the prolongation of the Macuco Quay, a depth of about 13 metres is contemplated. A section of another 375 metres with a depth of 11 metres and another of 230 metres with a depth of 13 metres will be made in an extension of 605 metres.

AIRPORT: Situated at Sao Paulo, about 70 km. from Santos. Full international services.

TIME: GMT plus 3 hours.

HOLIDAYS: No work is accepted on the following days: Christmas Day; New Year's Day; Independence Day; Proclamation of the Republic Day; Easter; Good Friday; May 1st.

On Christmas Day, no work available except on passengers' luggage. Working overtime on holidays is possible provided application is made not later than 1500 hours on the preceding day. On Sundays work stops at 1900 hours for freighters, and is allowed to continue for passenger vessels when only handling luggage.

IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of Identity Card, on which is photograph of holder and personal details. These cards are provided by Agent upon arrival. The Identity Card must be delivered on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.

TELEPHONES: Every vessel berthing between Sheds 1 to 30 will have a telephone on board, available only for local calls.

GENERAL: Flags to be shown by incoming/outgoing vessels: (*a*) National flag. (*b*) Brazilian flag. (*c*) Yellow Flag – (Q) (whenever doctor's clearance is required and up to obtainment). (*d*) Customs flag (blue with a white star – to be flown 24 hours a day, after clearance is granted.)

AUTHORITY: Centro de Navegacao Transatlantica de Santos.

AGENT: So. An. Martinelli, Agencia Maritima, Rua do Comercio 31. Telegrams: "Martinelli" and "Realloyd". Tel. 2.2316, 2.2005, 2.5917, 2.7416. Telex 022852 Santos.

SÃO FRANCISCO DO SUL: 26.10 S. 48.34 W.

DOCUMENTS:

4 Crew-Lists.
List of Crew Belongings.
4 Passenger Lists; if passengers aboard.
Passes of Post Office, Harbour Master, Maritime Police, Custom House, of last port of call.
Certification of Light Dues.
Cargo Manifest and B/lading, when vessel with import cargo.

PILOTAGE: Pilots join vessel at the Island Ilha da Paz about 5 km. East of bar, Pilot comes from inside with boat. Cables informing ETA to "Maritima" – São Francisco do Sul.

ANCHORAGES: Channel low tide 30 ft. high tide 35 ft. Port: low tide 20 ft. high tide 23 ft.

RESTRICTIONS: Bar draft: maximum 23 ft. Bottom: bar, channel and port: sand and mud. Speed of current: channel low water 4 knots high water 5 knots.

HEALTH: Vessel must present free pratique issued at first call-port. Port's doctor will visit vessel.

RADIO: Call "Maritima" São Franciso do Sul, via Florianopolis Radio.

TUGS: Two tugboats for shifting ships and barges.

BERTHING: Quay, extension of 500 metres length, depth, 21 ft. 22 ft. 23 ft. up to 25 ft.

STEVEDORES: Sufficient working force available, working hours 0700–1100, 1300–1700 normal period; 1700–1900 days-overtime; 1900–2300, 2400–0400 night-working; 0400–0600 night-overtime.

MEDICAL: Medical attendance available, 2 hospitals, all medical care available.

FRESH WATER: Available from quay, when necessary, vessel can get water from Ilha da Rita.

FUEL: Available, from tank cars brought alongside ship.

DEVELOPMENTS: A refinery ocean terminal is planned by Petrobras for completion by 1975. The ocean terminal will be designed to handle tankers of up to 200,000 tons dwt.

WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: By stevedores.

CUSTOMS ALLOWANCE: 1 package of 200 cigarettes, and one bottle of spirits each man.
CONSULS: None.
REPAIRS: Deck and engine repairs possible, workshop in town.
REPATRIATION: No facilities for changing crews.
AIRPORT: None, nearest in Joinville, with regular traffic, about 40 miles distant.
HOLIDAYS: 1st January; 21st April; 1st May; 7th September; 15th November; 25th December; Holy Friday; Corpus Christi; 8th September; 8th December.
TELEPHONES: Available at dock entrance.

AGENT: Emprêsa Maritima e Comercial Ltda., Rua Babitonga, no. 179, Post box 43, São Francisco do Sul, State of Santa Catarina, Brazil. Cable "Maritima", São Francisco do Sul and "Realloyd". Tel. 161, 273, 139, 162.

SÁO LUIZ, Maranhao: 2.30 S. 44.07 W.

(Including port of Itaqui, situated 6 miles by sea from Sao Luiz).

DOCUMENTS:
Freeboard Certificate.
Safety Radiotelegraphy Certificate.
Safety Radiotelephony Certificate.
Deratisation Certificate.
Ship's Register.
Classification Certificate.
3 Crew Lists.
3 Passenger Lists.
3 Store Lists.
6 Cargo Manifests.
2 Copies of Bills of Lading.
Health Certificate from last port of call.
General Declaration of Cargo.
Consular Documents from ports of call.

PILOTAGE: Approaching coast, the Master must inform Agency via Radio Marinha de São Luíz – PWM or cable directly to pilot service, cable address: "Praticagem S. Luiz". No VHF available. Pilot launch painted red and provided with conventional lights. Launch awaits at Ponta D'Areia. Vessel to notify pilot service of ETA 12 hours before arrival.
ANCHORAGE: One vessel with a draft of 22 ft. and 120 metres long or two vessels with 18 ft. draft and 120 metres long can anchor in Bay of S. Luíz.
RESTRICTIONS: Vessels can enter Sao Luiz by day or night, but only at high water.
Vessels can enter port of Itaqui at any time of day or any state of tide.
HEALTH: Health Authorities visit compulsory, due to disinfection by Yellow Fever Service.
RADIO: Radio Marinha, code PWM, may be used for any message to the Agent.
TUGS: Not required.
MAX. SIZE: For port of Itaqui, max. draft at LW is 31 ft. At HW, depth of 45 to 48 ft. available depending on height of tide.
BERTHING: *Sao Luiz:* See "Anchorage".
Itaqui: New quays in use and under construction, over 400 metres length. Initially vessels will use own gear for loading/discharging pending completion of port facilities.
TANKERS: Discharge at port of Itaqui. One berth for up to 32 ft. draft.
STEVEDORES: On receipt of vessel's ETA Agent provides the necessary gangs. Master to mention in his ETA cable the distribution in cargo hold enabling Agent to arrange for number of gangs required. When loading or discharging bagged cargo an average of 4,000 bags per 8 hours work per gang handled.
MEDICAL: Advance notice by radio preferred, since medical assistance in S. Luíz is limited to one general clinic and three hospitals.
DRINKING WATER: One tank barge, with a capacity of 60 tons in 24 hours available.
FUEL: Not available, except in emergency.
GANGWAY/DECK WATCHMEN: Normally done by the crew.
OPENING/CLOSING HATCHES: Done by stevedores.
CUSTOMS ALLOWANCES: No limit or restrictions.
IDENTITY CARDS: Foreign crew members not permitted to go ashore without presentation of Identity Card, on which is a photograph of holder and personal details. These cards are provided by the Agent upon arrival. The Identity Card must be given on disembarkation to the Federal Police who will return it to the crew member on re-embarkation.
CONSULATES:

France	Tel. 1117	Spain	Tel. 2664
Portugal	,, 1689	Norway	,, 1888
Denmark	,, 1507	Bolivia, no telephone	

REPAIRS: Shop for small repairs available.
REPATRIATION: Problematic because Maritime Police being inadequately equipped.
AIRPORT: 13 kilometres from centre of town, with daily flights to North and South of country.
TIME: 1 March to 31 Nov. GMT minus 3; 1 Dec. to 28 Feb. GMT minus 2.
HOLIDAYS: January 1st; April 21st; May 1st; September 7th; November 15th; December 25th (National holidays). July 28th; September 8th (local holidays); Maundy Thursday; Good Friday (Church holidays). On all holidays, except Good Friday, work permitted.
POLICE/AMBULANCE/FIRE: Police tel. 1150; First Aid Ambulance 1943; Fire Brigade 1753.
TELEPHONES: No facilities for placing telephones on board.

AGENT: Pedreiras, Transportes do Maranhão Ltda., Rua Dr. Tarquinio Lopes 241 A. Cable address: "Pedra". Tel. 1693.

SAO SEBASTIAO: 23.48 S. 45.24 W.

LOCATION: Terminal Maritimo Almirante Barroso (TEBAR) is located on the West edge of the Sao Sebastiao channel. Safe access is made through the South entrance. The approximate geographical position of berths is Lat. 23° 48′ 2″ S., Long. 45° 23′ 3″ W.
DOCUMENTS: Inward clearance is effected on board immediately after docking by Government Port Officials and Agent's representative. It is necessary that the following documents be ready on arrival.
Any document regarding outward clearance of the ship at last port of call.
5 copies Crew List.
2 copies Store List.
2 copies Personal Effects List.
3 copies Passenger List.
3 copies Cargo Manifest.
3 copies Bill of Lading.
PILOTAGE: Pilotage is compulsory for vessels calling at Sao Sebastiao as from the following limits:
South – line joining Ponta da Sela to Ponta Gaeca.
North – line joining Ponta das Canas to Ponta do Arpoar.
Pilots await near these limit lines. They meet the vessel via launch. Pilots may decline to moor the vessel if it is not equipped with satisfactory mooring equipment, liners, gear, etc., or if it is not sufficiently ballasted.
NAVIGATING AIDS: Marking the South entrance of the channel itself there is a white light on Ponta da Sela exhibited from a tower painted in white and red horizontal stripes. A small rocky island is marked by a white light exhibited from a square tower painted white on Lage dos Moleques. There is a red light on Pontinha exhibited from a square white painted tower. There are two red lights, one on the terminal mooring dolphin (N) and the other on the pier itself (S). Groups of storage tanks are visible on a clear day and are located about 0·6 of a mile 282° from the head of the pier.
ANCHORAGES: Temporary anchorage for Port Authorities Clearance; located approx. 1·5 miles N.E. of Lage dos Moleques light.
Anchorage for Tankers Awaiting Berth: about 1 mile S. of Ilha Bela village.
Anchorages for the Lightening of Tankers located about the joining line between Ponta da Sela and Ponta do Viana. Water depths of 25 m. to 35 m. (82 ft. – 115 ft.) with seabed of clayed/sanded mud.
RESTRICTIONS: The terminal normally operates around the clock. Ships are moored and unmoored at any hour except when an unexpected event arises, such as breakdowns, gales, heavy squalls, and so on.
MAX. SIZE: Maximum allowable draft is as follows:
North Pier: East Berth (No. 1): 17·0 m. (56 ft.). West Berth (No. 2): 12·5 m. (41 ft.).
South Pier: East Berth (No. 3): 220 m. (72·2 ft.). West Berth (No. 4): 15·0 m. (49·2 ft.).
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
RADIO: Vessels under time-charter to Petrobras bound for Sao Sebastiao should advise Company of ETA 48 hours before arrival direct to PPA 25 (Petrobras own radio station) as well as to Agent's cable address through PPR (Rio Radio Brazilian Post Office radio station). In turn they will pass message to the terminal. Confirmation or change of ETA should be cabled 24 hours prior to arrival. Vessels equipped with VHF radio telephone should call on Channel 16/DELTA: 156·8 mHz (and then change to another agreed channel) when within range for berthing instructions. All ETA'S should indicate whether it is local time or GMT. English is generally understood by Pilots and terminal representatives. Weather forecasts as well as Notices to Mariners are transmitted by PWZ and PPR radio stations. Radio equipment should not be used at the piers. Communication ship-to-shore will be by telephone.
TUGS: Mooring and unmooring is assisted by two 2,360 b.h.p. tugboats (twin motors – equipped with "KaMeWa" controlled-pitch propellers). While rendering such assistance the tugboats act under orders of Harbour Pilot. These tugs are fitted with fire pumps and monitors (including mechanical foam) to assist in fighting fires.
The following tug signals which have been approved by the local Captain of the Port are listed below for a Shipmaster's guidance:
(*a*) For calling tugs: 4 long blasts followed by 1 or 2 short blasts of ship's whistle will call 1 or 2 tugs respectively.
(*b*) Before towing line is made fast: 2 short blasts; prepare to push on bow or to pick up line from ship's bow. 3 short blasts; prepare to push on stern or to pick up line from ship's stern.
(*c*) After towing line is made fast: 1 long blast; pull to starboard. 2 short blasts; pull to port. 3 short blasts; give up pulling.
(*d*) Manoeuvring alongside ship's hull: 1 short blast; to pull. 2 short blasts; to push.
All orders received by tug will be acknowledged with a distinct short blast.
As both tugboats are provided with VHF, manoeuvring orders may be given by radio.
Usually orders to fore tug are given by a mouth whistle and to aft

tug by the ship's whistle. Two long blasts followed by a short one is used either to call small craft or pilot launches. To call motor-boat (launch), 1 long blast followed by a short one; both tugs are fitted with blinker signal lamps.

BERTHING: North Pier: East Berth No. 1, designed for tankers up to 115,000 dwt. West Berth No. 2, designed for tankers up to 65,000 dwt.

South Pier: East Berth No. 3, designed for tankers up to 300,000 dwt. West Berth No. 4, designed for tankers up to 115,000 dwt.

All berths equipped with "Chicksan" loading arms of 8 in. and 12 in. diameter. Maximum pumping rates up to 48,500 barrels per hour.

BALLAST: No slop facilities are available for dirty ballast. Brazilian laws are very strict in regard to the pollution of harbour and coastal waters. Vessels should not discharge dirty ballast, ashes, refuse, etc., into the water. Heavy fines are imposed for violations. All overboard discharge valves from cargo tanks and bilges are to be secured before any loading or discharging commences. All deck scuppers should be plugged to avoid harbour contamination should an oil spill occur. To offenders, fines will be charged (besides resulting delays) according to ship's tonnage.

MEDICAL: Medical treatment and/or hospitalisation, if required, is provided in the private local hospital. Dentists are available in the area. For emergency cases (serious illness or injury) TEBAR first medical aid may be requested by the Master. Internal telephone number is 20. If patient does not speak Spanish or Portuguese, an interpreter should accompany him.

FRESH WATER: Fresh water can be supplied, if necessary; however, supplies are limited to essential requirements (up to 400 tons). Rates: Minimum 91 tph, Maximum 148 tph.

FUEL: Bunkering facilities are primarily intended to supply FRONAPE tankers only, but in emergency cases other vessels may be replenished with bunkers in very limited quantities.

REPAIRS: Repairs of minor nature can be effected in Sao Sebastiao. When alongside pier, vessels must maintain engines and propulsion machinery in readiness to leave the berth under full power on short notice. No repairs are permitted which would interfere with this requirement. In the event of a ship unable to leave the pier under its own power, when requested to do so by the terminal, the terminal reserves the right to arrange to have the ship towed from the pier. Any expenses incurred or delays resulting from such an operation will be for the account of the ship.

CUSTOMS ALLOWANCES: For each crew member, 2 packets of cigarettes and one bottle of wine or spirits. While the vessel is in port, Brazilian custom's officials are assigned on board to ensure compliance with customs regulations. Meals must be supplied to these officials during regular meal hours. Brazilian laws are strict in regard to smuggling and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, alcoholic drinks, souvenirs, etc., should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port. By no means will any commercial transactions be tolerated, be it either among terminal employees, crew members or anyone else. Cigarettes or other stores in bond are not obtainable in Sao Sebastiao.

CONSULS: No consular representatives are reported to exist in the area.

TIME: Local time is GMT minus 3 hours.

SHORE LEAVE: The access pier is 1,600 metres long. The crew can use it to get ashore, but special passes are required for this purpose. There is, however, a launch service provided by Agent.

AUTHORITY: Petroleo Brasileiro S.A.

AGENT: See "Santos".

TRAMANDAI (Porto Alegre): 30.01 S. 50.06 W.

ALMIRANTE SOARES DUTRA TERMINAL: Terminal Maritimo Almirante Soares Dutra – TEDUT, is located 6 km. from Tramandai, which is 134 km. from Porto Alegre, Capital of the state of Rio Grande do Sul. The Buoys (SBMs) are positioned 1·9 and 2·4 miles from the beach and their geographical co-ordinates are:

SBM–1 (West), Lat. 30° 00′ 40″ S., Long. 50° 05′ 42″ W,
SBM–2 (East), Lat. 30° 01′ 06″ S., Long. 50° 05′ 10″ W.

DOCUMENTS: Inward clearance is effected on board after the ship's arrival. The following documents must be ready on arrival:

Any documents regarding outward clearance of the ship at the last port of call.
8 copies Crew List.
3 copies Store List.
3 copies Personal Effects List.
3 copies Passenger List.
3 copies (one visaed) Cargo Manifest.
2 copies Bill of Lading.

PILOTAGE: Sea Pilot not required. All manoeuvres will be undertaken by the vessel's Master with the help of a TEDUT Mooring Master who will board the vessel in the anchorage area and advise the vessel's Master on all operations such as mooring, connecting hoses, unloading, unmooring, etc.

ANCHORAGE: The advisable anchorage site is 1·5 miles N.E. of SBM–2 (East), geographical position, Lat., 29° 59′ 30″ S., Long., 50° 04′ 30″ W. Depths, 21 metres. Seabed, fine sand and mud. Mooring Masters will board arriving tankers in this area.

APPROACHES: There are three conspicuous water towers named *Tourist, Agrimer* and *Tramandai.* There is also a small radar and meteorological watch steel tower nearby the pier in position Lat. 29° 58′ 34″ S., Long. 59° 07′ 18″ W.

RESTRICTIONS: Due to the peculiar conditions of the terminal, mooring undertaken only at daytime. Sometimes the leaving of launches seawards depends on the height of tide and the strength of the waves. Tankers may have to wait for favourable weather conditions so that mooring may safely be started.

MAX. SIZE: SBM– (West), designed for 105,000 dwt tankers, max. draft 16 m. (52 ft.). SBM–2 (East), designed for 200,000 dwt tankers, max. draft 17 m. (55 ft.). The distance between the vessel's bow and manifold must not be more than 140 metres for mooring to the SBM–1 (West) or 180 metres for mooring to the SBM–2 (East).

RADIO: Vessels bound for Tramandai should advise their ETA 48 hours prior to arrival direct to PPA 25 (Petrobras own radio station) as well as to their Agents (through PPR – Rio Radio – government station). In turn these stations will send messages to the terminal. Confirmation or change of ETA should be cabled 24 hours before arrival. Vessels may also contact TEDUT's radio-telephony station, either in AM or SSB on the following channels and frequencies:

VHF, conventional frequencies, Channels 11, 13, 14 and 16 on 156, 55/165, 65/165, 70/156 mHz respectively.

SSB, frequencies 2·182/2·815/4·383,38/8·770,8 and 2·647,5/4,078, 8/8·120,8 kHz for listening.

When within range, vessels equipped with radio-telephone should call first on Channel 16/DELTA-156·8 mHz and then change to another agreed channel, preferably 14/CHARLIE-156·7 mHz for mooring instruction. All ETA's should indicate whether it is local time or GMT. Weather forecasts as well as Notices to Mariners are transmitted by PWZ and PPR radio stations.

PRATIQUE: Display of quarantine signal – "Q" flag – on approach Tramandai must be maintained until free pratique is granted. The National Brazilian flag should remain hoisted throughout vessel's stay in the terminal. Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, two Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board, it is advisable to cable Agent before arrival.

LAUNCHES: Mooring, unmooring and connection operations are assisted by the terminal's launches. While rendering such assistance the boats act under orders of the Mooring Master. Usually two service boats are at his disposition. Besides operational assistance they undertake transportation of Mooring Masters, personnel, Agents, ship chandlers, port authorities, etc.

ARRIVAL: Arrival time is considered to be the time the vessel reaches the anchorage vicinity or the time the Mooring Master boards the vessel, whichever occurs first. However, notice of readiness will not be considered as the time of arrival unless the vessel is in all respects ready to discharge. In the event berthing is delayed by weather conditions, tankers will be unloaded in turn. If, however, the weather is so bad that the port is closed and vessels awaiting discharge have to go out to sea, TEDUT may discharge another vessel on reopening if it arrives before the return of other waiting vessels. More rarely, the terminal Superintendnt may grant priority to a particular vessel out of turn, in special circumstances only. Exceptionally, and at the discretion of the Superintendent, two tankers will discharge at the same time.

MOORING: The Mooring Master will advise on the method of securing the ship. Tankers are usually moored by two bow nylon hawsers of 13 in. diameter and 45 metres length. Vessel's messenger nylon lines are shackled – one at a time – to the pick-up wires of the chafing chains by the launch crew and hove in (through the vessel's windlass warping bollard) until the lengths of the chafing chains are brought over the vessel's roller chocks/fairleads. Ship's engine may help the lead-in ropes (vessel's messenger) in coming up to the SBM.

The following items must be observed: Anchors must be well at home and secured with stoppers and brakes. Windlass warping bollards must also be ready to lift chain stoppers, wire strops, shackles, senhouse slips, crowbar, hammer, spikes and other gear to be placed on board for mooring purpose (equipment supplied by TEDUT). Two good eye-spliced (9 in. at least) nylon hand-inlines must be ready, at each side, on the focastle head, to be given to the launch, who in turn will shackle them to the hawser's pick-up wires (marked by little spar buoys).

HOSE CONNECTION: The Mooring Master will direct the terminal's working men in lifting, connecting and lowering the hoses. After the vessel is securely moored, the 16 in. floating hoses must be individually lifted to the rail by the ship's gear. Sundry hose securing and connecting equipment (strops, gaskets, nuts, bolts, wrenches, etc.) will be supplied by the terminal and put aboard the ship just after arrival. Hoses will be lifted by ship's derrick, preferably on the port side. Minimum lift of 5 tons capacity required. When wind force reaches about 8 beaufort scale and waves are 2·5 metres high, emergency disconnecting operation will take place, even at night time.

LOADING: Pumping must not be started without permission of the Mooring Master. The maximum allowable pressure is 10 kg/sq. cm. (150 p.s.i.). While the vessel is moored, the vertical angle formed by the nylon hawsers and the sea level should not exceed 30 degrees, for safety of the SBM's turntable. When necessary, due either to excessive pitching or by being too much trimmed by the stern, pumping of ballast must be concentrated in the fore-tanks, even if interruption of unloading becomes mandatory. So the Mooring Master may require cargo to be discharged, in certain stages, either from aft or for'd compartments.

As a rule, when unloading is over, the ship should have ballast on board at least 40 per cent of her total dwt tonnage. Besides the Mooring Master himself, some terminal workmen stay aboard ship. Therefore, room and meals for one officer and six crewmen should be supplied. Upon completion of discharge the Mooring Master will require the ship to pump sea water through the submarine pipe-lines to displace the remaining oil.

BALLAST: No slop facilities are available for dirty ballast. Brazilian laws are very strict with regard to the pollution of coastal waters. Vessels are not allowed to discharge dirty ballast into the water. Heavy fines are imposed for violations.

Tramandai is the largest Rio Grande do Sul seaside resort and any pollution of the sea in this area will cause damage to the beaches. Hence, no dirty ballast or any oily residues must be pumped overboard within a range of over 50 miles, if no safer alternative exists.

MEDICAL: Medical treatment and/or hospitalisation, if required, are provided at Tramandai or Osorio private hospitals. Serious illness will usually be treated in Porto Alegre. Dentists are also available in Tramandai. For emergency cases (injury, etc.) TEDUT first medical aid may be requested by the Master. As usual, Agent will make such arrangements.

FUEL: Not available.

FRESH WATER: Not available.

CONSTANT READINESS: Since moorings are in open roadstead, vessel's engines and gear must be ready with full power for immediate use through the period the vessel is moored and the ship must be able to clear the mooring immediately on the advice of the Mooring Master or Superintendent of the Terminal.

Whenever necessary, vessels may use their own power to prevent riding upon the SBM.

CUSTOMS REQUIREMENTS: Brazilian laws are strict with regard to smuggling and Masters are requested to instruct their crews not to retain cigarettes in carton lots, cigars, tobacco, alcoholic drinks, drugs, souvenirs, etc. These should be collected prior to arrival, listed with the items in the slop chest and placed in the custody of the Master for deposit in the chest or closet which will then be sealed for the duration of the vessel's stay at the mooring.

By no means will any commercial transactions be tolerated, be it either among terminal employees, crew members or anyone else.

CONSULATES: No consular representatives are reported to exist in the area; however, there are consulates of most maritime nations in Porto Alegre.

TIME: Local time is GMT minus three hours.

GENERAL: Lighters not available. Launch connection with shore is entirely dependent on weather conditions and must be considered unreliable.

SHORE LEAVE: Not possible.

AUTHORITY: Petroleo Brasileiro, S.A.

VITORIA (including Tubarao): 20.19 S. 40.20 W.

DOCUMENTS: Proceeding from foreign port in ballast.

Customs:
- 2 copies Ballast Manifest.
- 2 copies Crew Lists.
- 2 copies Personal Effects.
- 2 copies Store List.

Police (Maritime/Federal):
- 2 copies Crew List.
- 1 Negative Passenger List.

Agents:
- 1 Crew List.

Vessels arriving from Brazilian ports: Additional documents required as follows:
- Customs Pass.
- Police Pass.
- Harbour Master Pass.
- Light Dues Certificate and Free Pratique.

If passengers in transit:

Customs:
- 2 Passenger Lists in Transit and 2 Passenger Lists for the Port.

Police:
- Passenger List in Transit and Passenger List for the Port.

Proceeding with cargo for the port from foreign ports or with cargo in transit: Same documentation as for ships in ballast adding Negative Cargo Certificate from every port of call, including Brazilian ports, for Customs. Also for Customs during clearance: 2 copies of Cargo Manifest for port plus non-negotiable copy of Bill of Lading.

PILOTAGE: Vessel approaching port should communicate with Agent through local radio station, giving date and hour of arrival at pilot station so that they can arrange for a pilot to be at the roads on arrival. Communicate direct to Pilot Association through VHF Channel 16. Area where Pilot taken on board limited by following boundaries: lat. 20° 19′ 15″ S., long. 40° 15′ 12″ W. for vessels calling at Vitoria and Tubarao.

Vessels taking on or dropping Pilots outside the official limits of the port (see below) are charged extra.

ANCHORAGE: The official limits of the port are:

Vitoria: Arc of a circle of 1 mile radius, seaward with centre at Santa Luzia Lighthouse.

Tubarao: Arc of a circle 2·5 miles radius, seaward, with centre at Tubarao South Light Beacon.

Notice of Readiness is accepted as at time the Master radios advising vessel has anchored, SHINC, lay time starting 3 hours afterwards (subject to C/P).

No draft limitations at anchorages.

RESTRICTIONS: *Vitoria:* All sailings are to take place on a rising tide. Vessels of up to 205 metres can enter day or night.

Vessels from 205 to 240 metres can enter during daylight hours, weather permitting. Vessels of this length must be assisted by three tugs, two of which must be of at least 1,000 h.p. and the other of at least 400 h.p.

For turning in the manoeuvring basin, two tugs are required, one to be of at least 1,000 h.p. and the other of at least 400 h.p.

Tubarao: Access Channel, depth 17 metres. Manoeuvring basin, depth 17 metres. Protected area of basin, depth 16 metres.

MAX. SIZE: *Vitoria:* 36 ft. draft at high water and 32 ft. at low water. *Tubarao:* Max. draft 50 ft. but vessels may continue loading on rising tide to a maximum of 55 ft., sailing at high tide. Maximum length 1,050 ft. Also see "Tankers".

HEALTH: Free pratique obtained by radio to Agents, addressed for "Saportos Vitoria" followed by ship's name, last port, ETA, and the letters ZT (meaning "my replies to the 6 questions on the port health declaration are negative"), and ZS (meaning "the sanitary condition of my ship is satisfactory"). Pratique is granted when this message is delivered by Agent to the port doctor.

The Agent may send a reply containing the group ZY, meaning "you have free pratique". In any case the time of pratique is registered as time that the ship's cable was received by the Health Authorities. This pratique does not allow the crew to go ashore until after customs clearance.

Crew vaccinations are done free.

RADIO: Local radio station, Vitoria Radio, call sign PPT. This radio station normally used by Agents when cabling vessels.

TUGS: Tugs join vessels at anchorage. Ship's lines used. Tugs have no lines on board. The lines given to tug-boats should be without wire as the swell usually prevailing causes severe sudden stresses on the tow lines.

BERTHING:

Commercial Quay: No restrictions for vessels berthing at Nos. 4 and 5 warehouse, entrance and sailing at any stage of tide. Maximum drafts are:

- No. 5 warehouse – 28 ft., max. length 597 ft. 2 in.
- No. 4 warehouse – 26 ft., max. length 597 ft. 2 in.
- No. 3 warehouse – 24 ft., max. length 508 ft. 9 in.
- No. 2 warehouse – 14 ft., max. length 393 ft. 9 in.

Vessels at Nos. 2 and 3 restricted to sail on flood tide only.

Usiminas Quay – Coal Discharge: Max. draft 31 ft., max. length 676 ft. Limited to entry only at beginning of ebb tide; sailing at any stage of tide. Discharge by two mechanical grabs, daily unloading rate, 8.400 LT.

Iron Ore Berths:

Atalaia Quay: Max. draft 36 ft., max. length 787 ft. 5 in. Vessels berth and sail on flood tide. Entering and sailing during night or day; max. length 657 ft. 10 in. during the day only, 787 ft. 5 in.

Paul Quay: Max. draft 31 ft., length (as for Atalaia). There is one loading area with a capacity of 600/900 tons per hour, depending on type of ore. Max. reach beyond quay edge, 49 ft. Max. height extremity of hook at 18 in. elevation, 52 ft. at HW, 59 ft. at LW. Width of pontoon, 14 ft.

Tubarao: *Ship Loader No. 1:* Max. height of hatch coaming above sea level 12·50 metres. Max. outreach of loading boom 24 metres. Nominal capacity of loader 6,000 tons per hour. Vessels max. LOA 330 metres. Max. sailing draft 15·20 metres plus height of tide.

Ship Loader No. 2: Maximum height of hatch coaming above sea level 17 metres. Maximum outreach of loading boom 33·50 metres. Nominal capacity of loader 8,000 tons per hour. Max. Length 330 metres. Max. sailing draft 15·20 metres plus height of tide.

TANKERS: *Esso Terminal.* Berthing and unberthing can take place during day or night period, provided vessels draft does not exceed 22 ft. Maximum length permitted 524 ft. 11 in. with maximum draft of 27 ft. Vessels must enter on ebb tide and sail at high tide.

Texaco Terminal. For ships discharging for Shell, Atlantic and Texaco. Discharge handled through a common line, except for fuel oil, handled on a separate line. All lines 6 in. dia. Maximum pressure from shore 80 lb. producing average discharging rate of 1,500–2,000 barrels per hour. Vessels may enter or sail on any daylight tide, maximum draft permitted 32 ft., maximum length 597 ft.

STEVEDORES: On ETA cable general cargo ships should include number of gangs required.

MEDICAL: No advance notice of required medical attention. Hospital facilities available.

DENSITY: Average density at Vitoria 1.025. Somewhat lower during rainy season. At Tubarao the density varies from 1.025 to 1,028 depending on tide and weather conditions.

FRESH WATER: Fresh water available at Commercial Quay, Vitoria iron ore berths, Usiminas Quay and Esso Terminal. Rate of delivery 15 tons per hour. At Tubarao up to 50 tons per hour. No water barge available.

FUEL: *Esso Berth.* Bunkers can be taken here, supplied under gravity only.

Maximum draft 27 ft., and length restricted to 164 metres. Due to various factors, the taking of bunkers in Vitoria is not recommended.

DEVELOPMENTS: *Tubarao:*

A new pier is to be constructed parallel and inshore of the existing pier for vessels of 250, 000 dwt. tons, and is planned to be completed in 1973. Intended max. draft 20 metres.

Pelletising factory is producing at a rate of 2,000,000 tons per year. Two additional factories are to be constructed each to produce 3,000,000 tons per year.

WATCHMEN: Compulsory at commercial quay in Vitoria. Not available at Tubarao or Vitoria Ore Terminals.

OPENING/CLOSING HATCHES: Normally done by stevedores

except in cases of modern vessels using MacGregor hatch covers, when crew asked to close hatches.
CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes out of the bond. One bottle, wine or spirits opened, for each crew member.
REPAIRS: Deck and engine repairs available.
REPATRIATION: Repatriation of crew members must be done through Rio de Janeiro, as no direct flights from Vitoria to Europe or U.S.A.
AIRPORT: Airport located 8 km. from centre of town and is served by three airlines with daily flights to Rio de Janeiro, Salvador, Recife.
TIME: Local time GMT minus 3 hours. Summer time usually 1st November up to 31st March when time is GMT minus 2 hours.
HOLIDAYS: January 1st; April 21st; May 1st; September 7th and 8th; November 2nd and 15th; December 25th; Good Friday; Nossa Senhora da Penha and Corpus Christi. Only holiday when no stevedore work is possible Good Friday; exception made to iron-ore loading.
WATCHMEN: Not compulsory but available.
IDENTIFICATION CARDS: These are necessary.
CONSULS: The following countries have consular representatives in Vitoria:

United Kingdom	Holland	West Germany
Argentina	Italy	Portugal
Belgium	France	Uruguay
Finland	Lebanon	

POLICE/AMBULANCE/FIRE: Maritime Police 3-0173; Radio Patrol 7-0992; Ambulance 2-4646; Emergency Hospital 3-0203; Fire Brigade 3-0202.
TELEPHONES: No facilities for placing telephones on board.
AGENT: Prado Agência Maritima Ltda. Av. Governador Bley 186, salas 808/9. Telegraphic address: "Pranave" PO Box no. 1087, and "Realloyd". Tel. 3-0004, 3-2230 and 3-0848.

Brunei State

BRUNEI (incl. Tanjong Selirong): 04.54 N. 114.56 E.

Brunei State is an independent country governed by H.H. the Sultan with a Council of Ministers and legislative Assembly, under British Protection.
DOCUMENTS (*a*) To be produced on arrival:
Marine Department
Boarding Report.
1 Crew List.
1 Passenger List.
Customs Department
2 Inward Manifests.
1 Crew List.
1 Passenger List.
1 Port Clearance.
1 Stores List.
1 Arms List.
Agents
2 Inward Manifests.
1 Crew List.
1 Passenger List.
2 Hatch Lists.
1 Arms List.
(*b*) To be supplied before ship's departure:
Customs Department
1 Outward Manifest.
1 Passenger List.
1 Crew List.
1 Export Declaration.
Immigration Department
2 Passenger Lists
2 Crew Lists
Vessels
2 Outward Manifests.
Port Clearance.
PILOTAGE: *Brunei:* If Pilot required by vessel proceeding to Brunei town wharf, a written request must be given at least 24 hours before ship scheduled to arrive. This must include position where pilot is required to embark, (i.e. at Outer Bar or Sapo Point). Senior Pilot prepared pilot ships across bar at Pulau Chermin, up to following dimensions: (*a*) Single screw ships up to 260 ft. long, 16 ft. draft with height of tide at least 6 ft. above Chart Datum. (*b*) Twin screw ships up to 280 ft. long, 16 ft. draft with height of tide at least 6 ft. above Chart Datum.
Tanjong Selirong: For vessels loading logs at Tanjong Selirong, if pilot required, normally embarks at Outer Bar to bring ship to loading point. Position for loading logs at Tanjong Selirong is 4° 52′ 52″ N. 115° 05′ 19″ E. about 18 miles from town wharf. A Customs Officer and Agent's clerk proceed to Tanjong Selirong from town wharf and remain on board whilst vessel loading, accommodation and food provided by ship; stevedores and tally clerks provide their own food.
ANCHORAGE: Vessels entering port without berthing space at town wharf will be anchored at anchorage opposite Customs sub-station about 1 mile from town wharf. If so desired, ships may discharge their perishable cargo at anchorage into lighters. Consignees have to make arrangements with Agent and obtain permission from Customs, who will provide a Customs Officer to attend to discharging.
HEALTH: (*a*) Immigration: Immigration Officer will board vessel and clear her inwards after pratique granted by Port Health Authority. Immigration will require 2 copies of passenger list and 2 copies of crew list. Vessel's inward are cleared up to 2000 hours only.
(*b*) Quarantine: For vessels coming from outside State of Brunei, Port Health Authority will board on arrival at wharf or anchorage. Port Health Authority requires complete copy of Entry Declaration of Health and copies of passenger and crew lists.
BERTHING: (*a*) Wharf position, 4° 53′ 16″ N. 114° 56′ 29″ E. Length 731 ft. Three ships can berth at Brunei Town wharf at same time. Linesmen, usually hired stevedores, are available to receive a vessel's lines. In event berthing space being fully occupied, a black sphere is hoisted at Customs substation near anchorage. The ship then has to be anchored at anchorage, waiting for her turn, as berthing right at the town wharf is based on first come first served basis. No berthing priority given to any ship.
STEVEDORES: Stevedoring is in hands of contractors who supply gangs as required. Working hours are: 0700 hours to 1200 hours. 1400 hours to 1700 hours. 1900 hours to 2300 hours (overtime). Overtime is usually worked from 1900 hours to 2300 hours. No tally clerks available. All tallies made by ship's own tally clerks.
MEDICAL: Government General Hospital is only hospital in Brunei Town. General hospital well equipped with facilities to carry out normal surgery. Inoculation and vaccinations given free of charge.
FRESH WATER: Can be supplied from wharf. No water boat in the State.
FIRE PRECAUTIONS: Fire floats stationed at Fire Brigade sub-station near Customs sub-station opposite anchorage.
CONSULS: British High Commission: Jalan Residency, Tel. 2231.
HOLIDAYS: The Brunei Government working days are Monday to Thursday and Saturday. Friday and Sunday being holidays. Application must be made to Customs for working on Friday and Sunday and other public holidays. Brunei being a Muslim State, insists on strict observation of all Muslim rites such as The Sultan's Birthday, Hari Raya Puasa, Hari Raya Haji, etc. Chinese New Year is also observed.
POLICE/AMBULANCE/FIRE: General Hospital, Jalan Stoney, Brunei. Office tel. 473. Residence tel. 550. Police HQ Jalan Pemancha, Brunei. Office tel. 780. Residence tel. 510. Controller of Fire Services: Firebrigade HQ, ½ mile, Jalan Tutong, Brunei Town. Office tel. 601. Residence tel. 772. Brunei Town emergency fire call tel. 555.
AUTHORITY: State Marine Officer: His Highness Customs House, Brunei. Office tel. 2294. Residence tel. 2295.
AGENT: Harrisons & Crosfield (Sabah) Sdn. Bhd., Brunei. Telegraphic address: "Crosfield". Tel. 361, 362 and 363 (ext. 5). Manager's Residence Tel. 2220. Code – Bentley's second phrase.

Bulgaria

BOURGAS (including Drujba): 42.30 N. 27.29 E.

Well protected port at inner-end of Bourgas Bay, with good roads anchorage.
DOCUMENTS:
Master's Declaration.
Cargo Plan.
Customs Manifest.
Bill of Health.
Health Condition Certificates of crew members.
Manifest and consignment of cargo.
Provision List.
Crew List.
Passenger List.
PILOTAGE: Pilotage in Inner Roads compulsory for vessels above 100 GRT.
Application for Inner Roads Pilot must be made to Agents "Inflot" at least two hours prior arrival. (If incorrect ETA given – pilotage fee doubled.)
Outer Roads pilotage not compulsory. Vessels requiring Outer Roads pilotage must advise Agents "Inflot" at least 12 hours before time pilotage required and give position of required pick-up point.
Applications for Pilot should include Nationality and call letters; gross tonnage; date (2 figures); Time (4 figures) when Pilot required; Draft in metres (4 figures).
APPROACHES: Through fairway, depth of channel 29 ft. L.W.
ANCHORAGE: Outer Roads. Vessels anchored must keep close watch on Roads Signal Station for orders given by flag or signal lamp.
RESTRICTIONS: Arrival and sailing from oil port of Drujba and fish port of Slavianka permitted only in daylight.
RADIO: Bourgas – 500 KNC.
TUGS: Available and compulsory for vessels over 1,000 GRT. Tug's lines used.
BERTHING: Compulsory berthing for vessels over 50 GRT (Between 18.00 and 06.00 – mooring fee increased 50%.
STEVEDORES: Available to work day and night.
RADAR/VHF: None.
MEDICAL: Hospital and dispensary available.
TANKERS: Oil port Drujba. Permissible draft 33 ft. Height of quay 2 metres. No slop discharge facilities.
DENSITY: 1017.

FRESH WATER: From S.E.E. "Balkantrans", tel. 45751. Available through hose hydrants or ex-barge. 24 hours notice required.
FUEL: From S.E.E. "Balkantrans", tel. 45751. 72 hours notice diesel, and gas oil available. Shell and Castrol lubricants available.
FIRE PRECAUTIONS: Constant day and night duty, and direct telephone connection with port fire service.
DEVELOPMENTS: A specialised container quay will be put into operation during 1973.
GANGWAY/DECK WATCHMEN: Vessels in Roads not permitted to have gangways down. Vessels alongside quay with lowered gangway must have man-ropes, safety-net, life-buoys with rope of at least 30 metres length attached, an officer on duty at the gangway and must be lit at night.
OPENING/CLOSING HATCHES: Accordance charter party.
CERTIFICATES:
Construction.
Safety Radio.
Classification.
Hull and Machinery.
Load-line.
Cargo Gear.
CUSTOMS ALLOWANCES: Tobacco – 2 packets per crew member per day. Wines/spirits – for Master, as required; for crew – one opened bottle.
IDENTIFICATION CARDS: Required.
CONSULS: Turkish.
REPAIRS: Small repairs only.
REPATRIATION: Can be fulfilled if necessary. Replacement of crew by Bulgarian nationals is impossible.
AIRPORT: Connections with Berlin, Prague, Budapest, Bucharest, Warsaw, London, Copenhagen, Vienna.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year (1st January); May Day (1st/2nd May); Day of Slav written language (24th May); Day of Freedom (9th/10th September); October Revolution (7th November). Time from 13.00 on day before Sundays and holidays until 08.00 day after is non-working time but loading and discharging carried out at overtime rates.
TELEPHONES: Captain of the Port, 431–40; Pilots, 420–90/49, 423–52/49; Soviet Shipping Register, 454–34; Bulgarian Shipping Register, 471–32; Shipping Agency "Inflot", 455–06, 28–79; Military Office, 426–84; Ambulance, Fire 05.
SHORE LEAVE: Allowed. With permission of CPP, and seaman's book. Transport from Roads by motor boat according to timetable of Shipping Administration.
REGULATIONS: Given to Master on arrival.
DELAYS: Possible while waiting for Pilot owing to bad weather or waiting turn for berth.
AUTHORITY: Region Port Administration, Bourgas. Telephone switchboard, 20–90; 23–52; Telex, 520.
AGENT: "Inflot", Bourgas. Tel. 455–06, 428.79.

VARNA: 43.12 N. 27.57 E.

Well-protected port at inner-end of Varna Bay.
DOCUMENTS:
Master's Declaration.
Cargo Plan.
Customs Manifest.
Charter Party.
Disinfection Certificate.
Health Condition Certificate for crew members.
Manifest and consignment of cargo.
Provision List.
Crew List.
Passenger List.
Crew passports (Seaman's Books).
PILOTAGE: Pilotage in Inner Roads compulsory, but not compulsory for Outer Roads. Vessels requiring pilotage at Outer Roads must radio Agents "Inflot" 24 and 8 hours prior arrival giving position of required pick-up point, also: name of vessel, nationality and call letters, GRT, length, draft in metres (4 figures), date (2 figures), time (4 figures).

Pilot comes from inside Port of Varna (there are no permanent pilot stations at Capes Emine or Caliacra). In bad weather impossible for pilot boat to reach Outer Roads and vessel will be so informed by Agents "Inflot" and instructed to proceed anchorage in Varna Bay.

Pilot boat is patrol boat with yellow funnel and letter "P". Carries international recognition signals by day and night.
APPROACHES: Through fairway, depth of channel 39 ft.
ANCHORAGES: Outer Roads in area East of meridian 27.56 E, beyond fairways. Vessels anchored must keep close watch on Roads Signal Station for orders given by flag or signal lamp.
RESTRICTIONS: Entering and leaving oil quay, ship repairing plant and lake permitted only in day time.
RADIO: Radio Varna LZW – 500 KHz. LZW_4 – send 8607 KHz, receives 8447 KHz. LZW_5 – sends 13078 KHz, receives 12612 KHz.
TUGS: Compulsory for vessels over 1,000 GRT. Tug's lines used.
BERTHING: Compulsory berthing for vessels over 50 GRT. Depths at quays up to 39 ft.
BRIDGES: When proceeding to and from Varna lake, vessel passes under Asparuhov bridge. Bridge is raised to 70°. Use of pilot, tugs, and patrol boat obligatory. Maximum size of ship passing under bridge: length 126 m., draft 7m.
STEVEDORES: Liner ships and chartered vessels on liner terms are obliged to use stevedore and tallyman service.
MEDICAL: All facilities available. Attendance to urgent cases given free of charge.
TANKERS: Discharge berths only. Drafts 29 ft. and 18 ft.
DENSITY: 1013.
FRESHWATER: Available through shore hydrants or ex-barge. 24 hours notice required.
FUEL: From S.E.E. "Ship Bunkering", tel. 2.29.27; N. J. Vaptqarov. str. No. 3. 72 hours notice required. Bunker "C", diesel, and gas oil available. Lubricants: Shell and Castrol – 48 hours notice required.
FIRE PRECAUTIONS: Assistance obtainable from shore hydrants, town fire brigade and water cannons on tugs.
GANGWAY/DECK WATCHMEN: Vessels in Roads not permitted to have gangways down. Vessels alongside quay with lowered gangway must have man-ropes, safety-net, life-buoys with rope of at least 30 metres length attached, an officer on duty at the gangway, and must be lit at night.
OPENING/CLOSING HATCHES: To be performed by crew on initial commencement and final completion of cargo work. During work periods in port, performed by stevedores.
CERTIFICATES:
Construction.
Safety Radio.
Classification.
Hull and Machinery.
Load-line.
Cargo gear.
CUSTOMS ALLOWANCES: Tobacco – 2 packets per crew member per day. Wine/spirits – for Master, as required; for crew – one opened bottle.
IDENTIFICATION CARDS: Required.
CONSULS: U.S.S.R. and D.D.R.
REPAIRS: All manner of repairs possible in ship-repair plant. Tel. 2.27.01 and 2.35.48/49.
DRY DOCKS: Suitable for vessels up to 30,000 dwt.
REPATRIATION: Can be fulfilled if necessary. Replacement of crew by Bulgarian nationals is impossible.
AIRPORT: Connections with Berlin, Prague, Budapest, Bucharest, Warsaw, London, Copenhagen, Vienna.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year (1st January); May Day (1st/2nd May); Day of Slav written language (24th May); Day of Freedom (9th/10th September); October Revolution (7th November). Time from 13.00 on day before Sundays and holidays until 08.00 day after is non-working time, but loading and discharging carried out at overtime rates.
SERVICES: Tank cleaning and removal of sludge. Compass adjusting.
TELEPHONES: No facilities for connection on board.
Captain of the Port, 2.23.72; Pilots, 2.27.21,2.3/292/; Custom House, 2.23.87; Lloyd representative, 2.27.21,2,3/395/; Soviet Register, 2.26.51; Bulgarian Shipping Register, 2.41.21; Inflot, 2.26.69; 2.26.36; Military office, 2.27.21,2,3/236/; Ambulance, 2.27.21,2,3/213/; Fire, 2.27.21,2,3/222/.
SHORE LEAVE: Permitted day and night except that all crew to be back aboard at 05.00 – but may then go ashore again at 05.05.
REGULATIONS: Given to Master on arrival.
DELAYS: Possible while waiting for Pilot owing to bad weather, or waiting turn for berth.
AUTHORITY: Tel. 2.24.71, 2.60.32, 2.27.21/2/3, 2.54.42.
AGENT: "Inflot" State Shipping Agency. Cables: "Bolinflot". Telex: 021516.

Burma

RANGOON: 16.47 N. 96.15 E.

DOCUMENTS:
Ship's Register.
Crew and Passenger List.
Dangerous Cargo List, if any.
Customs Declaration for Crew and Ship.
PILOTAGE: Compulsory. The services of Assistant Harbour Masters are required to bring ships alongside.

Vessels bound for the port of Rangoon should make for the *Dagon* lightvessel (China Bakir) latitude 15° 59′.9 N., Longitude 96° 14′.5 E. and then proceed towards *Lanthaya* light vessel. Vessels of 26 ft. draft and over should anchor off *Dagon* lightvessel due to insufficiency of depths at the pilot station at low water, and await instructions from the pilot vessel for embarking Pilot.

Vessels below 26 ft. draft may proceed direct to the pilot vessel for embarkation of Pilot.

The pilot vessel or its relief is normally cruising or anchored at latitude 16° 11′.O N, longitude 96°19′.6 E. approximately 10 miles North of *Dagon* light vessel and 42 miles from the Port of Rangoon.
ANCHORAGES: Specific areas of the port are reserved for special anchorages as follows:
(a) *Petroleum Anchorage* at Liffey Reach just below Syriam, accommodating 2 vessels.
(b) *Explosives Anchorage* below Admiralty Jetty near Chokey Point.
(c) *Small Craft Anchorage* at King's Bank accommodating 20 inland vessels and schooners, etc.

ETA: Forty-eight hours advance notice of ETA required, confirmation to be made 24 hours later or one working day ahead of the ship's ETA to enable necessary arrangements to be made regarding pilots. Information required in the advance notice are:

(*a*) ETA, (*b*) Draft, (*c*) Speed, (*d*) Gross tonnage, (*e*) Length OA.

RESTRICTIONS: Generally on a flood tide between the time of low water to high water at the pilot station, depending on ship's actual draft and speed in order to obtain sufficient depths at the Outer Bar.

Navigation day and night during river passage, but entry into Inner Harbour is normally restricted to daylight hours.

The Master Attendant regularly issues Draft Forecasts to all steamer Agents advising them of the drafts to be obtained within the next 2 months.

MAX. SIZE: The port is accessible to vessel of 550 ft. length OA, and draft up to 28 ft. at Spring tides. The draft of the vessel entering the river is controlled by the depth available at the Outer Bar, carrying 11 ft. depth at datum. Entry into the harbour is controlled by the Inner Bar off Monkey Point, carrying from 11 ft. to 12 ft. depth at datum These depths are subject to seasonal variations and are least during the dry season from November to May.

HEALTH:

(*a*) Maritime Declaration of Health signed by the Master and also by a Ship's Surgeon if one is available.

(*b*) Valid Deratting or Deratting Exemption Certificate.

(*c*) Valid Vaccination Certificates against cholera and smallpox of crew and passengers (if a certified list of date of expiry of these Certificates is available, the issue of pratique will be expedited).

(*d*) Pratique is issued by the Medical Officer on duty, after examination of the crew and passengers of the ship. The pratique is automatic if the vessel arrives after touching other ports in the country. NO RADIO PRATIQUE IS ISSUED.

(*e*) Quarantine Clearance on sailing is essential.

RADIO: International single operator watch period for zone "C". Assigned frequencies are 425, 454, 486, 512, 500 kc/s and 2·8, 4·26 Mc/s, call sign XYCZ.

In cases of inability to contact the pilot vessel by wireless the Master should send cable to the Harbour Master "Portrust" via Rangoon Radio Station, call sign XYR.

Within harbour limits contact can be made with Port Tower by light visual signalling. VHF contact can also be made with Port Tower, call sign XYU, Channel 16 (calling frequency). The working frequencies are channels 14, 12 and 6 (Hague Convention).

TUGS: Generally not used for mooring and berthing purposes, but available in emergency.

BERTHING: There are eleven wharf berths and two pontoon berths for seagoing vessels:

Rice Loading Berths:

(a) *Sule Pagoda Wharf*, berths no. 1 & 2 accommodating 2 vessels of 450 ft. each. LWOST varies from 24 ft. to 28 ft. approx.

(b) *Ahlone Wharf*, length 440 ft. accommodating a vessel of 440 ft. LWOST varies from 26 ft. to 28 ft. approx.

(c) *Hteedan No. 1*, length 456 ft. accommodating a vessel of 450 ft. LWOST varies from 26 ft. to 30 ft. approx.

General Cargo Berths:

Sule Pagoda Wharf Berths nos. 3, 4, 5, 5, and 7 accommodating 5 vessels ranging from 450 ft. to 520 ft. LWOST varies from 24 ft. to 30 ft. approx. Berth nos. 3 and 4 are generally reserved for coastal vessels.

Timber Export Berths:

Brooking Street Wharf. This is a pontoon berth of length 480 ft. accommodating a vessel of 480 ft. LWOST varies from 23 ft. to 28 ft. approx.

Passenger Berth:

The Port Health Station. A Pontoon Jetty equipped with a large floating pontoon of 500 ft. length and accommodating vessels of 520 ft. to 595 ft. LWOST varies from 25 ft. to 28 ft.

Moorings

The port is equipped with 13 swinging moorings and 2 sets of fixed moorings in the Inner Harbour; 3 swinging mooring buoys at Hastings, and 2 fixed moorings for Oil Tankers. In addition, a number of mooring buoys are provided for small sized seagoing vessels.

Mooring and Berthing Procedure

While in port, ships tie alongside wharves or moorings. The procedure is as follows:

(a) *Single Buoy Mooring* – Vessels moored with ships' own cable which is led through hawse pipe and shackled on to buoy cable. The shackle is provided by the Board.

(b) *Fixed Mooring* – Same procedure as above but the vessel is moored to 4 buoys.

(c) *Berthing* – Normal ship's ropes and wires are used for berthing at wharves. In addition wharves' mooring chains are also provided for securing to ship's bollards.

FUEL: Fuel, diesel and gas oil (HSD) from Myanma Oil Corporation. Fuel oil provided by barges of 150 to 180 tons capacity alongside vessel during daylight hours. Coal supplied by Government Trade Corporation No. 17.

FRESH WATER: Available either directly alongside the wharves or in midstream, delivered by water boats.

CARGO HANDLING EQUIPMENT: The heaviest lifting capacity of the port is a 40-ton crane at the Brooking Street Wharf.

Heavy packages may be landed or shipped by a vessel's own tackle at the wharves subject to prior notice being given to the Traffic Manager.

STEVEDORES: In 2 shifts of 0800 hours to 1600 hours, and 2000 hours to 0400 hours. Overtime work is arranged on special request from Agents. Stevedoring undertaken by Port Authority. To enable ships' Agents to order labour gangs in time, it is important to obtain in advance the accurate ETA of vessels. Latest time to order gangs is 1100 hours for booking for that night and the next day. For Sundays and Holidays bookings must be made before 1100 hours of the preceding working day.

GANGWAY/DECK WATCHMEN: Available on application to the Traffic Manager.

The working hours of a watchman are the same as the wharf working hours.

OPENING/CLOSING HATCHES: Undertaken by port labour.

REPAIRS: Deep-sea repairs are undertaken by Board's engineers. The "Setsan Dry Dock", a tidal dock owned by the Board, can take vessels up to 1,000 tons and 250 ft. in length.

The Sinmalaik Dry Dock can take vessels up to 2,000 tons and 300 ft. in length.

FIRE PRECAUTIONS: A special land-based Port Fire Brigade is maintained by the Port Authority supplemented by a fire-fighting vessel and tugs for emergencies in the river.

CONSULS: The following countries are represented by consulates or embassies at Rangoon:

Australia	People's Rep. of Korea
Belgium	Republic of Korea
Bulgaria	Malaysia
Cambodia	Nepal
Ceylon	Norway
China	Pakistan
Czechoslovakia	Philippines
France	Poland
Fed. Republic of Germany	Thailand
German Democr. Republic	U.S.S.R.
Hungary	United Arab Republic
India	United Kingdom
Indonesia	Democr. Republic of Vietnam
Israel	Republic of Vietnam
Japan	Yugoslavia

POLICE/AMBULANCE/FIRE: Port Police 14520; Ambulance 008; Port Fire Brigade 18653.

TELEPHONES: Ship to shore telephones are available on request.

HOLIDAYS: Independence Day; Karen New Year; Union Day; Peasant's Day; Full moon of Tanaung; Resistance Day; Thingyan; Burmese New Year; Labour Day; Full moon of Kason; Full moon of Wazo; Martyr's Day; Thadingyut; Dewali; Tazaungdaing; National Day; Christmas.

Ships may work on Sundays and holidays on application to the Traffic Manager and on payment of Sunday or holiday fees.

AUTHORITY: Board of Management for the Port of Rangoon, 10 Phayre Street, Rangoon. PO Box 1, Rangoon. Tel. 13122. Telegraph: "Portrust, Rangoon."

Cameroon Republic

DOUALA: 04.00 N. 09.40 E.
TIKO: 04.00 N. 09.24 E.
VICTORIA: 04.01 N. 09.13 E.
KRIBI: 02.56 N. 09.54 E.

DOCUMENTS:

5 Crew Lists.
5 Lists of Port of Call.
5 Passengers' Lists.
2 Crew Customs Declarations.
2 Declaration of Provisions on Board.
1 Arms and Ammunition.

PILOTAGE: (with the exception of Kribi and Victoria where ships work cargo at anchorage); Compulsory at Douala and Tiko. Ship's arrival must be noticed at least 24 hours in advance. This must be confirmed. For Douala waiting anchorage at bar buoy (03° 55′ 34″ N. 09° 33′ 32″ E.). Pilot called by phone (21–82) or by VHF (16–14). There is permanent watch. For entry of Tiko waiting is at Victoria anchorage.

ANCHORAGE: Bar buoy for entry at Douala (see "Pilotage") 12 m. depth approx. For Victoria anchorage on roads in Bay Ambas about 9 m. depth. Anchorage for Tiko on the Bimbia. Kribi anchorage by red conical buoy (02° 56′ 35″ N. 09° 53″ E.) depth 6 m. 30 to 7 m.

RESTRICTIONS: Draught only, for ports of Douala and Tiko. For Wouri channel official level is 4 m. 80.

MAX. SIZE: At Kribi and Victoria anchorage, no restrictions. Douala maximum length 200 m. Draft varies from 6 m. 60 to 7 m. 40. At Tiko there is only one pier of 150 m. the depth is between 5 m. 50 and 5 m. 80.

HEALTH: Free pratique granted after compulsory checking of vaccination certificates against yellow fever and smallpox.

RADIO: (see "Pilotage"): Douala Radio Station limited to broadcasting of news bulletins for private individuals which are communicated to the station on the spot. VHF Channels 16 and 14.

TUGS: Obtained on demand to Tugs Union of Douala, P.O. Box 118, which charge for every call a supplementary due of 4,500 CFA francs for tug's line.

BERTHING: For Douala there are 12 berths equal to length of 3,153 m. approximately. Another berth on the right bank at Bonaberi, mainly used by banana cargoes and butane tankers.

STEVEDORES: Number of stevedore gangs is requested from Charterer's Agents, taking into account size of cargo.
MEDICAL: An appropriate Medical Service can be set up on demand in case of an emergency, such as an epidemic on board.
TANKERS: At Douala Harbour a berth of 153 m. approximately and draught 6 m. 60. This berth can accommodate oil tankers of 12,000 t. No slop discharge.
DENSITY: Douala 1,012.
FRESH WATER: Available at berth; supplied by hoses.
FUEL: Supplies arranged by Charterer's Agent who have their particular suppliers.
FIRE PRECAUTIONS: In addition to the usual measures, the quay station for oil tankers is isolated during discharging, and there is also a watch by tugs.
DEVELOPMENT: The building of a berthing installation by dolphins for oil tankers on left bank of Wouri at Douala; preparation of (earth platform) strip of flat ground in Douala harbour in order to increase storage capacity; the building of a deep-water harbour at Victoria; building of a dyke to prevent the silting-up of the bar at Kribi and thus increase traffic in this harbour.
GANGWAY/DECK WATCHMEN: Ship's crew or arranged by Charterer's Agents.
OPENING/CLOSING HATCHES: At option of master.
CERTIFICATES: Safety, Radio, Sea-worthiness, Freeboard, Derricks, etc.
CUSTOMS ALLOWANCE: 1,000 cigarettes per person, two bottles of spirits per person.
IDENTITY CARDS: A check could be made inside the harbour area as well as in town.
CONSULS: List of Douala Consulates:
Germany, P.O. Box 1127. Tel. 47–09
Austria, P.O. Box 4017. Tel. 34–52
Belgium, P.O. Box 263. Tel. 44–25
Denmark, P.O. Box 215. Tel. 38–76
Spain, P.O. Box 352. Tel. 49–23
U.S.A., P.O. Box 4006. Tel. 40–93
Finland, P.O. Box 98. Tel. 44–50
France, P.O. Box 5365. Tel. 48–79
U.K., P.O. Box 5348. Tel. 34–78
Greece, P.O. Box 4009. Tel. 47–91
Italy, P.O. Box 4015. Tel. 36–35
Lebanon, P.O. Box 5447 Tel. 36–35
Norway, P.O. Box 320. Tel. 31–02
Netherlands, P.O. Box. 159 Tel. 33–83
Sweden, P.O. Box 320. Tel. 31–02
AIRPORT: Situated at about 3 km. from Douala. Regular international airlines during whole year.
TIME: Local time GMT plus 1. No change during year.
HOLIDAYS: Official holidays: Independence Day (1st January); Youth Day (11th February); Labour Day (1st May); Reunification Day (1st October); Human Rights Day (10th December). Religious Holidays: Easter Monday; Ascension Day; Whit Monday; Assumption (15th December); All Saints Day (1st November); Christmas; End of Ramadan; Festival of the Sheep.
POLICE/AMBULANCE/FIRE: Central Police Station 42–22; Ambulance (Laquintinis Hospital) 48–84; Fire Brigade 32–32.
TELEPHONES: No possibility of telephone connection on board.
SPECIAL SERVICES: Deratisation and fumigation.
SHORE-LEAVE: Permitted.
DELAYS: No unusual delays.
AUTHORITY: Management of Ports and Seaways of Cameroun P.O. Box 4020. Tel. 49–75 Douala.

AGENT: Socopao Cameroun – BP 215 – Douala Tel. 42–64–64 Telex: 5214. Cables: "FREIGHT".

Canada

BADDECK, Nova Scotia: 46.6 N. 60.44 W.

DOCUMENTS:
4 Crew Lists.
Customs Documents.
Harbour Dues Receipt.
Stores List.
Deratting Certificate.
Safety Regulations.
Clearance from Last Port.
PILOTAGE: Compulsory. Pilot station at Table Head, see Canadian chart 4367.
ANCHORAGE: Good anchorage in lake. Depths 50 to 500 ft.
RESTRICTIONS: Can be restricted by heavy fog, tide, ice.
MAX. SIZE: Largest vessel to dock 460 ft. long, 54 ft. 6 in. beam. Draft 27 ft.
HEALTH: Pratique obtained at Sydney, N.S.
RADIO: Sydney Radio
TUGS: None.
MEDICAL: No advance notice required. Hospital available.
DENSITY: In sea 35/1000. In lake 25/1000.
FRESH WATER: Supplied at 20 tons per hour.
FUEL: None available.
CERTIFICATES: Registry, Deratting and Safety Certificates.
CUSTOMS ALLOWANCE: Tobacco, 100 cigarettes per week or ½ lb. tobacco. Wine/Spirit: None.
CONSULS: None.
REPAIRS: Minor repairs only.
AIRPORT: 55 miles. Served by regular airlines.
TIME: GMT minus 4 hours. Advance 1 hour in summer.
HOLIDAYS: Sundays and Statutory holidays; New Year's Day; Good Friday; Easter Monday; Victoria Day; Canada Day; Labour Day; Thanksgiving Day; Remembrance Day; Christmas Day.
POLICE/AMBULANCE/FIRE: 295 2350, 292–2032, 295 2110.
TELEPHONES: None available for placing on board.
AUTHORITY: Dept. of Transport.

BAIE COMEAU, Quebec: 49.15 N. 68.09 W.

PORT LIMITS: Starting from a point on the Southern limit of Baie Comeau at Pointe St. Gilles 49° 12′ 10″ N, 68° 08′ 41″ W. Thence, Northeastward to Pointe St. Pancrace, 49° 15′ 14″ N., 68° 04′ 43″ W.
All waters inside of these points are understood to be part of Baie Comeau Harbour.
DOCUMENTS: Baie Comeau is a Port of Entry. Custom and Immigration facilities are located in the Town of Baie Comeau. All vessels arriving from Foreign Ports will be boarded by Custom and Immigration Officers.
The following forms are to be completed prior to arrival at the first Canadian Port:
3 copies Immigration Crew List, IMM-200
3 copies Crew Declaration, Y-14
3 copies Ship's Stores, E-1
3 copies Passenger List, IMM-264
2 copies Quarantine Service, *Q-S-1
* To be supplied by Quarantine Officer on arrival.
PILOTAGE: Not compulsory. The services of a qualified docking master are available through the facilities of Cargill Grain Company. Docking instructions will be given by radio after receiving vessel's ETA.
Normally the docking master boards from tug approximately ½ mile South-west of Pointe St. Pancrace.
RESTRICTIONS: Port open for shipping all year round. Deep water approaches without restrictions for any vessel able to berth alongside.
ICE ADVISORY SERVICE: Ships inbound for Baie Comeau from seaward between December 15th and April 15th should advise the Ice Information Officer, Sydney, N.S., 36 hours prior to entering Cabot Strait stating their position, destination, whether loaded or in ballast. This procedure will facilitate the passing of ice information to the ship as necessary.
On request, ice information is also available from Marine Radio Stations at Halifax, Camperdown, Seven Islands, Twillingate and Grindstone. The Canadian Broadcasting Corporation Maritime network also broadcasts ice information daily during the winter navigation season. Supplementary ice information may also be obtained from Canadian Marine Service icebreakers.
During the ice season, radio broadcasts of ice information are made twice daily from Marine Radio Stations as follows:

Call Frequencies

Cape Race, Nfld.	VCE	420 kc/s	CW
		2582 kc/s	RT
Fox River, Que.	VCG	434 kc/s	CW
		2582 kc/s	RT
Mont-Joli, Que.	VCF	446 kc/s	CW
		2582 kc/s	RT
North Sydney, N.S.	VCO	489 kc/s	CW
		2582 kc/s	RT
Halifaz	CFH	115·3 kc/s	CW
		6949·5 kc/s	
		8662	
		12984	
		17218·4	

MAX. SIZE: Up to 40 ft. draft at Docks no. 1 and 2. Size limited only by berth depth.
RADIO: Mont Joli Radio VCF 2582 kc/s (VHF, CRM Co. Ltd., Wharf Office, base to ships on marine frequencies) (Channel 7A—156·350 mHz and Channel 16—156·800 mHz, call XJS94).
HEALTH: Incoming vessels making Baie Comeau port of entry must obtain pratique by wireless. Radio pratique may be obtained between the hours of 9.00 a.m. and 5.00 p.m. the day preceding arrival. Address message "Quarantine Quebec": For the purpose of radio pratique, vessels are required to give the following information:
1. Name and nationality of vessel.
2. Ports called at during voyage.
3. Nature of cargo.
4. Number of crew.
5. Number of passengers.
6. Port of destination and name of Agent.
7. Number of persons without valid certificates.
8. Condition of health of all on board with details of any sickness or death which has occurred during the voyage.

Ships arriving in English Bay in Quarantine will be inspected by Health Officer at anchorage or on arrival alongside. Should Officer board vessel at anchorage, proper accommodation ladder must be provided.
Smallpox Vaccination Certificates to be ready for inspection on arrival.
TUGS: Available. Not compulsory except for Cargill Grain Terminal.
BERTHING:
Dock No. 1: Department of Transport Wharf: berth 456 ft. long depth 28 ft.; berth 360 ft. long, depth 25 ft. North Shore Paper Com-

pany: 1,000 ft. wharf, depth 27 ft. Dock Pier: 2 berths, 422 ft. long, 20 ft. depth.

Dock No. 2: Canadian Reynolds Metals Co., Ltd. Wharves consist of breakwater and approach jetty called Berth No. 1, 540 ft. long. Berth Nos. 2 and 3 in slip, 587 ft. and 551 ft. long respectively. The docking area is dredged to 30 ft. at low water at Berth No. 1, and 31 ft. at Berths Nos. 2 and 3 and flares out to marker buoy (Fl. red Ev. 12 secs) at Northern extremity and 1,000 ft. to its Southern extremity, where depth of water increases rapidly off shore from approximately 400 ft. East of breakwater. A port hand can buoy marks dredging out from S.E. corner of No. 1 Berth.

Dock No. 3: Cargill Grain Terminal, two loading berths: 585 ft. long, 37 ft. depth, loading rate about 1,200 tons per hour. Two discharge berths. 720 ft. long, 29 ft. depth, discharge rate about 1,100 tons per hour.

STEVEDORES: Each terminal employs own stevedores.
MEDICAL: All facilities available. Local Hospital in Baie Comeau and Hotel-Dieu, Hauterive, 5 miles.
FRESH WATER: Delivered by pipe-line to the berths.
FUEL: Available by pipe-line to Cargill Grain Terminal.
REPAIRS: Minor repairs may be effected through local contractors.
IDENTIFICATION CARDS: Gate passes are issued at the gate to all crew members when going ashore for the purpose of identity on their return.
AIRPORT: Daily service to Quebec and Montreal.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions
HOLIDAYS: New Year's Day; Epiphany: Good Friday; Ascension Day; St. John the Baptist Day; Labour Day; All Saints' Day; Christmas Day. No work performed on these holidays.
AUTHORITY: Canadian Department of Transport.

BOTWOOD, Newfoundland: 49.09 N. 55.20 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.
PILOTAGE: Compulsory. Pilot boards at Surgeon Cove. Coastal pilotage service from St. John to Botwood available on request.
RESTRICTIONS: Navigation season from mid-April to mid-January approximately. Ice-breaker assistance may be necessary in winter months. Deep water approaches.
ANCHORAGE: In Botwood Harbour, off the oil dock in depths of 10–20 fathoms.
MAX. SIZE: Up to 32 ft. draft.
RADIO: Twillingate Radio, call sign VOO.
HEALTH: Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: None available.
BERTHING: Dept. of Transport Pier: 500 ft. long, 32 ft. depth.
Anglo Newfoundland: Development Co. Pier: 350 ft. long, 23 ft. depth; Oil Dock: 900 ft. long, 32 ft. depth (minimum); Ore Pier: 403 ft. long, 32 ft. depth (minimum); Golden Eagle berth: 23 ft. depth; Irving Oil berth: 19 ft. depth.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Available at all berths.
FUEL: Only diesel available.
REPAIRS: Minor repair facilities only.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Ascension Day; Labour Day; All Saint's Day; Christmas Day. No work performed on these holidays.
AIRPORT: Gander International Airport, 60 miles away.
AUTHORITY: Canadian Dept. of Transport.

BRIDGEWATER: N.S. 44.23 N. 64.31 W.

DOCUMENTS: See "Halifax".
PILOTAGE: Not compulsory. Report ETA by radio-telephone or radio-telegraph to Superintendent of Pilots, Halifax N.S. at least 12 hours before arrival at boarding station. ETA to be confirmed three hours before arrival. Pilot boards off Moshers Island Light.
RESTRICTIONS: Port is situated on La Have River, 10 miles from the sea. Channel path at low water, 20 ft.
ANCHORAGE: At Dayspring, 2 miles below Bridgewater.
MAX. SIZE: Length 325 ft. Draft 20 ft.
RADIO: Halifax Radio.
HEALTH: Pratique granted by Customs officer who boards on arrival at the berth. Also see Montreal.
BERTHING: Dept. of Transport wharf, berthing length 1,073 ft. Depth alongside 20 ft.
FRESH WATER: Available ex wharf only on west side of river.
FUEL: Not available.
REPAIRS: Limited facilities for engine repairs.
STEVEDORES: Skilled labour available.
MEDICAL: Hospital facilities available.
HOLIDAYS: Dominion Legal holidays.
AIRPORT: Nearest approximately 90 miles away.
AUTHORITY: Harbour Master.

CANSO CANAL: 45.39 N. 61.25 W.

PILOTAGE: Available on request. Masters may radio to order Pilot not less than 8 hours before arrival. If linesmen required from shore they should be ordered at the same time. Pilots may be obtained through Sydney Pilotage District by giving 12 hours advance notice to North Sydney pilot boat, tel. Sydney 794–4811 or BCO Sydney, tel. 564–6341.

Position of pilot boarding station for the Strait of Canso is: Northern Limit 45° 42′ 42″ N., 69° 21′ 12″ W., Southern Limit 45° 24′ 00″ N., 61° 01′ 00″ W.
RESTRICTIONS: Width of lock – 80 ft. All vessels required to have two linesmen ashore to handle ship lines. Canal linesman not provided unless ordered in advance. Depth of water in approaches is 32 ft.
MAX. SIZE: Length: maximum 715 ft. Draft: normally 28 ft., but up to 30 ft. acceptable in favourable conditions.
RADIO: Communicate via Grindstone Island or Canso coast stations. Radio telephone through station VAZ 3.
FUEL: Available at Gulf Oil Co. oil dock.
AUTHORITY: Canal Superintendent, Canso Canal, Ministry of Transport. POB 100, Port Hastings, Nova Scotia. Tel. Port Hastings 625–1950, 625–1973.

CHARLOTTETOWN, P.E.I.: 46.14 N. 63.07 W.

DOCUMENTS:
Port clearance from previous port.
3 QS.2001 Quarantine, if from other than U.S. port or St. Pierre et Miquelon.
3 HA.282 Garbage Disposal Warning.
2 IMM.200 Crew List, only Canadian documentation acceptable.
3 E1 List of Ship's Stores. May use own documentation.
3 71 Crew's Declarations. May use own documentation.
2 A6 Report Inwards.
PILOTAGE: Not compulsory. Only one Pilot active with privately owned boat. Pilots taken on board at Fitzroy Rock buoy. No alternate area in event of bad weather. Vessels anchor 4 cables south of Fitzroy Rock buoy to await Pilot.
ANCHORAGES: Anchorage inside harbour at Three Tides – 46° 13′ N. 63° 08′ 30″ W. Average depth of water 30 ft.
MAX. SIZE: Draft 31 ft.
HEALTH: Valid pratique from U.S. Public Health Service PHS 122–123 acceptable. Crew and passengers must have valid Vaccination Certificates. Deratting or Deratting Exemption Certificate. See also "Montreal".
RADIO: VCA Charlottetown Marine Radio.
TUGS: None.
STEVEDORES: No prior advice required.
MEDICAL: Several hospitals and ambulance facilities available if required.
TANKERS: Three discharging docks – one at Railway Wharf, Imperial Oil pipelines as follows: one 12 in., two 10 in. and two 6 in., draft at dock 32 ft. (2) Texaco Canada Ltd., private dock – two 8 in pipelines, draft 24 ft. (3) Irving Oil Co. Ltd., private dock, two 8 in. and two 10 in. lines, 32 ft. draft.
FRESH WATER: Available at Railway Wharf.
FUEL: Diesel and bunker fuels available by tank wagon.
GANGWAY/DECK WATCHMEN: Watchmen service if required. Not necessary.
OPENING/CLOSING HATCHES: Stevedores work hatches which are not mechanically operated.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or ½ lb. tobacco or 15 cigars per man per week. Wine and/or Spirit: 40oz. per week, but issues of liquor in port will be restricted to ship's officers.
IDENTIFICATION CARDS: Not required unless disembarking. Crew members then should possess Seaman's Book and/or Passports.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities are available.
AIRPORT: 4 miles distant with daily flights by Eastern Provincial Airways.
TIME: GMT minus 4 hours, May to October GMT minus three hours.
HOLIDAYS: New Year's Day (January 1st); Easter – varies (Good Friday); Victoria Day – Monday prior to May 24th; Dominion Day (July 1st); Labour Day (1st Monday in September); Thanksgiving (2nd Monday October); Remembrance Day (November 11th); Christmas Day (December 25th). Christmas Day is the only holiday stevedores will not work.
POLICE/AMBULANCE/FIRE: Police, 894–5513; Ambulance, Call operator "O", Fire, 894–3113.
TELEPHONES: No hookup available.
GENERAL: Passenger vessels – a list of all saleable articles contained in barber shops, souvenir stands, display cases, company operated outlets, etc. to be attached to Stores Lists to facilitate seal-

ing by Customs. Responsible ship's officer to advise location of outlets.
SHORE LEAVE: No restrictions.
AUTHORITY: District Manager, Dept. of Transport, PO Box 1270, Charlottetown, Prince Edward Island, Canada.

CHATHAM and NEWCASTLE, N.B.: 47 N. 65.33 W. 47.02 N. 65.28 W.

DOCUMENTS:
Previous port clearance.
3 Crew Lists.
3 Ship Stores List.
(Other papers completed by Agent.)
PILOTAGE: Contact Agent for Pilot at least 12 hours in advance. Pilot boat, wooden hull, approx. 40 ft., grey, pilot flag about 20 ft. above sea-level. Pilot taken aboard in area of Swashway lights, off Escuminac Breakwater light. In the event of very bad weather, pilot could board Georgian Bay, P.E.I. Good anchorage in Escuminac area.
ENTRY RESTRICTIONS: Daylight only.
SIZE OF VESSEL: Max. length 560 ft., max. draft 21 ft.
HEALTH: Pratique procedure carried out by Customs Officer (completion standard form QS 1). See also "Montreal".
RADIO: Use Grindstone, Halifax or Charlottetown Radio, depending on location.
TUGS: Available on request.
BERTHING: Approx. 3 hours from pilot station to Berth.
BRIDGES: Bridge at Chatham 127 ft. clearance high tide. Hydro wires at Middle Island 125 ft. at 60 degrees fahrenheit at lowest point, channel quite wide at this point, able to get 180 ft. clearance.
STEVEDORES: Notice at least 4 hours before arrival.
MEDICAL: Hospitals at Chatham and Newcastle.
TANKERS: Hose connections 6 in.; no slop discharge facilities.
FRESH WATER: Available only at Government piers at Chatham and Newcastle.
FUEL: Not readily available.
GANGWAY/DECK WATCHMEN: Not necessary.
SHIP CERTIFICATES: Sick Mariners receipts and Harbour Dues receipts.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes/man/wk. Spirits: 1 quart/man.
CREW IDENTIFICATION CARDS: Not needed.
CONSUL: Danish Consul, tel. 622–1199.
REPAIRS: Limited to welding and machine work.
REPATRIATION: Facilities good.
AIRPORT: Chatham.
TIME: 4 hrs. difference GMT. Change from Standard to Daylight Saving last Sunday in April through last Sunday in October. (1 hour forward).
HOLIDAYS: No work Labour Day, Armistice Day. Other statutory holidays may be worked on overtime.
POLICE/AMBULANCE/FIRE:

	Newcastle	*Chatham*
Police:	622–2111	773–4436
Ambulance:	622–3561	773–3492
Fire:	622–2500	773–5856

SHORE LEAVE: No restrictions.
AGENT: John Lockerbie, 245 Sweeney Lane, Newcastle, N.B. Tel. 622–1338. Cables: Via C.N. Telecommunications, Newcastle, New Brunswick, Canada.

CHEMAINUS and CROFTON, B.C.: 48.55 N. 123.42 W.

DOCUMENTS, PILOTAGE, HEALTH, CONSULS etc.: Refer to "Vancouver, B.C.".
ANCHORAGE: Available in Houston Passage.
RESTRICTIONS: Channel depth 48 ft. MLLW. Restricted by berth size only.
TUGS: Available. Tugs for Crofton are ordered from Chemainus.
BERTHING:

		Berth length	*Depth alongside MLW*
Chemainus:	Wharf A	515′	35′
	Wharf B	490′	40′
Crofton:	Lumber Berth	400′	35′
	Pulp Dock	457′	35′

No loading gear installed at Crofton berths.
STEVEDORES: 22 gangs available. Refer to "Vancouver, B.C.", for holidays, etc.
MEDICAL: Doctors and hospitals facilities available at Chemainus, 5 miles from Crofton.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Supplied by barge from Vancouver, B.C.
CUSTOMS ALLOWANCES: See "Vancouver, B.C.".
REPAIRS: Minor repair facilities only.
AUTHORITY: Department of Transport, Harbour Master.

CHICOUTIMI, Quebec: 48.25 N. 71.02 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.
PILOTAGE: See "Quebec".
ANCHORAGE: At St. Fulgence, 6 miles before Chicoutimi.
RESTRICTIONS: Navigation season from mid-April to end November approximately. Channel depths 20 ft. LW up to oil terminal and 16 ft. low water above oil terminal.
MAX. SIZE: Up to 27 ft. draft.
RADIO: Riviere du Loup Radio Station.
HEALTH: Pratique may be obtained by radio to Quarantine Quebec. Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: None available.
BERTHING: Harbour wharves, 2,750 ft. berthing length, 27 ft. depth alongside; oil berth 18 ft. depth alongside.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Available at all berths.
FUEL: Available at oil berth.
REPAIRS: Minor machine shop repairs only.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Years Day; Epiphany; Good Friday; Ascension Day; St. John the Baptist Day; Labour Day. All Saints' Day; Christmas Day. No work performed on these holidays.
AUTHORITY: Canadian Department of Transport.

CHURCHILL, Man.: 58.44 N. 94.15 W.

DOCUMENTS: 1 Certificate giving following details: Name; official number; port of registry; gross tonnage; dimensions of vessel; draft on arrival; place from which vessel arrived; date of departure from the aforesaid place; places of call en route; name of Master or person in charge; name of owner or Agent; name of Pilot; number of crew; tonnage of goods to unload; number of passengers to be landed; and number of bags of mail to be landed.
A certified copy of the manifest of such vessel giving weight or measurement for each bill of lading and certified by Collector of Customs.
Certificate that giro compass is in good order.
PILOTAGE: Vessels approaching may relay all messages on Channel 16, to Marine Aeradio Station (call-sign VAP) at Fort Churchill. Agents make all necessary arrangements to have pilot and boat available. At least 48 hours advance notice of ETA required. National Harbours Board tugs used to transfer Pilot to and from the vessel. This is a 300 ton tug, 135 ft. long. Anchorage buoy approximately 5 miles from Harbour entrance where Pilots usually taken on board. In bad weather, vessels may enter harbour where Pilot taken on board.
ANCHORAGES: Anchorage area marked by a buoy, position: Latitude 58° 49′ 40″ N. and Longitude 94° 06′ 17″ W. Unlimited area with water depth a minimum of 33 ft. at low tide.
RESTRICTIONS: Vessels are usually brought in just before high tide, although vessels may enter any time. One spot in channel is 26 ft. at zero tide. All buoys and range lights are lighted.
MAX. SIZE: Maximum length 600 ft. width 100 ft. and depth alongside wharf at zero tide is 30 ft. at three berths, 31 ft. at one berth and 33 ft. at other berth. Deepest draft 34 ft. 6 in.
HEALTH: All vessels must fly yellow flag until cleared by authorities after docking.
RADIO: Department of Transport, Marine Aeradio Station call sign VAP, Channels to be used: 16 for calls and replies, 12 for harbour control, as well as Channel 26.
TUGS: Tugs usually join vessels inside the harbour. Two tugs available. Ship's lines used.
STEVEDORES: Gangs are available during whole of shipping season, no advance notice required.
MEDICAL: Fully staffed and equipped hospital available, approximately 5 miles from harbour.
TANKERS: Discharge pipes 4 in. diameter. One berth available with maximum depth of 33 ft. at zero tide.
FRESH WATER: Fresh water available at all berths. Water pumped through $2\frac{1}{2}$ in. pipe connected directly to ship, discharged at rate of approximately 1 ton/min.
FUEL: Bunker fuel requires 30 days advance notice. Arctic fuel available all times.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by ship's crews.
CUSTOMS ALLOWANCE: See "Montreal".
CONSULS: None.
REPAIRS: Most repair work. Fully equipped machine shop available.
DRY DOCKS: None available.
AIRPORT: Airport situated 5 miles from the harbour and served by

TransAir, with two flights going North and six flights south every week.
TIME: GMT minus 6 hours. Daylight Saving Time (one hour forward starts first Sunday in May and ends last Sunday in October.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; Victoria Day (May 24th); Dominion Day (July 1st); Labour Day (First Monday in September); Thanksving Day (Second Monday in October); Remembrance Day (November 11th); Christmas Day (December 25th); Boxing Day (December 26th).
Arrangements normally made to have crews available for those days.
POLICE/AMBULANCE/FIRE: Police, 675–2422; Ambulance and Fire, 856–2222.
SHORE LEAVE: No restrictions on crew members going ashore.
AUTHORITY: The Port Manager, National Harbours Board, Churchill Harbour, Churchill, Manitoba. Tel. 675–8818. Telex 0366–6513.

CLARENVILLE, Newfoundland: 48.8 N. 53.56 W.

DOCUMENTS:
Crew List, Form 200 in duplicate.
List of Ship's Stores, Form E1 in duplicate.
Crew Declarations, Form Y.14 in duplicate.
Manifests in triplicate.
Bills of Lading in duplicate.
PILOTAGE: Contact Pilot through St. John's Radio VON.
MAX. SIZE: Largest ship 600 ft. long, breadth 74 ft., draft 26 ft.
HEALTH: See "Montreal".
RADIO: St. John's Radio. VON.
TUGS: No tugs available from St. John's.
STEVEDORES: Available 48 hours notice required.
MEDICAL: Necessary for Agents to receive advance notice of medical attention required. Hospitals available at Come by Chance (30 minutes distance by road) and St. John's. Vaccination/Fever Certificates necessary for pratique.
FRESH WATER: Not available.
FUEL: Light fuels only (no bunkers).
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Load Line, Safety Equipment, Deratting Certificates.
CUSTOMS ALLOWANCES: Tobacco 200 cigarettes allowed per crew member per week. Wine and/or Spirit, One bottle of spirit allowed per crew member on the first voyage in each year. Each subsequent voyage in one year one bottle allowed only to officers.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: Temporary only.
REPATRIATION: Only available by air.
AIRPORT: Gander International Airport located about 2 hours distance by road/served by regular airlines.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal".
POLICE/AMBULANCE/FIRE: Police 7830; Fire 7777; Ambulance 466–2400.
TELEPHONES: No facilities for placing on board.
SERVICES: None available.
SHORE LEAVE: Allowed.

AGENT: Newfoundland Hardwoods Ltd.

CONTRECOUER, Quebec: 45.53 N. 73.12 W.

DOCUMENTS, HEALTH, RADIO, etc.: Refer to "Montreal" and "Quebec".
PILOTAGE: Compulsory, Pilot meets vessel at Les Escoumins. Boarding at all hours.
ANCHORAGE: Available at Lanoraie 15 miles East of dock and Sorel 20 miles East of dock. Also at Contrecouer, off the berth.
RESTRICTIONS: Hatch openings must not be less than 25 ft. × 35 ft. Vessels will be required to vacate the berth immediately after completion of loading and/or discharging. Masters and/or Agents to advise ETA 36 hours, 24 hours and 12 hours. If any change after 12 hour's notice, Terminal to be advised immediately, otherwise charges for waiting time will be assessed.
MAX. SIZE: 800 ft. length; 102 ft. beam; 34 ft. draft; fresh water.
BERTHING: Ships will be berthed in regular turn of vessels, providing they present with hatches open, ready for discharging and/or loading.
STEVEDORES: Available at following times: Regular working periods are from 8.00 a.m. to 4.00 p.m., and from 4.00 p.m. to 12.00 midnight, Monday–Friday. Under special arrangement, work performed from 12.00 midnight to 8.00, also on Saturdays, Sundays and legal holidays.
The arrival time will be when the vessel arrives alongside the berth, with all lines made fast. The departure time will be when the last line is let go.
MEDICAL: Doctor and hospital available.
FRESH WATER: Available.
FUEL: Available.
TIME: GMT minus 4 hours.
HOLIDAYS: Legal holidays are as follows: Good Friday, St. Jean Baptiste Day, Dominion Day, Labour Day, Thanksgiving Day, Ascension Day, Victoria Day, Remembrance Day.
AUTHORITY: This is a private port owned by the Iron Ore Company of Canada.

CORNER BROOK, Newfoundland: 48.57 N. 57.57 W.

DOCUMENTS:
2 Crew Lists Form: IMM.200.
5 Passenger Lists.
3 Crew Declaration Y.14.
3 Bonded Store List E.I.
3 Quarantine Certificate Q5.1.
2 Manifests of Cargo.
Bill of Lading.
All crew members require valid smallpox vaccination certificates.
1 Clearance from Last Port. A.6.
PILOTAGE: Pilot launch "Humber Pilot" fitted with radio telephone call letters VORR, receives on 2182, 2558, 2134 and 2582 kc/s. Wireless 500 WT, no VHF. Twenty-four and twelve-hour ETA required, Pilot Station, Frenchman's Head. Pilotage compulsory, operated by Atlantic Pilotage Authority.
ANCHORAGES: Good anchorages in Outer Bay. Most convenient is in Humber Arm off Petitpas Cove in 15 to 20 fathoms. Masters requested to contact local Pilots regarding anchorage as a submarine cable enters waters of Humber Arm and South Head.
HEALTH: See "Montreal".
MAX. SIZE: 620 ft. at No. 4 berth, Bowaters. Draft 32 ft.
RADIO: For short range: Corner Brook Radio operated by DOT. WT 500, 416, and 40 kc/s. RT call letters VOJ. Receives 2182, 2558, 2134, 2582 kc/s. For long range: Via Halifax Marine Radio.
TUGS: No tugs available.
BERTHING: Oil tankers for Humbermouth only docked and sailed in daylight.
Bowater's wharves located near centre of city waterfront. Consist of four berths, and are continuous. Run parallel with shore line. Total length 1,650 ft. Minimum depth of water 28 ft. in No. 1 berth, elsewhere 30 ft. to 32 ft. at low tide.
Western Terminals Ltd. one wharf consisting of two berths. Total length is 660 ft. Depth of water is 22 ft. Fresh water available as well as electric light and power.
New Canadian National Railway wharf and shed. Steel and concrete structure. Length of wharf 600 ft. Depth alongside 35 ft.
North Star Cement wharf annexed to small Government wharf. Combined length 400 ft. Depth of water 24 ft. at Western end and 17 ft. on inner end. Partly laden tankers of T–2 class discharge at this wharf.
Atlantic Gypsum wharf close proximity to North Star Cement wharf. 225 ft. long. Depth of water 24 ft.
Imperial Oil Ltd. discharging pier depth of 30 ft. minimum at low tide. Full laden tankers of the T–2 class can discharge.
Irving Oil Company Ltd. discharging pier with depth of water at Eastern end of 30 ft. and at Western end 26 ft. Tankers discharge with the forward draft restricted to 26 ft.
Gulf Oil Ltd. discharging pier has a depth at Eastern end of 28 ft. and at Western end 22 ft. T–2 tankers may discharge with restricted drafts accordingly.
Golden Eagle Refinery Co. discharge oil at North Star Cement wharf.
Department of Transport Wharf. Length of wharf is 600 ft. 6 in., joined to Canadian National Railway wharf. Steel and concrete structure. Depth of water alongside is 32 ft. to 34 ft. Wharf is equipped with three side-loader ramps tested for 25 ton capacity. Managing operators are Western Terminals Limited. Fresh water is available. General cargo is handled.
STEVEDORES: Regular hours of work: 0800 to 1200; 1230 to 1630; 3 gangs. 1630 to 2030; 2100 to 0100; 2 gangs. Twenty-four and twelve-hour notice definitely required. Average loading rate 30 short tons per hatch hour.
MEDICAL: Hospital and Ambulance service available.
DENSITY: Average 1015. High water, Easterly wind 1025. High water, Westerly wind 1008. Low water 1005.
FRESH WATER: Fresh water available at Bowaters berths – 50c per ton first 20 tons or part thereof and 25c per ton for each additional ton.
FUEL: Bunker "C" fuel oil 300 secs. SSF available at Bowaters No. 4 berth. Twenty-four hours notice required. Gas oil available by truck delivery.
GANGWAY/DECK WATCHMEN: Not required but recommended.
OPENING/CLOSING HATCHES: Normally done by stevedores, but stevedores may request assistance or supervision from ship's officers where unfamiliar equipment concerned.
CUSTOMS ALLOWANCES: Tobacco: Three lb. limit per crew member or 200 cigarettes. Wine and/or Spirit: 1½ doz. beer or 60 oz. spirit per crew member. All other placed under seal.
CARGO GEAR: If at Bowaters berths, single 8 in. wood blocks with 1 in. diameter manila rope falls should be set up at heads of all working derricks to permit tents to be rigged on both midship and yard-arm derricks at each hatch.
IDENTITY CARDS: Every crew member should be in possession of some form of identity card.
CONSULS: Nearest consuls are in St. John's approximately 450 miles.
REPAIRS: Minor repairs carried out.
REPATRIATION: All necessary crew changes and repatriation facilities available.
AIRPORTS: International Airport, 250 miles from Corner Brook at Gander. Stephenville Airport, Air Canada, 60 miles. NTA Charter

Service from South Brook on Deer Late, 18 miles. EPA Service available, 30 miles from Corner Brook.
TIME: N.S.T. GMT minus 2½ hours. Nfld. Daylight Saving Time April 15th to October 15th each year (one hour forward).
HOLIDAYS: New Year's Day (January 1st); Dominion Day (July 1st); Labour Day (1st Monday in September); Christmas Day (December 25th).
No work carried on after 1600 Christmas Eve and New Year's Eve. One additional holiday agreed at Bowaters during year. No fixed date.
POLICE/AMBULANCE/FIRE: *Police:* Alongside Bowaters 274 Mill Guards. Local Police area code 709–634–4136.
Ambulance: Alongside Bowaters 274 Mill Ambulance. Outside city area code 709–634–45611.
Fire: Alongside Bowaters 274 Mill Brigade. Area code 709–634–4976. Local-City.
TELEPHONES: None available on board ships, but phones are on the wharf in nearby offices.
GENERAL: Ice coverage can be expected between January 1st and April 15th. Shipmasters should get in touch with Ice Central, Halifax, N.S. phone 423–8530 or Telex 014–42523, or Ice Information Officer, Sydney, N.S. phone area code 902–5645497 or Telex 014–4572 for routing or ice-breaker assistance.
SERVICES: Compass adjuster can be engaged.
SHORE LEAVE: Discretion of Master. No port regulations.
AUTHORITIES: Harbour Master.

Bowaters Newfoundland Ltd.

DALHOUSIE, N.B.: 48.04 N. 66. 22 W.

DOCUMENTS:
Ship's Register.
Load Line.
Safety Radio and Safety Equipment Certificates.
Stores List and Crew Declaration (E–17, Y–14), if from foreign port.
Pratique, if from a Foreign Port.
Immigration Clearance from last Canadian Port.
If from a foreign Port, 2 copies of crew list.
For Shipping Master: Ship's Articles if British or Canadian Registry.
PILOTAGE: Telegram sent to Restigouche Pilots, Dalhousie, N.B., or to vessel's Agent. Six hours minimum notice required except during winter operations (January–April). Pilot vessel is a 40 ft. steel hull, black, grey superstructure, displays proper flag by day and proper lights by night. Pilots meet and board all inbound vessels 1·5 miles due East of Bon Ami Point lighthouse. Pilots prefer pilot ladder for boarding.
ANCHORAGES: Safe anchorage 1·5 miles offshore due East of harbour entrance. Pilots will board vessels for anchorage in from 6 to 12 fathoms.
RESTRICTIONS: Tide restricted if vessel exceeds 28 ft. on arrival.
MAX. SIZE: Maximum length 750 ft., beam 100 ft., draft 36 ft. at the Government Wharf including oil and bulk carriers. Vessels approaching these dimensions must berth at high water, port side to. Maximum draft entering harbour and berthed starboard side to is 28 ft. because of restricted turning basin.
HEALTH: See "Montreal".
RADIO: ETA through Grindstone.
TUGS: Not necessary.
BERTHING: To berth starboard side to at any berth vessel is requested to arrive three hours before high water.
STEVEDORES: Contact Agents.
MEDICAL: Hospital and doctors available.
TANKERS: One 12-in. line with three 8-in. connections is laid to the Government Wharf. Depth alongside 34 in. LWOST.
DENSITY: Average density 1008.
FRESH WATER: Available at all berths from hose lines on the dock. 50 tons per hour.
FUEL: Available by truck if necessary. Advance notice required.
GANGWAY/DECK WATCHMEN: Available if requested.
OPENING/CLOSING HATCHES: As in Charter Party.
IDENTIFICATIONS CARDS: Not needed.
CONSULS: None.
REPATRIATION: Facilities exist providing sufficient notice given.
AIRPORT: 7 miles, 2 flights daily.
TIME: Daylight saving during summer months. Atlantic Standard otherwise.
HOLIDAYS: Official Holidays: New Year's Day; Christmas Day; Dominion Day; Labour Day.
POLICE: Telephone 684–2167.
TELEPHONES: Made available upon prior arrangement.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Edrick Allain, Harbour Master. Tel. 684–3483.

DIGBY: N.S. 44.38 N. 65.45 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Usually contacted through St. John radio station by VHF. 12 hours notice required. Pilot usually meets ships at entrance to Digby. As long as adequate notice is given no waiting is experienced.
ANCHORAGE: Good anchorage N.E. from town 15 to 25 fathoms.
MAX. SIZE: Length 400 ft. and 28 ft. draft at low water.
HEALTH: See "Montreal".
RADIO/VHF: St. John Radio call sign VAR.
TUGS: Not normally necessary, light towing available in case of necessity.
BERTHING: Transport wharf main pier with berthing length 400 ft. and 28 ft. alongside at low tide, also Transport Spur Pier 330 ft. long and 50 ft. wide 22 ft. depth alongside at low tide (21 to 28 ft. rise and fall in tide).
FRESH WATER: Supplied by pipe-line on wharf.
FUEL: Diesel oil available only.
DEVELOPMENTS: Construction of new Dock for St. John N.B. to Digby ferry service.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Usually carried out by crew.
CUSTOMS ALLOWANCES: 200 cigarettes per man, per week; 40 oz. alcohol per man per week for crew.
IDENTIFICATION CARDS: Required or passport.
CONSULS: None.
REPAIRS: No major repair facilities available.
REPATRIATION: Can be arranged.
AIRPORT: Small local line based at St. John N.B. supplies service between St. John and Digby. Halifax International Airport 180 miles away.
TIME: GMT minus 4 hours.
HOLIDAYS: New Year's Day (Jan. 1st); Good Friday; Easter Monday; Victoria Day and Queen Elizabeth Day (May 19th); Canada Day (July 1st); Labour Day (Sept. 1st); Thanksgiving Day (Oct. 13th); Remembrance Day (Nov. 11th); Christmas Day (Dec. 25th).
POLICE/FIRE/AMBULANCE: Police 245–4162; Fire 245–2121; Ambulance 245–2205.
TELEPHONES: Available at cost of installation.
SHORE LEAVE: Allowed.
AUTHORITY: Dept. of Transport St. John, New Brunswick, Tel. 657–7440.

FROBISHER BAY, N.W.T.: 63.44 N. 68.32 W.

DOCUMENTS: See "Montreal".
PILOTAGE: No pilot service, upon request masters of vessels assisted to mooring position off Innuit Head by Senior Officer in charge sealift operations. This officer boards vessels approximately ¼ mile East of Monument Island.
ANCHORAGES: Best-known anchorage in depths of 21 and 22 fathoms approximately 5 cables East of Monument Island.
RESTRICTIONS: Low-powered vessels generally navigate Pike Resor Channel at slack water, high or low tide; if current unfavourable this channel is navigated in daylight hours.
MAX. SIZE: Tankers with dimensions 525 ft. long, breadth 58 ft., draft 30 ft. 2 in. discharge in a position approximately 800 ft. off Innuit Head. Method of mooring is to stream both anchors in anchorage area and stern lines to mooring bollards situated on Innuit Head for this purpose. General cargo ships up to 12,000 tons also moor in this position. Masters advised to be prepared for quick departure in event of storm warnings especially if winds expected from Northerly and Southerly directions.
HEALTH: Free pratique, if health certificate is in order. In the event of suspected disease or fever on board, report to Frobisher Bay Telecommunications Branch call sign VFF R/T or W/T.
RADIO: Frobisher Bay R/S VFF. Resolution Island R/S VAW.
TUGS: 3 landing craft (LCMS) each powered with two 130 h.p. diesel engines assist vessels in mooring, acting as tugs and running ship's stern lines to Innuit Head.
STEVEDORES: Stevedores are flown in to coincide with ship's arrival, special arrangements are necessary for these services.
MEDICAL: Hospital facilities available.
DENSITY: From August 1 to September 15 mean approx. 1.02477 increasing slightly as season advances.
FRESH WATER: Small quantity in emergency. Approximately 50 gallons per minute. *Note:* Due to tidal conditions considerable delay could result in delivering fresh water.
FUEL: Only supplied in emergency, Arctic diesel grade 1, viscosity quoted as minus 60.
OPENING/CLOSING HATCHES: According to agreements.
IDENTIFICATION CARDS: Required if arriving from a foreign country.
REPAIRS: Limited repairs, i.e. welding, R/T and radar.
REPATRIATION: Crew changes can be effected by air passage to or from Montreal.
AIRPORT: Distance approximately ½ mile from landing beach, 5 flights weekly to and from Montreal weather permitting.
TIME: GMT minus 4 hours.
POLICE/AMBULANCE/FIRE: Police 250 or 349; Ambulance 231; Fire 685.
AUTHORITY: Harbour Master, tel. 641 and 278.

GASPE, Quebec: 48.50 N. 64.29 W.

DOCUMENTS:
Immigration Documents:
Passenger landing cards (Tourist) 1 each passenger.
2 Crew Lists from Immigration.
2 Passenger Lists.
Customs Documents:
2 Inward Reports.
2 Outward Reports.
3 Ship Stores Lists (Form E.1).
3 Crew Declarations (Form Y.14).

National Health and Welfare:
2 QS.1 Maritime Declarations of Health.
Manifests required for cargo unloaded only.

PILOTAGE: Not compulsory but recommended. No licensed Pilots available, but men recommendable for guidance to harbour and wharf. To obtain Pilot, arrange by radio phone through marine radio station VCG at Fox River Gaspé PQ or by CN Telegraph, on receipt of message either to Agent or Port Authority, Pilot and other arrangements can be made.

MAX. SIZE: Vessels of 650 ft. and over have both docked and anchored. Tide has no effect as it is very sheltered. Government wharf depth 35 ft. LW.

HEALTH: On arrival in Canadian waters Master applies for Radio Pratique by radio to quarantine officer at Quebec City. Master flies yellow flag on arrival and until medical officer decides it can be lowered or otherwise according to regulations. See also "Montreal".

RADIO: VCG Marine Station Fox River Gaspé PQ.

TUGS: Not necessary, no tugs available unless called for in emergency. Line boats available for docking, by arrangement.

BRIDGES: Bridge in inner harbour with opening span to allow through vessels of approx. 40 ft. beam, and 25 ft. draft. Call to open bridge, three blasts.

STEVEDORES: Good stevedoring available at all times and hours.

MEDICAL: Hospital and ambulance service.

TANKERS: Oil lines on Department of Transport Government Wharf owned and used by Gulf Oil Canada, Shell Canada Limited and Imperial Oil. These lines are privately owned.

FRESH WATER: Available, arranged through ship's Agent.

FUEL: Light and medium diesel available at all times. If bunker fuel required on request, brought in by tanker car.

GANGWAY/DECK WATCHMEN: Recommended watchmen necessary, may be obtained.

OPENING/CLOSING HATCHES: Done by ship's crew.

CUSTOMS ALLOWANCE: On arrival officers and crew permitted one bottle and 200 cigarettes and one pound of tobacco for period of one week, further allowances of tobacco given after one week, as well as spirits for senior officers.

IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS: Only minor repairs.

REPATRIATION: May be arranged by Agent subject to Immigration control.

AIRPORT: Situated about 7 miles from the dock. Twice daily service to Quebec, except Saturday and Sunday. Connections to all parts from Quebec. Charter passengers and freight flights also available.

TIME: GMT minus 4 hours in summer. GMT minus 5 hours in winter time.

HOLIDAYS: Saturday, New Year (January 1st); Good Friday; Victoria Day (May 19th); Confederation Day (July 1st); Labour Day (September 1st); Thanksgiving Day (about October 13th); Remembrance Day (November 11th); Christmas Day (December 25th). There are a few other R.C. Church days on which some men are not obtainable. Most of these holidays stevedores and men are available.

POLICE/AMBULANCE/FIRE: Police area 418 call 368-2311. Local RCMP area 418 call 368-2543. Ambulance Area 418 call 368-2835.

TELEPHONES: Possible arrangements may be made with local telephone company for installations to vessel.

GENERAL: Radar repairman available if matter not too serious.

SHORE LEAVE: Crew allowed ashore.

AUTHORITY: Customs and Immigration Officer, tel. Area 418. Call 368-3204.
Harbour Master and Government Wharfinger, tel. Area 418 call 368-2327.

GOOSE BAY, Labrador: 53.22 N. 60.22 W.

DOCUMENTS HEALTH: See "Montreal".

PILOTAGE: Two Pilots available; 24 hours notice of arrival required. Contact Pilot on radio-telephone 2183 kc/s., calling "Victor Gulf Whiskey".

RESTRICTIONS: Navigation season early June to end November depending on pack ice movements. Approach – Sandy Point channel at entrance to Goose Bay and 15 miles from the dock has a width of 300 ft. Harbour Master advises draft of 31ft. HWF. Groves Point Channel at entrance to Terrington Basin and 1½ miles from Main Dock has depth of 32 ft. HWF and width of 300 ft.

TUGS: There are no tugs. Three landing craft available to assist.

BERTHING: Main wharf length 810 ft. depth alongside to be increased to 30 ft. in 1973. Wooden oil jetty, depth at seaward end 19 ft. LWOST.
Government Dock, 190 ft. long, depth 19 ft. 6 in. LWOST.

DENSITY: 1000, fresh water.

FUEL: Diesel oil only, supplied by tank truck.

FRESH WATER: Available alongside berths.

REPAIRS: Only minor repairs may be effected in emergency.

AIRPORT: 1½ miles distant.

HOLIDAYS: New Year's Day; Good Friday; July 1st; Labour Day; November 11th; Christmas Day; Boxing Day.

AUTHORITY: Dept. of Transport, Area Manager, PO Box 1300, St. John's, Nfld. Tel. 722-2830. Telex: 016-4530.

HALIFAX, Nova Scotia: 44.38 N. 63.33 W.

DOCUMENTS:
Port doctor: Form QS1; Crew Vaccination Certificates, Deratisation Certificate.
Customs: Customs clearance or certificate from last port; Cargo List (if no cargo, words "In Ballast" entered); Bonded Stores List (Form E.1); Crew Declaration for each crew member (form Y14). Ship's Register; Safety Radio, Load Line and Safety Equipment Certificates.
Immigration: Crew List (form 200) in duplicate in English; all crew Passports (returned prior to sailing).

PILOTAGE: Compulsory. Essential send arrival notice by radio to avoid delay in waiting Pilot. Twelve-hour notice of ETA required and confirmed or corrected 4 hours before arrival. All times must be GMT. Radio messages should be addressed Marine Aid Center, Chebucto Head. All pilotage messages subject to full tolls.
When possible, Pilots will board in vicinity of Inner Automatic Light and Whistle Buoy situated about 2 miles North-Eastward of Chebucto Head. In heavy weather not always possible for pilot vessel to take up station at above position, but will proceed as far seaward as feasible to embark or disembark Pilot.
In normal weather pilot vessel shall, in daytime, fly pilot flag, and at night will show lights required by international regulations. In abnormal weather – fog, mist, snow, heavy rainstorms – when on station on pilotage duty, in addition to regular signals, will blow four long blasts at regular intervals. Vessel requiring Pilot should blow four short blasts on whistle at intervals until pilot boat sighted. Pilot boats equipped with radar and stand-by on radio telephone operating on frequency of 156·8 megacycles or Channel 16 under international VHF designations.

ANCHORAGE: Vessels anchor in harbour in areas designated by National Harbours Board.

RESTRICTIONS: Controlling depth in channels of approach 60 ft. in main harbour as far as the Narrows. Ice free all year. Ample turning room for the longest vessel.

MAX. SIZE: Length and breadth unlimited. Can berth ships up to 60ft. draft. Channel depth 60 ft. Tide range 6 to 7 ft. 110,000 ton tankers with drafts 50 ft. enter harbour regularly.

HEALTH: Quarantine – every vessel coming from port outside Canada shall be inspected by Quarantine Officer at a place specified by him. (Quarantine Station in anchorage No. 1 on port plan). Where sufficient information can be given by radio, Radio Pratique may be given between 0900 hours and 1700 hours local time (address "Quarantine Halifax") and message should include (i) name and nationality of vessel, (ii) ports of call during voyage, (iii) nature of cargo, (iv) number of crew and passengers, (v) statement of health, (vi) name of agent, (vii) ETA pilot station in GMT. A coastwise vessel, free from disease and arriving from a disease-free coastwise port, may be exempted quarantine inspection.

TUGS: Join vessel inside harbour at quarantine anchorage. Tugs towing use vessel's lines. Tugs made fast alongside vessel for docking or undocking use their own lines at no extra charge.

RADIO: Halifax Marine Radio Station, Ketch Harbour. Radiotelephone and other services. Masters may contact Halifax Marine Radio on 500 or 2,182 kHz, VHF on 156·8, working Channel 26 (161·9 and 157·3 mHz).

RADAR: Marine Traffic Regulating Center at Chebucto Head. Working frequencies Sector One 156·7 mHz (Channel 14) Sector Two 156·6 mHz (Channel 12). Call sign "HALIFAX TRAFFIC".

BERTHING: Total length of berthing 17,030 ft.; minimum depth 30 ft.

BRIDGES: There are two: Angus L. MacDonald Bridge (Halifax–Dartmouth) min. vertical clearance at high water 158 ft.; A. Murray MacKay Bridge (narrows) min. vertical clearance at high water 157·7 ft.

TANKERS: 110,000 ton tankers, 50-ft. draft, use port regularly. Terminals – nine berths operated by four oil companies.
Imperial Oil, South Dartmouth, three piers, vessels up to 900 ft.; draft 50 ft., bunkering vessel also provides barge service.
Irving Oil Co. Ltd.: South Darthmouth, three berths, ocean vessels any length, draft 36·6 ft.; located at Woodside.
Texaco Canada Ltd.: Eastern Passage, two berths (one berth any length vessel) draft up to 38 ft., barge service provided in harbour.
Gulf Oil Canada Ltd.: Bedford Basin; 360-ft. wharf (no restriction vessel length) draft 32 ft.; located Burnside, Halifax–Dartmouth Marine Terminal.

BULK HANDLING FACILITIES: Two-berth container ship-rail interface at Pier "C". Served by two 45-ton container gantry cranes, two railcar loading transtainers, 30 tons each, 14 straddle carriers, 30 tons each. Total quay length 1,762 ft., minimum depth, North end 50 ft., South end 40 ft.; one ro-ro berth. Room for two more container gantry cranes. Four cranes could handle 300,000 containers annually. Terminal likely to be fully utilised by 1976. Consideration being given to planning for new container terminal. Four to six berths contemplated. NHB now modernising grain gallery complex, phasing out obsolete shed and galleries, adding fencing for further security and increasing uncongested open space on piers to more than 8 acres.

MEDICAL: Sick Mariners' Service may be obtained for venereal disease only at the Federal Building, Suite 620, Bedford Row, Monday through Friday, Tel. 426-3998. Doctor always available either by telephone or telephone answering service. Information for emergency treatment outside these hours may be obtained from ship's Agent. Emergency hospitalisation can be obtained only at Camp Hill Hospital.

STEVEDORES: Available from several private companies.

DENSITY: Salt water all tides.

FRESH WATER: Dock side only. No water barges. 50 tons per hour per hose.

FUEL: See "Tankers".

GANGWAY/DECK WATCHMEN: Can be provided.

OPENING/CLOSING HATCHES: Patent mechanical hatches by ship's crew. Wood and canvas hatch covers by stevedores.

CUSTOMS ALLOWANCES: Tobacco: 1 lb. per man per week; 200 cigarettes per man per week. Wine/Spirit allowance: 40 oz. bottle per man per week.
CARGO GEAR: All ships liable to inspection by government inspectors. Gear certificates to be produced, if required. Heavy-lift equipment: 59 pieces ranging in single lift capacity to 120 short tons. Normally available on a few hours notice, including floating cranes.
CONSULS: The following countries are represented in Halifax:

Austria	Japan	Peru
Belgium	Germany	Portugal
Britain	Iceland	Spain
Brazil	Italy	Sweden
Denmark	Netherlands	United States of America
Finland		

REPAIRS: All types of repairs possible.
DRY DOCKS: Floating dock – 600 ft. by 100 ft. by 31 ft. deep; lifting capacity 25,000 tons. Graving dock – 567 ft. long, 80 ft. wide at keel blocks, clearance at top 102 ft. 6 in.; maximum draft over keel blocks 26 ft., capacity 25,000 tons. Marine Railways, six. Complete machine shop and other repair facilities as well as Salvage equipment available.
AIRPORT: Halifax International. Regular services to Canada, USA, Europe.
TIME: Standard Time GMT minus 5 hours. Daylight Saving Time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Queen's Birthday (May 20th); Dominion Day (July 1st); Labour Day (September 2nd); Thanksgiving Day (October 14th); Remembrance Day (November 11th); Christmas Day (December 25th). Cargo work can be arranged on all holidays except Labour Day.
POLICE/AMBULANCE/FIRE: Police 4105; Harbour Police (NHB) 426–3629; Ambulance 429–5151; Fire 4103.
TELEPHONES: Service available at all berths.
GENERAL: Extensive rail and road services plus extensive transit sheds, cold storage with 1,719,00 cubic ft. storage space.
SERVICES: All services available including compass adjusting, tank cleaning, etc.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: National Harbour Board.

HAMILTON, Ontario: 43.16 N. 79.54 W.

For important General Information refer to St. Lawrence Seaway.

DOCUMENTS:
Inward manifest 3 days prior to arrival of vessel.
1 Steamship company release covering inward shipment.
1 Loading list, 24 hours prior to vessel loading.
1 Customs report outwards (A.7).
3 Vessel's outward manifest within 3 days after departure of vessel.
PILOTAGE: Pilotage to be arranged 24 hours in advance. Pilot normally boards just inside Harbour entrance. Contact VHF 16–156·8 megacycles.
MAX. SIZE: 730 ft. LOA. Max. draft 26 ft.
HEALTH: First port of entry. See "Montreal".
RADIO: VBG Toronto.
TUGS: Join inside harbour entrance – ship's lines used.
BERTHING: Arrangements made with the Harbour Master.
BRIDGES: Lift bridge at harbour entrance can be raised any time.
STEVEDORES: Must be ordered prior to 4 p.m. on previous day.
MEDICAL: Hospital services available and doctors can be arranged.
FRESH WATER: Available.
FUEL: All types available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: See "Montreal".
IDENTIFICATION CARDS: Not required.
CONSULS: Consuls located in Toronto.
REPAIRS: Possible.
AIRPORT: 10 miles, 4 connecting flights per day.
TIME: GMT minus 5.
HOLIDAYS: Normal Canadian statutory holidays apply and labour can be arranged at extra cost. See "Montreal" for details.
POLICE/AMBULANCE/FIRE: Telephone 529–L.
TELEPHONES: Can be arranged on board.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: The Hamilton Harbour Commissioners, 605 James Street N., Hamilton 11, Ontario, Canada.

HANTSPORT: N.S. 45.04 N. 64.10 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Non-compulsory, but advisable. Rates by agreement.
MAX. SIZE: Tidal port and no shipping arrives or departs at low water. Draft of largest vessel that entered port was 24 ft. A draft of 25 ft. can be taken in and out.
HEALTH: Customs officer acts as Quarantine officer.
RADIO: Ship-to-shore communications; through St. John N.B. or Yarmouth N.S.
BERTHING: Berthing length 400 ft., no water at low tide, ships lie aground on mud alongside. There are railroad tracks on wharf, main and electric lights laid on.
FRESH WATER: from pipe-line on Government wharf.
FUEL: Oil by truck from Imperial Oil Ltd.
REPAIRS: Hull repairs can be made at low water with vessel high and dry.
SERVICES: Supplies: ship's stores can be secured in port.
AUTHORITY: Harbour Master.

HARBOUR GRACE, Newfoundland: 47.43 N. 53.08 W.

DOCUMENTS:
Number of Crew Lists.
Number and names of passengers.
Clearance from Last Port of call.
Deratting Certificate.
Innoculation List of all crew members and passengers.
Manifest of Cargo.
Copy Bills of Lading.
List of Bonded Goods.
PILOTAGE: Not compulsory, if required cable Agent.
ANCHORAGES: Pilot will instruct captain.
MAX. SIZE: Maximum length 450 ft., maximum draft 24 ft. low tide.
HEALTH: See "Montreal".
RADIO: Route cables and telephone calls through St. John's Newfoundland Radio.
TUGS: Not available.
BERTHING: Nothing specific, Pilot will have instructions; Agent should be given 24 hours arrival notice.
STEVEDORES: Available. 24 hours notice required.
MEDICAL: Port doctors available; hospital facilities; advance notice would be helpful in providing ambulance services if needed; vaccination/small pox required for European ships.
TANKERS: Marine storage terminals for oil are served by Canadian tankers.
FRESH WATER: Available, pipe line delivery at piers, rate of delivery as required.
FUEL: Diesel, gas oil, marine bunkering facilities in piers, available at any time, no notice required.
DEVELOPMENTS: Possibility new wharf installation no details available.
GANGWAY/DECK WATCHMEN: Not necessary, available if required.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCES: See "Montreal".
IDENTIFICATION CARDS: Not required.
CONSULS: Norway; Denmark; Spain; Portugal; France.
REPAIRS: Deck and engine repairs available.
AIRPORT: 1 hour 15 min. drive, service by regular airlines making connection to all points in the world.
TIME: GMT minus 3½ hrs. Clocks advance 1 hour last Saturday of April each year and are put back 1 hour last Saturday October each year.
HOLIDAYS: New Year's Day; Good Friday; July 1st; November 11th; December 25th. Cargoes could be worked on these days with exception of Good Friday and Christmas Day.
POLICE/AMBULANCE/FIRE: One telephone number for all services 709–596–5014.
TELEPHONES: Available at pier.
SERVICES: Compass adjusting available.
SHORE LEAVE: All crew members allowed ashore.
AGENT: Ocean Harvesters Ltd., Harbour Grace. Tel. 709–596–5111, 709–596–5112, 709–726–4840. Telex 016–311. Cable address: Moorfish, Hr. Grace.

KINGSTON, Ontario: 44.12 N. 76.30 W.

For important General Information refer to St. Lawrence Seaway.
DOCUMENTS: See "Montreal".
PILOTAGE: Contact Pilotage Officer, in Cornwall, telephone 613–546–6736.
ANCHORAGE: Good anchorage off Penitentiary.
RESTRICTIONS: Channel depths – Controlling depth at low lake levels 22 ft. until wharves in harbour approached. In upper harbour, controlling depth 17½ ft. Depths vary from month to month. Navigating Season April 15th–December 15th.
HEALTH: First port of entry. Quarantine at Quebec city for incoming ships from foreign ports.
TUGS: Available. Necessary for handling ships in rough weather at Elevator and other docks.
BERTHING: Docks extend West from North of bridge (La Salle Causeway) to Little Catariqui Bay – some 4 miles. Dept. of Transport Dock 455 ft., depth alongside 17 ft. Portsmouth Dept. of Transport Dock has 20 ft. alongside end section. Also smaller docks for coastal vessels and private docks, including Elevator dock 700 ft. long on East side 24 ft. alongside, and 600 ft. on West side depth 22 ft. La Salle Causeway 1,000 ft., 14–16 ft. alongside used for berthing in winter.
MEDICAL: Hospitals, Kingston General and Hotel Dieu.
STEVEDORES: From Toronto.
FUEL: Bunker coal – normal stock 2,000 tons from lighters at wharf. Bunker "C" and diesel oil also available.
FIRE PRECAUTIONS: No unusual precautions.
CUSTOMS ALLOWANCES: See "Montreal".
REPAIRS: Most repairs possible.
DRY DOCK: Will take ships of length 210 ft., beam 48 ft. Depth on sill 11 ft.

TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal". Port officials always available.
TELEPHONES: Ship to shore phone communications through Kingston (VBH).
AUTHORITY AND AGENT: Harbour Master, Department of Transport, Marine Services, PO Box 592 Kingston, Ontario.

KITIMAT, B.C.: 53.59 N. 128.46 W.

DOCUMENTS and General Information: Refer to "Vancouver".
PILOTAGE: Compulsory. Pilot boards at Cape Beal, West Coast, Vancouver Island, or Triple Island, off Prince Rupert. Pilotage authority require 48 hours notice to allow Pilot to meet vessel at Triple Island or Cape Beal.
ANCHORAGE: No vessel shall anchor in the fairway or dredged channel approaching the wharf or otherwise in a position to interfere with or obstruct the docking or undocking of any other vessel. Pilot will instruct Master. Usual anchorage off Amelia Island.
RESTRICTIONS: Approach to the port is via Laredo Sound, Laredo Channel, Campania Sound, Whale or Squally Channels and thence via Douglas Channel. The route is approximately 100 miles to the open sea. Entrance channel (red and black flashing light buoys) is 2,400 ft. long, dredged to a max. depth of 30 ft. at low water, width varies from 800 ft. at entrance, to 400 ft. width 350 ft. South of wharf. In addition, a turning-basin has been dredged to 28 ft. at low water on the side of the channel opposite wharf, providing a turning basin 600 ft. in width.

Vessels may enter or depart any time of day or night.
MAX. SIZE: 680 ft. OA, beam 90 ft., draft 36 ft. Mean tide range 13·8 ft. Depth alongside at zero tide 35 ft.
HEALTH: Vessels proceeding direct to Kitimat from foreign ports must apply for permission to proceed by radio to William Head Quarantine Station.
RADIO: Prince Rupert Radio VAJ 500 2182 1630.
TUGS: Tug services available.
NOTICES: Notice of ETA must be given to Alcan at Kitimat at least 24 and 12 hours before arrival. Descriptions and tonnage of the commodity to be loaded or discharged and the number of passengers to be landed or embarked must be given to Alcan Kitimat at least 12 hours before arrival. Alcan may then assign a berth to the vessel but shall not be liable for any delay in providing berth or for failure to provide a berth. Vessels carrying bulk cargoes for discharge are instructed to request Alcan via radio or wireless telegraph through shore stations as to which hatches are to be opened on arrival alongside unloading berth to permit immediate entry of unloading devices. Derricks, radio aerials, stays, guys or other obstructions are to be removed or cleared away so that they will not impede the safe working of mechanical unloading equipment. If the above instructions are not complied with, resultant costs caused by the vessel being unprepared to commence unloading immediately on arrival shall be charged to the vessel.
BERTHING: Alcan Terminal Wharf No. 1 (concrete caisson construction) is 750 ft. long and has two pneumatic unloading towers discharging to a belt conveyor and a Kangaroo Crane for either bulk and general cargo duties. The wharf is connected by rail direct to Aluminum Co. of Canada smelter yard and to the Terrace – Kitimat spur line of CNR.

Wharf No. 2 is a timber-pile wharf with 19 ft. alongside now used for passenger and light cargo trades. The channel has mooring dolphins on the W. side, 865 ft. S. of Wharf No. 1, to accommodate vessels up to 16,000 tons, while awaiting berth.

Eurocan Terminal is located to the E. of Alcan's Terminal Wharf No. 1 and is 450 ft. long with mooring dolphins at S. end. To the N. of the terminal is located a hydraulic barge loading ramp.

No container, liquid chemicals or LPG carrier facilities available.
STEVEDORES: ETA sent by cable 24 and 12 hours before arrival.
MEDICAL: Kitimat General Hospital – complete medical service provided.
FRESH WATER: Available at Alcan's Terminal Wharf No. 1.
FUEL: Only diesel oil available.
GANGWAY/DECK WATCHMAN: Not necessary.
OPENING/CLOSING HATCHES: Normally done by crew on bulk discharge. On general cargo, stevedores open and close hatches.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes or ½ lb. tobacco. Liquor: 40 oz. per man, additional issue after 7 days.
CONSULS: Available at Vancouver, B.C.
REPAIR: Minor repairs only; nearest shipyard facilities Esquimalt or Vancouver.
REPATRIATION: Facilities convenient for crew changes.
AIRPORT: Two flights daily from Terrace to Vancouver International Airport. Limousine service from Kitimat to Terrace, distance 40 miles.
TIME: GMT minus 8 hours. Daylight saving time from last Saturday in April to last Saturday in October.
HOLIDAYS: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, Christmas Day, and Boxing Day.
POLICE/AMBULANCE/FIRE: Police 632–7111; Ambulance/Fire 632–2345.
TELEPHONE: Telephone available at dock offices.
SHORE LEAVE: Permitted.
AUTHORITY: Aluminum Company of Canada Ltd., Kitimat, B.C.

LAKEHEAD HARBOUR, Ontario (formerly Port Arthur and Fort William): 48.27 N. 89.13 W.

For important General Information refer to "St. Lawrence Seaway".
DOCUMENTS: As inland Port all documentation carried out by authorities in Montreal, Quebec, prior arriving. Only when vessels have called at United States Port after departing Montreal, and prior arriving at Canadian Lakehead, will any changes in documentation be necessary; which will consist of a United States Customs clearance. Certificates to be available on board:

Immigration papers.
One copy QS 2 (Health Certificate).
Three copies of Ships' Stores.
Crew Declaration.
Customs Clearance.

All of the above will have been stamped in Montreal.
PILOTAGE: Pilots are obtained by Agent at Master's request, at which time the location of boarding the ship will be stipulated. Ship's Masters are able to contact Agent by ship–shore duplex through VBA Marine Radio, Thunder Bay.
ANCHORAGE: Anchorage areas defined by Lakehead Harbour Commission but due to large area and number of entrances to Harbour, Masters are permitted considerable latitude in making own decisions. Usual areas are approximately 1 mile outside of Harbour breakwall, free of shipping lanes. However, Masters should be guided by the advice of Lakehead Control (radio), VDX 30.
MAX. SIZE: Depth max. 27 ft. in dredged areas.
HEALTH: Pratique granted at Montreal.
RADIO: Two radio stations; VBA Thunder Bay, is Department of Transport station offering duplex services; VDX 30, Lakehead Control, offers special services such as assistance in obtaining tugs, relaying special messages for police, radar or radio services, etc.

VBA and VDX 30 both operate 24 hours per day during shipping season on following frequencies:

VBA (AM) Channels 51, 52, 57, 58, 59 and 81
(FM) Channels 12, 26, and 28
VDX 30
(FM) Channels 12, 16, 18A, and 14

TUGS: Arranged mutually by ship masters and Agents on arrival in port. Ship lines used. Four tugs available.
BERTHING: *North Section* is protected by a breakwall. The depth throughout is 27 ft. with some exceptions alongside the elevator berths.

There are four elevators with a depth of 27 ft. alongside and the remaining elevator depths range from 19–26 ft.

The Keefer Terminal is the principal General Cargo berth available at the Canadian Lakehead. The ocean vessel shed is 400 ft. long, has a dock 650 ft. long with a maximum apron width of 65 ft. All types of import and export general cargo can be handled at this Terminal. Rental mobile cranes are available for handling lifts up to 12 tons. Depth alongside is 27 ft.

The CNR has an ore dock with a berthing length of 1,200 ft. with a depth alongside of 28 ft. It can accommodate four vessels at one time with 200 loading chutes available. The vertical height from water level to spout is 45 ft. This is the dock used for loading bulk potash.

South Section is comprised of the Kaministiquia River, Mission River and McKellar River. The Kam River and Mission Rivers are dredged to 25 ft. with the McKellar River being dredged to only 19 ft. The Mission River entrance and turning basin dredged to 27ft. In general terms, for most vessels two tugs are required for safe river navigation. The maximum draft should, not exceed 23 ft. for safe loading and navigation.

There is one General Cargo berth, CPR Shed 7 situated at the Kam and Mission River junctions. Maximum depth alongside is reported to be up to 24 ft.

The majority of elevators maximum depth alongside ranges from 19 ft. to 25 ft. with the exception of Searles at the entrance to the Mission River, which is presently dredged to 27 ft.

There is one open storage Bulk of General Cargo berth, Valley Camp Coal Dock on the Mission River. This dock has two overhead gantry cranes with lift capacity of one, 12–14 tons and the other 22 tons. The berth is 1,600 ft. long with a depth alongside of 25 ft. This dock has recently been extended with modern belt loading facilities, for handling iron ore and similar materials in bulk.
MEDICAL: All facilities available and may be arranged through Agent or Lakehead Harbour Police by contacting VDX 30 Lakehead Control.
DENSITY: Fresh water port. No tide.
FRESH WATER: Available.
FUEL: Light diesel available by tank truck. Bunker "C" only in emergencies.
GANGWAY/DECK WATCHMEN: May be arranged through Agent.
OPENING/CLOSING HATCHES: Normally done by crew.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes or 50 cigars every seven days. Spirit/Wine: Officers: One bottle liquor each seven days. Crew: Beer only, at Captain's discretion.
CARGO GEAR: Normal safety certificate only required. No special port regulations.
CONSULS: Following countries are represented at Lakehead: Denmark, Finland, Italy, Netherlands and Norway.
REPAIRS: Full repairs available. Includes mobile equipment by both land and water conveyances.
DRY DOCKS: One available, length 747 ft. by 98 ft. width and can accommodate largest vessel operating on Great Lakes.
AIRPORT: Served by regular airlines with connections to any destination.

TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end October, clocks advanced 1 hour.
HOLIDAYS: During shipping season from April to mid-December on which stevedores do not work: May 24, July 1, September 1, and Thanksgiving Day (October). Work can be arranged through overtime rates.
POLICE/AMBULANCE/FIRE: Lakehead Harbour Police 344–3594, or by Marine Radio VDX 30.
Thunder Bay City Police 6236471.
Fire and Ambulance contacted most easily through VDX 30 radio.
TELEPHONES: Telephones at Keefer Terminal only.
GENERAL: All vessels entering, moving in, or departing Lakehead Harbour required to contact VDX 30 Lakehead Control Prior making such move. Initial contact must be made before entry from area designated as "Welcome Islands" giving particulars of destination within Harbour and routes to be traversed.
AUTHORITY: Lakehead Harbour Commission, PO Box 266, Thunder Bay (P) Ontario.

AGENT: Lakehead Shipping Company Limited, POB 692, Postal Station "F", Thunder Bay, Ontario. Tel: 807–345–1496. Telex: 033–258.

MONTREAL, Quebec: 45.30 N. 73.33 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 sets Customs Documents.
3 sets Health Documents.
6 sets Manifests.
6 sets Bills of Lading.
3 sets Ship's Papers.
PILOTAGE: The Master of every ship inward bound in the Gulf of St. Lawrence and destined for ports West of Les Escoumins, Lat. 48° 20′ N. Long. 69° 20′ W., who is unable to communicate with Quebec Traffic Control on VHF Channel 14, must report to Pilots, Montreal, via any coast radio station by radio telegraph or radio telephone the ETA of his vessel at Les Escoumins pilotage station. A minimum notice of 12 hours must be given to ensure the availability of Pilots at Les Escoumins.

This notice must be confirmed 3 hours prior to arrival at the pilotage station by radio telegraph or radio telephone through a post station and addressed to "Pilots, Montreal".

The pilot station at Les Escoumins is a conspicuous white and red building situated at Anse aux Basques.

For further information refer to Quebec.
ICE ADVISORY SERVICE: Ships inbound from seaward between 15th December and 15th April should advise the Ice Information Officer, Sydney, N.S., 36 hours prior to entering Cabot Strait stating their position, destination, whether loaded or in ballast. This procedure will facilitate the passing of ice information to the ship as necessary.

On request, ice information is also available from Marine Radio Stations at Halifax, Camperdown, Seven Islands, Twillingate and Grindstone. The Canadian Broadcasting Corporation maritime network also broadcasts ice information daily during the winter navigation season. Supplementary ice information may also be obtained from Canadian Marine Service icebreakers.

During the ice season, radio broadcasts of ice information are made twice daily from Marine Radio Stations as follows:

	Call frequencies	
Cape Race, Nfld.	VCE	420 kc/s CW
		2582 k/cs CW
Fox River, Que.	VCG	434 kc/s CW
		2582 kc/s RT
Mont-Joli, Que.	VCF	446 kc/s CW
		2582 kc/s RT
North Sydney, N.S.	VCO	489 kc/s CW
		2582 kc/s RT
Halifax	CFH	115.3 kc/s CW
		6949.5 kc/s
		8662
		12984
		17218.4

ANCHORAGE: Available at Longue Pointe abreast of the Island of Montreal close to upper harbour. Also at Lanorie, approx. 3 miles above Sorel harbour limits, and at Pointe aux Trendles anchorage below berth 110.
MAX. SIZE: Entry only restricted by draft. Main channel depth is 35 ft. Channel 550 ft. wide at narrowest point.
HEALTH: Except in case of coastwise vessels free of disease and arriving in Canada from ports or areas that are not infected, every vessel coming from a port outside Canada is inspected by the quarantine officer, and shall not make customs entry until it has received pratique.

"Coastwise Vessel" means a vessel operating exclusively between Canada and the island of St. Pierre and Miquelon or between Canada and the United States, including Alaska. A "coastwise vessel" loses coastwise status and is subject to quarantine inspection on its next arrival at a Canadian port when at any time it touches a foreign port other than those mentioned above.

Where sufficient quarantine information can be given by wireless, radio pratique may be obtained between the hours of 9 a.m. and 5 p.m. the day preceeding arrival:
(*a*) From "Quarantine Halifax" by vessels bound for Halifax, Nova Scotia.
(*b* From "Quarantine Saint John" by vessels bound for Saint John, New Brunswick.
(*c*) From "Quarantine Quebec" by vessels approaching Canadian ports via the Saint Lawrence River.
(*d*) From "Quarantine Victoria" by vessels bound for ports in British Columbia via the Strait of Juan de Fuca, other than vessels coming from an Asiatic port except ports in Japan.

For the purposes of radio pratique vessels are required to give the following information:
(*a*) Name and nationality of vessel.
(*b*) Ports called at during voyage.
(*c*) Date and place of last fumigation or deratting exemption certificate.
(*d*) Nature of cargo.
(*e*) Number of crew.
(*f*) Number of passengers.
(*g*) Port of destination and name of agent.
(*h*) Number of persons without valid vaccination certificates.
(*i*) Condition of health of all on board with details of any sickness or death which has occurred during the voyage.

Valid Smallpox vaccination certificates required.

To facilitate the quarantine clearance of vessels entering the St. Lawrence Seaway, the Montreal quarantine facilities have been augmented by opening a new office in Montreal East near the entrance to the Seaway. Vessels proceeding directly into the Seaway may now receive quarantine inspection and clearance while at anchor awaiting entrance to the Seaway.
RADIO: All communications via Montreal radio, call sign VFN. Marine traffic control handle VHF traffic as follows: Between Tracy and Cap St. Michel, VHF Channel 10 (156·5 mHz.). From Cap St. Michel to Montreal, VHF Channel 13 (156·65 mHz.). Ship to ship communication, VHF Channel 6, (156·3 mHz.). Port radar service available.
TUGS: Tugs normally join vessel off the berth. Ship's lines used.
BERTHING: All berths on Island of Montreal, total berthing length 65,118 ft., depth alongside, from 25 ft. to 30 ft.
STEVEDORES: Working hours 0800 to 1200, 1300 to 1700.
MEDICAL: All medical facilities available.
TANKERS: Imperial Oil Limited – 4 berths, depth alongside 20 ft. to 35 ft. Shell Canada Limited – 2 berths, depths alongside 30 ft. to 35 ft. British American Oil Company – 3 berths, depths alongside 30 ft. Texaco Canada – 3 berths, depths alongside 30 ft. to 35 ft. Sun Oil Company – 1 berth, depth alongside 30 ft. B.P. Canada Limited – 2 berths, depths alongside 35 ft. Petrofina – 3 berths, depths alongside 15 ft. to 35 ft.
FRESH WATER: Available by pipeline at most berths.
FUEL: Oil – all grades can be delivered at oil companies' terminals; also by bunker barges to vessels lying anywhere in the harbour.

Coal – delivered direct to vessels at coal berths.
FIRE PRECAUTIONS: Looped wire over stern and bow not more than 4 ft. above water for towing in case of fire.
GANGWAY/DECK WATCHMEN: Required.
OPENING/CLOSING HATCHES: Always done by stevedores.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes; 50 cigars; tobacco, 2 lb. per person over 16. Wine/Spirits, Total of 40 oz. per person over age of 21.

Subsequent issues may be authorized to crew members of foreign vessels, but the maximum quantity any crew member may hold at any one time must not exceed 300 cigarettes, 75 cigars, 3 lb. tobacco, and 60 oz. liquor.
IDENTIFICATION CARDS: Not required.
CONSULS: Consulates of the following countries are available in Montreal:

Belgium	Italy
Denmark	Netherlands
Finland	Norway
France	Panama
Germany	United States
Greece	Venezuela

REPAIRS: All kinds of hull and engine repairs possible.
DRY DOCKS: Floating dry dock of 25,000 tons capacity, comprising 3 sections, one of 200 ft. length, one of 400 ft. length, one of 550 ft. length. Two sections can be joined together to accommodate a vessel up to 750 ft. length.
REPATRIATION: All facilities available.
AIRPORT: International Airport.
TIME: GMT minus 5 hours. Daylight saving time applied from last Saturday of April to last Saturday of October.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Ascension Day; St. Jean Baptiste Day (June 24th); Labour Day; All Saints Day; Christmas Day.
POLICE/AMBULANCE/FIRE: Emergency telephones at berths, directly connecting berth with Police and Ambulance.
SHORE LEAVE: Permitted.
AUTHORITY: National Harbour Board, Port of Montreal Building, Cité du Havre, Montreal P.Q.

NANAIMO, B.C.: 49.10 N. 123.57 W.

DOCUMENTS:
3 copies Crew List form 1MM.200.
1 copy Passenger List.
3 copies Ship Stores E.1.
3 copies Crew Declarations Y.14.

1 Quarantine Certificate.
Manifest from previous Ports.
PILOTAGE: See "Vancouver".
ANCHORAGES: See "Vancouver".
RESTRICTIONS: No restrictions on Nanaimo Assembly Wharf. Harmac Wharf restricted from 10.45 p.m. to 7 a.m.
MAX. SIZE: Ships of any size can be taken into harbour with safety. Controlling depths are: Harbour entrance, 57 ft. at high water and 44 ft. at low water. Mean channel depth, 31 ft. at LW. Mean rise of tide 13 ft.
HEALTH: Pratique granted at Victoria, B.C.
RADIO: Vancouver Radio.
TUGS: Join vessel at Gallows Point, Protection Island. Ship's lines to be used.
BERTHING: Berth A – 34 ft. LLW. Berth B – 34 ft. LLW. Berth C – 37 ft. LLW.
STEVEDORES: Ordered by Agent, 16 hours minimum notice.
MEDICAL: Hospital facilities available.
TANKERS: Tanker berths at private companies' wharves where own regulations on lines apply.
DENSITY: September to May inclusive 1.0203 average. June to August inclusive 1.0171 average.
FRESH WATER: Available ex wharf.
FUEL: Limited quantities available by truck delivery only.
FIRE PRECAUTIONS: No other specific precautions except during extreme heat when smoking may be prohibited on wharf adjacent to lumber.
GANGWAY/DECK WATCHMEN: Services not necessary but security guards are available.
OPENING/CLOSING HATCHES: Either crew or stevedores, by arrangement.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes per week or ½ lb. tobacco and 15 cigars. Wine and/or Spirit. Officers allowed 40 oz. liquor per week. Crew allowed beer only, any amount. *Note:* Beer is not bonded.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None.
REPAIRS: Temporary repairs only.
REPATRIATION: Facilities exist in Vancouver.
AIRPORT: Cassidy Airport, 10 miles South of Port. Charter flights only. Seaplane service from Harbour to Vancouver or charter.
TIME: Pacific Standard Time, 8 hours behind GMT. Daylight Saving Time in effect from late April to late October.
HOLIDAYS: No cargo work on Sundays and/or Holidays with exceptions as follows:
(1) Sundays and Good Friday, Easter Monday, Victoria Day (24th May), Dominion Day (July 1st), Thanksgiving and Remembrance Day crews are available at overtime rates by arrangements.
(2) No cargo work on Christmas Day, Boxing Day and New Year's Day.
(3) Labour Day in case of emergencies only.
(4) Crews cease work at noon 12 o'clock on December 24th until 8 a.m. December 27th; also from 12 o'clock noon December 31st until 8 a.m. January 2nd.
POLICE/AMBULANCE/FIRE: Police 754–2345; Ambulance 753–4433; Fire 753–1234.
TELEPHONES: Available for each vessel.
SHORE LEAVE: Allowed.
AUTHORITY: Nanaimo Harbour Commission, PO Box 131, Nanaimo, B.C. Tel. 753–4146.

NEW WESTMINSTER, B.C.: 49.12 N. 122.55 W.

DOCUMENTS, ANCHORAGE, and further information: Refer to "Vancouver, B.C.".
PILOTAGE: Compulsory from Fraser River Sands Heads.
MAX. SIZE: Draft limited to 33 ft. on 12 ft. tide.
HEALTH: Pratique and quarantine at Victoria B.C.
TUGS: Available, normally join vessel on arrival.
MEDICAL: All services available.
DENSITY: Varies with location and season.
FRESH WATER: Available.
FUEL: All grades available.
DEVELOPMENTS: Future developments call for 35 ft. draft and expanded berthing facilities.
CONSULS: At Vancouver.
REPAIRS: Engine repairs only.
AIRPORT: Nearest at Vancouver.
TIME: Pacific Standard Time, GMT minus 8.
POLICE/AMBULANCE/FIRE: Police 521–7711; Ambulance 872–5151; Fire 526–4411.
SHORE LEAVE: Allowed.
AUTHORITY: Fraser River Harbour Commission, New Westminster.

NORTH SYDNEY, Nova Scotia: 46.16 N. 60.13 W.

DOCUMENTS: And all general information, refer to "Sydney, N.S.".
PILOTAGE: Is compulsory. Pilot boards off Cranberry Head. Refer to "Sydney N.S.".
RESTRICTIONS: Navigation season approx. 1st April to 15th January. Channel depth 42 ft.
ANCHORAGE: Above the ballast ground in depths of 5 to 7 fathoms.
PRATIQUE: Obtained at Sydney, N.S., by radio.
MAX. SIZE: Draft 35 ft. 6 in. for entering harbour. Berthing restricted by depth alongside.
TUGS: Available, but not normally required.
BERTHING: Canadian National Railway Pier: 1,080 ft. length, depth alongside 25 to 35 ft.
FRESH WATER: Available from wharves.
FUEL: Fuel and diesel can be supplied.
REPAIRS: Machine shop facilities for hull and engine repairs.
AUTHORITY: Dept. of Transport, Harbour Master.

OCEAN FALLS, B.C.: 52.21 N. 127.41W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 copies Inward Report (Customs A6).
PILOTAGE: Compulsory. Pilots may be taken at Vancouver or Victoria. ETA to be given to Pilots 6 hours before arrival through radio station VAK.
ANCHORAGE: In harbour, ample room for any size vessels.
RESTRICTIONS: Channel depth 25 fathoms.
MAX. SIZE: For berthing alongside, length 500 ft., draft 30 ft.
HEALTH: Ships from overseas are given pratique at William Head.
RADIO: Vancouver Radio, VAK.
TUGS: Not usually considered necessary. Can be made available by prior arrangement.
BERTHING: Crown Zellerbach Canada Limited owns five wharves, depth alongside 31 ft. at low water.
FRESH WATER: Available from wharves, free of charge.
FUEL: 1,500 sec. fuel available from oil wharf.
REPAIRS: Minor repairs to hull and machinery can be effected. No dry docks.
STEVEDORES: Gangs of longshoremen can be hired by arrangement.
AIRPORT: B.C. Airlines operate daily seaplane service to Vancouver.
MEDICAL: Hospital facilities available.
CUSTOMS ALLOWANCE: 200 cigarettes or 2 lb. tobacco may be held out of bond per person, and 40 ounces of alcohol.
SHORE LEAVE: Crew members allowed ashore.
HOLIDAYS: Easter Monday; July 1st; Labour Day; Thanksgiving Day; Remembrance Day; Christmas and Boxing Day; New Year's Day.
POLICE/FIRE/AMBULANCE: Police tel. 289–4111; Fire 289–4123; Ambulance 289–4123.
AUTHORITIES: Dept. of Transport, Harbour Master. Crown Zellerbach Canada Ltd.

PICTOU, Nova Scotia: 45.41 N. 62.43 W.

DOCUMENTS:
Customs Report Inwards, Form A6 in duplicate.
Clearance from last port.
Stores List, Form E1 in duplicate.
Crew Declarations, Form Y14 in duplicate.
Crew List, Immigration Form 200 in duplicate.
Quarantine Q25 in duplicate.
Fumigating and Deratting Certificate.
Load Line Certificate.
Inspection Certificate.
Safety Equipment Certificate.
Radiotelegraphy Certificate.
Certificate of Register.
If Pictou is first port of call in Canada photostat copies of the ship's ocean bills of lading in duplicate to cover all goods for discharge in Canada.
PILOTAGE: Normally arranged through Halifax as there is no radio station in Pictou. Various pilot boats in use.
ANCHORAGE: Safe anchorage all over harbour in 40 ft.
RESTRICTIONS: No entry restrictions except draft over bar at entrance to harbour, which is 22 ft. low water.
MAX. SIZE: Government pier 720 ft. long with 27 ft. water on both sides.
HEALTH: Masters must complete Quarantine form QS.25. Vessel may be quarantined by port doctor, if any disease on board.
RADIO: Halifax, call sign VCS, channels 26, 59, 79. Alternate Charlottetown call sign VCA, channel 59.
TUGS: Not necessary for berthing.
BERTHING: No specific requirements; berths usually available at all times.
STEVEDORES: Usually 24 hours notice required for stevedores.
MEDICAL: Hospital facilities available. Serious cases may be transferred to larger hospital at New Glasgow 8 miles distant, or to Halifax 100 miles distant.

FRESH WATER: Supplied by town through 4 in. line. Water pressure 110 pounds.
FUEL OIL: Diesel fuel available in quantity. 24 hours notice required for bunker fuel as it is only brought in on order.
GANGWAY/DECK WATCHMEN: Not usually required unless requested by ship.
OPENING/CLOSING HATCHES: Usually by crew.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Issue may be made if ship is in port for long periods. Wine/spirits: One bottle per man.
IDENTIFICATION CARDS: Not required. Customs and Immigration Officer should be notified if any crew member wants to travel any distance from port area.
CONSULS: None.
REPAIRS: Facilities to carry out all types of ship's repairs, including deck, engine, electrical and hull repairs.
DRYDOCKS: Largest dry dock, 2,000 ton capacity, 250 ft. long, 42 ft. beam.
REPATRIATION: Crewmen would be repatriated through Halifax.
AIRPORT: Closest airport at New Glasgow, 8 miles distant. Airport served daily by Eastern Provincial Airlines which connect with Halifax. No international airlines use this airport.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Queen's Birthday (May 19th); Dominion Day (July 1st); Labour Day (1st Monday in September); Thanksgiving Day (2nd Monday in October); Remembrance Day (November 11th); Christmas Day; Boxing Day. Cargo normally not worked on holidays. Would have to be arranged with stevedoring company.
POLICE/AMBULANCE/FIRE: Police 485–4363; Fire 485–4141; Ambulance 485–4381.
TELEPHONES: Facilities available for placing telephones on ships.
GENERAL: For larger and bulk cargoes stevedores should be notified well in advance. Rates vary according to the type of cargo.
AUTHORITY: Department of Transport, Harbour Master, 485–4067 Beeches Road, Pictou, Nova Scotia. Regional office for Department of Transport is located at Charlottetown, PEI.

PORT ALBERNI, B.C.: 49.14 N. 124.50 W.

DOCUMENTS, HEALTH, CONSULS, etc.: See "Vancouver".
PILOTAGE: Compulsory, contact through Vancouver Radio. Pilot boards at Cape Beale.
ANCHORAGE: Deep water anchorage available in harbour, depths up to 60 ft.
RESTRICTIONS: Depths in approaches 84 ft. MLLW.
TUGS: Available and required for berthing.
BERTHING
D.O.T. Government Assembly Wharf – Berthing length 1,050 ft.; depth 31–48 ft. LW.
MacMillan & Bloedel Ltd. – Berthing length 500 ft.; depth 33 ft. W.
Somass Wharf. – Berthing length 950 ft.; depth 30 ft. LW.
STEVEDORES: 15 gangs available. Refer "Vancouver" for holidays, etc.
MEDICAL: Doctors and hospital facilities available.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Supplies by barge from "Vancouver".
CUSTOMS ALLOWANCES: See "Vancouver".
REPAIRS: Machine shop capable of major repairs.
AUTHORITY: Port Alberni Harbour Commission.

PORT ALFRED, Quebec: 48.20 N. 70.53 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crew's Declaration (Can. Form Y.14).
3 Stores Lists (Can. Form E.1).
Quarantine (Can. Form QS.2001).
3 Cargo Manifests.
3 Bills of Lading.
2 Stowage Plans.
Harbour Master Dues receipt.
Ship's Register to verify gross and net tonnages.
PILOTAGE: Master cables pilot station minimum twelve hours prior arrival through Coast Radio VCK – Sept Iles giving ETA pilot, name of vessel, draft, destination and tonnage. Pilot boat 40 ft. steel hull patrol boat class. Pilot station at Basque Cove where pilot boat located. Vessels may anchor close to land in Basque while awaiting Pilots.
ANCHORAGE: Good anchorage in Ha Ha Bay where Port Alfred located; sheltered from all winds except North-easterly.
RESTRICTIONS: None. Vessels may enter or depart at any time of day or night.
MAX. SIZE: Vessels of up to 36 ft. draft may berth; length and breadth not considered.
HEALTH: Pratique obtained by cable to Quarantine Quebec. Doctors board vessel on arrival and original pratique serves for duration of vessels stay in Canada. See also "Montreal".
RADIO: Halifax radio station used by vessels while in Atlantic and Sept-Iles Radio Station while in Gulf of St. Lawrence.
TUGS: Three tug-boats available. Join vessel ½ mile off wharves at Port Alfred. Ship's lines used.
STEVEDORES: ETA sent by cable 72, 24 and 12 hours prior to arrival is sufficient to arrange gangs.
VHF: VHF radio telephone Channels 14 and 16.
MEDICAL: General Hospital at Chicoutimi located 13 miles away, in addition to local hospital.
BULK HANDLING FACILITIES: Bauxite, discharged at Duncan Wharf, length 1,265 ft. depth alongside 36 ft. LW. Maximum draft 36 ft. (fresh water) at high tide. Seven electric grab discharging towers utilising 5-ton buckets. Discharge rate up to 550 tons per hour using all towers.
TANKERS: One 14 in. discharge line using 10 in. and 12 in. discharge hoses. ASA fittings. No slop discharge facilities. One berth available for tankers at 36 ft. draft.
DENSITY: 1005.
FRESH WATER: Available at all berths.
FUEL: Only small quantities of O.M. diesel available by tank trucks.
FIRE PRECAUTIONS: Alcanport have a trained fire-fighting crew and fire hydrants installed at all strategic points. No-smoking on all wharves and in ship's holds.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Done by crew on bulk discharging. On general cargo, stevedores open and close hatches.
CUSTOMS ALLOWANCE: One carton (200) cigarettes allowed for each crew member. Wine and/or Spirits, one bottle for Officers and crew and 5–6 bottles to Master.
IDENTIFICATION CARDS: Not required.
CONSULS: Royal Norwegian Consulate, Italian Consular Agent.
REPAIRS: Only minor deck and engine repairs.
REPATRIATION: Facilities convenient for crew changes.
AIRPORT: Modern airport, two flights per day.
TIME: GMT minus 5 hours. Daylight Saving Time applied from last Saturday of April until last Saturday of October of each year.
HOLIDAYS: New Year's Day; Easter Monday; St. John the Baptist Day; Labour Day; Confederation Day; Christmas Day. No work performed on these days.
POLICE/AMBULANCE/FIRE: Police 544–3355; Fire 544–3355; Ambulance 544–3331.
TELEPHONES: Telephone outlets at each berth; telephone can be put on main deck of vessels at no charge.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Aluminium Co. of Canada Ltd., PO Box 10, Port Alfred, Quebec. Tel. 544–3311. Telex: 011–36176.

PORT CARTIER, Quebec: 50.02 N. 66.47 W.

DOCUMENTS:
Deratisation Certificate.
Small Pox Vaccination Certificate.
Immigration
Crew List Form 1MM.200 in triplicate.
Customs
Report inwards (A.6) in triplicate.
Crew Declaration (Y.14) in triplicate.
Ship's Stores List (E.1) in triplicate.
Ship's Register.
Clearance from Last Port.
Manifest of cargo.
PILOTAGE: Pilots board about 1 mile off by tug-boat. Frequencies for VHF communication with Pilot and harbour office. Calling 156·8 megs. Receiving/transmitting 156·6 megs. Internal harbour (tugs and Pilots) 156·35 megs.
ANCHORAGES: Not defined on chart, but recommended anchorages are along a line ¼ mile East of the fairway buoy. Holding is generally good except in severe East and South-easterly weather conditions.
RESTRICTIONS: Vessels with 50 ft. draft and over must sail on the tide. Tidal range 6 ft. to 12 ft.
MAX. SIZE: Max. size of vessel 1,000 ft. length, 170 ft. beam, max. draft 54 ft.
HEALTH: All vessels should 24 hours before arrival and during normal office hours (holidays and Sundays excepted) radio – "Quarantine Quebec" for radio pratique. Ships trading between Canada and the United States continuously and touching no other foreign port, since last granted Canadian pratique, comply with the above, only on first trip to Canada.
The quarantine message should contain: Name of vessel, Nationality of flag, Port of Departure, Destination, Type of cargo or in ballast, Number of crew and passengers, Health condition on board ship.
Vessels inspected by port Health Officer soon as possible, in berth or not.
Persons not in possession of valid smallpox certificate are revaccinated if vessel arriving from suspect area.
RADIO: Vessels entering from Atlantic watch Halifax radio. During ice season this station also issues ice reports and vessels should report to Ice Information Officer, Sydney, N.S., on entering Gulf.
When 36 hours from Port Cartier, keep W/T watch on VCK Seven Islands radio.
W/T frequency calling 500 kcs.
R/T frequency transmitting 2582 kcs.
R/T (Duplex) transmitting 2582 kcs. 2514 and 2550 kcs.
VHF on 156·6 megs. or 156·35 megs. for tugs and pilot.
TUGS: Meet vessel outside harbour under instructions from pilot. Tug lines used at all times. Two tugs of 3,800 h.p. available.
BERTHING: North dock 2,500 ft. long includes berth No. 1 for ore

loading, and berth No. 4 for standby or emergency use only. The South dock includes berth No. 2 for discharging grain, and berth No. 3 for loading grain. Tanker berths also located on the South dock. Berth No. 5 on the South side of the South dock for general cargo use by coastal vessels only. Coastal vessels also use berths No. 2 and 3 when permitted by the Port Authority.

Vessels cautioned not to use anchors in harbour in case of damage to bubbler system installed on the bottom of harbour. The bottom is smooth surface rock and anchors are of very little value.

Faces of all berths fitted with rubber tire fenders. All mooring ropes and wires should have eyes at least 8 ft. in diameter.

MEDICAL: Hospital facilities and dentist available.

TANKERS: No facilities for slop discharge.

DENSITY: Has been known to vary slightly between 1025 and 1021, but is considered salt.

FRESH WATER: Available at 50 tons/hour.

FUEL: Bunkering lines for Diesel, oil, bunker C and/or any specified blend of berths No. 1 and No. 2.

GANGWAY/DECK WATCHMEN: Not necessary. Security guards obtainable on request.

OPENING/CLOSING HATCHES: Normally done by crew.

CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes per man. Wine and/or Spirit: 1 bottle or part thereof per officer. Beer is not normally sealed by Customs.

IDENTIFICATION CARDS: Not necessary.

REPAIRS: Only minor repairs possible.

REPATRIATION: Crew changes and repatriation can be carried out.

AIRPORT: Nearest airport is Seven Islands about 40 miles by road. Services to Quebec City and Montreal, 4 flights daily.

TIME: GMT minus 5 hours. No daylight saving.

HOLIDAYS: Ore vessels not loaded on New Year's Day (January 1st), and Christmas Day (December 25th), nor from 0800 hour Sunday to 1600 hours Sunday nor during the same period on the following holidays: Good Friday; St. Jean Baptiste Day (June 24th); Dominion Day (July 1st); First Monday of August; Labour Day (First Monday of September); Thanksgiving Day (Second Monday of October); Immaculate Conception (December 8th).

POLICE/AMBULANCE/FIRE: Police 766-2233; Ambulance/Fire 768-2300.

TELEPHONES: No direct connections to vessels. Available on berths.

GENERAL: Vessels which have completed discharging of grain and are to load iron ore should have rat guards fitted to all mooring lines at all times.

SERVICES: Electronic repair services to navigational equipment. Should be requested in advance.

SHORE LEAVE: Permitted.

DELAYS: Occasionally Easterly weather conditions may delay vessels berthing.

AGENT: Quebec Cartier Mining Company, Port Office, PO Box 1130, Port Cartier, P.Q. Canada. Tel. 768-2400. Telex: 011-8-426.

PORT COLBORNE, Ontario: 42.52 N. 79.15 W.

Refer to "St. Lawrence Seaway" for important general information.

DOCUMENTS: All documentation carried out by Authorities in Montreal. Only when vessels have called at United States port after departing Montreal will any changes in documentation be necessary, which will consist of a United States Customs Clearance Certificate, to be available on board.

Immigration papers.
One copy QS2 (Health Certificate).
3 Stores Lists.
Crew Personal Effects List.
Customs Clearance.
All of the above will have been stamped in Montreal.

PILOTAGE: Pilots available at Port Weller (upbound) and at Sarnia (downbound).

RESTRICTIONS: Navigation season approximately from April 1st to December 15th. Channel depth 27 ft. dependent on Lake level.

MAX. SIZE: 730 ft. length, 75 ft. 6 in. beam, 26 ft. draft.

HEALTH: Pratique granted at Montreal.

ANCHORAGE: In Lake Erie, beyond the 3-mile fairway buoy at entrance to Port Colborne Harbour.

TUGS: One available locally, 1,600 h.p.

BERTHING: East Side Wharf: 2,600 ft. long, depth alongside 28 ft. West Side Wharf: 5,000 ft. long, depth alongside 15 to 28 ft. NHB Elevator: 700 ft. long, depth alongside 19 ft.

MEDICAL: Local hospital at Port Colborne. All assistance available.

DENSITY: Fresh water.

FRESH WATER: Available at West Side Wharf.

FUEL: All grades available from oil company berths at West Side Wharf.

REPAIRS: Lay-up berth at West Side Wharf, 15 ft. alongside. Local repair shops for boiler, engine and above deck repairs.

AUTHORITY: St. Lawrence Seaway Authority, Welland Canal.

PORT HAWKESBURY, Nova Scotia:

POINT TUPPER OCEAN TERMINAL: 45.34 N. 61.20 W.

LOCATION: The Point Tupper oil terminal operated by Gulf Oil Canada Limited is located in the Strait of Canso, Lat. 45° 34′, 30″ N. – Long. 61°, 20′, 30″ W. (Wright Point).

DOCUMENTS: The following documents are required:

3 copies Report Inwards (Form A6).
3 copies Crew Declaration (Form Y14).
3 copies Store List (Form E1).
2 copies Immigration Crew List (Form IMM200).
2 copies Shipping Report (Form S1).

In addition, clearance from last port, deratisation certificate, extra copies of crew list, vaccination list, sick mariners dues receipt and ship's papers, e.g. Register Safety Radio, Safety Equipment, Load Line Certificates. Oil record log book should be up to date, and readily available for inspection by Government Steamship Inspectors.

PILOTAGE: To avoid a delay in obtaining a Pilot, Masters of ships bound for Strait of Canso must report by radio-telephone or radio-telegraph their estimated time of arrival to Pilots, Sydney, N.S., at least twelve hours before the vessel's ETA at the Pilot Boarding Station. The times should preferably be GMT, but whatever time is used it should be expressly stated. ETA'S must be confirmed or corrected six hours prior to arrival at the Pilot Boarding Station by radio-telephone or radio-telegraph through VCO Marine Radio Station, Sydney, or via any coast radio station.

Position for Pilot Boarding Station for the Strait of Canso is:
Northern Limit: 45° 42′ 42″ N. – 61° 29′ 12″ W. (approx.).
Southern Limit: 45° 24′ 00″ N. – 61° 01′ 00″ W. (approx.).

The pilot boat is equipped with VHF radio, watching International Channel 16 (156.8 mHz).

For vessels not yet provided with VHF equipment, portable VHF sets will be taken on board by the Pilot. There is a rental charge for this service.

Masters of calling vessels are reminded of their obligation to comply with statutory rules and are recommended to comply with international recommendations for safety of pilot ladders. If the pilot ladder is not safe, the Pilot may refuse to board and thus cause unnecessary delay to the ship.

MARINE AIDS INFORMATION CENTRE: A Marine Traffic Information Centre is being established at Eddy Point. Operating on a 24-hour basis, this centre will provide radar surveillance at Chedabucto Bay and the Strait of Canso. Masters are required to establish communication with this station when in VHF range on Channel 16, in order to provide vessel identification and obtain information regarding pilotage, buoyage, weather conditions, etc.

ANCHORAGE: There is no designated anchorage area in Chedabucto Bay but Masters are requested to anchor well clear of the buoyed route.

HEALTH: Masters arriving from a foreign port may obtain pratique by radio from "Quarantine Halifax" at least 12 hours before arrival. Information required by the quarantine officer includes:

(*a*) name and nationality of the vessel;
(*b*) last port or ports of call;
(*c*) nature of cargo;
(*d*) number of crew;
(*e*) number of passengers;
(*f*) port of destination and name of Agent;
(*g*) conditions of health of all on board with details of any sickness or death occurring during the voyage.

RADIO: Masters should give their Agent a 72-hour ETA via Halifax Radio (VCS) or Sydney Radio (VCO) in local time, giving name of vessel, Master's name, size of cargo and bunker hose connections, and quantity bunkers required. When vessel is within 24 hours of Point Tupper, ETA should be confirmed or amended via the above Radio Station or direct to Point Tupper oil terminal by radio-telephone via Canso Radio Station (VAX). When vessel is within about 35 miles of the terminal, contact may be made with the terminal by VHF radio-telephone on Channel 16.

MAX. SIZE: Tankers of 326,000 dwt. can be accommodated.

TUGS: Two tugs available to assist berthing and unberthing.

TERMINAL: The jetty is located at Wright Point and extends 750 ft. from the shore, with a T-head 2,000 ft. long parallel to the strait.

Berth No. 1 (outside) can accommodate 326,000 dwt. tankers. Depth of water alongside, 100 ft.
Berth No. 2 (inside) can accommodate tankers up to 50,000 dwt. Depth of water alongside 80 ft. This berth used mainly for clean products.

MOORING: Vessels will normally moor starboard side to dock. The Master should ensure that the ship is, and remains, adequately secured with sufficient ropes and wires which are properly tended and kept taut at all times. The berths are fitted with quick-release type mooring fittings for use in emergency. Tension devices on winches should not be used when metal arms or cargo hoses are connected. However, some vessels may be equipped with special or improved types of tension devices, in which case their use should be discussed with the Terminal Representative.

Ship's officers should be alert to the effects that passing traffic and the docking and undocking of ships in close proximity can have on the moorings of their own ship.

BALLAST: Vessels scheduled to load at the terminal should arrive with sufficient ballast to permit safe handling. All ballast must be pumped ashore except where a vessel is specially equipped with a clean segregated system which is reserved for ballast only. Vessels so equipped will be permitted to pump overboard after first being inspected and approved by terminal superintendent. Masters are requested to remove the blank flanges from the loading manifold before docking so as to expedite the connecting of the loading arms by shore personnel.

FRESH WATER: Fresh water, in limited quantities, is available.

FUEL: All grades of ships' bunkers are available. Bunker requirements, including quantities and specifications, should be made

known in 72-hour ETA message. Bunkers are delivered concurrent with cargo operations.
SUPPLIES: Provisions can be supplied by local ship chandlers. The supply of deck and engine stores is generally limited. Vessels are advised to notify Agent before arrival of their requirements as these may have to be obtained from Halifax. Laundry requirements not available locally, but if required, notify Agent, as it has to be sent to Antigonish (40 miles).
CONSULS: The following countries have consular offices at Halifax, N.S.:

Austria	Finland	Panama
Belgium	Germany	Peru
Brazil	Iceland	Portugal
Denmark	Italy	Spain
Dominican Republic	Netherlands	United Kingdom
	Norway	U.S.A.

MEDICAL: All services are available, but nearest hospital is 40 miles away at Antigonish.
REPAIRS: Facilities available for minor repairs only. Radio and radar service are available from Decca and Canadian Marconi.
REPATRIATION: The facilities for crew changes should improve with the construction of a small airport which will service Halifax International Airport, to connect with points in Canada and overseas.
AIRPORT: Nearest airport presently at Sydney, 80 miles away and the Halifax International Airport at Halifax, 180 miles away.
SHORE LEAVE: In order to comply with Immigration Regulations, crews should be carefully checked before sailing, and any missing seamen reported to the Agent.
In the case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances (if any), and instructions for repatriation.

POWELL RIVER, B.C.: 49.52 N. 124.33 W.

DOCUMENTS:
Customs Clearance from last port.
Manifest for goods to be off-loaded and "In Transit" cargo tonnage.
Duplicate Pratique for vessels arriving from ports other than U.S. ports.
Cdn. Immigration Crew List, Imm. 200 required in triplicate.
Passenger List in triplicate.
Seamen's passports and I.D. cards should be available when arriving from sea.
PILOTAGE: Payment compulsory. Incoming ships take pilot at Race Rocks, near Victoria. Pilotage District of British Columbia.
ANCHORAGE: No suitable anchorage is available in Powell River area. Vessels usually anchor in English Bay.
RESTRICTIONS: No linesmen available between 2359 hours and 0700 hours.
MAX. SIZE: Up to 600 ft. LOA. 32 ft. draft.
HEALTH: Duplicate pratique for first port of call. See also "Montreal".
RADAR/VHF: None. Pilots are in contact with tugs and mill office using walkie/talkies.
TUGS: Two tugs available, 300 to 350 h.p.
BERTHING: Berth No. 1 requires a tug when berthing only. Berth No. 2 and Clay Dock are at Pilot's discretion. Accommodation: Channel depth 30–35 ft. LW. Three private piers; pier A with berth No. 1, 500 ft. long, depth alongside 30 ft. LW., Berth No. 2, 482 ft. long, depth alongside 35 ft. LW.; pier B with Berth No. 3, 300 ft. long, berth No. 4, 400 ft. long, Berth No. 5, 130 ft. long, and berth No. 6 375 ft. long, depths alongside 30 ft. LW.
One 30-ton crane, three 10-ton elevators, one 6-ton travelling crane.
Dock storage for 10,000 tons. Government wharf at Westview (3 miles S.E.) 350 ft. long with berths of 100 ft., depth alongside up to 30 ft. LW. LV 7,172 n.r.t., 28½ ft. draft.
STEVEDORES: None. Local longshoremen only. Supercargoes are sent from Vancouver to assist in loading vessels. Longshoremen are members of Papermakers' Union.
MEDICAL: Powell River General Hospital and port doctor available. Complete medical services provided.
TANKERS: Bunker oil supplied by company barges.
FRESH WATER: Unlimited supply, no charge.
FUEL: Fuel oil, diesel, and gasoline available.
DEVELOPMENTS: Extensive developments in planning stage.
GANGWAY/DECK WATCHMEN: On request.
OPENING/CLOSING HATCHES: By crew prior to arrival and departure.
CUSTOMS ALLOWANCES: 300 cigarettes, or 50 cigars, or 1 lb. tobacco on arrival. Issues every 7 days. 60 oz. or 2 cases beer on arrival. Issues every 7 days.
IDENTIFICATION CARDS: Keep available for inspection.
CONSULS: Available at Vancouver, B.C.
AIRPORT: Two flights per day to Vancouver International Airport. Four miles from docks.
TIME: Pacific Standard Time.
HOLIDAYS: Union Contract. Usual holidays are New Year's Day, Easter Monday, Labour Day and Christmas Day, every second Sunday.
TELEPHONES: Ship's telephone available.
SERVICES: Normal ship servicing, cleaning tanks, compass and radar repairs are arranged in Vancouver.
SHORE LEAVE: Permitted.
AGENT: Powell River Shipping Services Ltd., Box 74, Powell River B.C. Office, 483-4232.

PRESCOTT, Ontario: 43.44 N. 75.31 W.

For important General Information refer to "St. Lawrence Seaway".
DOCUMENTS: See "Montreal".
PILOTAGE: Arranged through Agents – Montreal.
ANCHORAGE: Seaway Anchorage.
MAX. SIZE: Up to 27 ft. draft.
HEALTH: See "Montreal".
RADIO: Seaway Stations.
TUGS: No tugs available, or necessary.
STEVEDORES: Stevedores arranged by Montreal Agents.
TANKERS: No oil discharge facilities.
DENSITY: No tide – seaway density.
FRESH WATER: Available.
FUEL: Arranged with Montreal Agents.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Ship's crew.
CUSTOMS ALLOWANCES: Tobacco: No limit. Wine and/or Spirits: No limit.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Small repairs available.
AIRPORT: 125 miles to Montreal – served by regular airlines.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal". Work can be arranged on holidays.
POLICE/AMBULANCE: Prescott – Police 925-3131; Ambulance 925-4901.
TELEPHONES: Arrangements can be made to place telephones on board.
SHORE LEAVE: Allowed.
AUTHORITY: Port Manager, Prescott, Ont., Telex 026-3515.

PRINCE RUPERT, B.C.: 54.19 N. 130.19 W.

DOCUMENTS: See also "Vancouver".
Crew List (Imm. 200) 2 copies.
List of Ship's Stores (E.1) 3 copies at 1st Canadian Port.
Personal Possession List (Crew Declaration Y.14) 3 copies at 1st Canadian port.
PILOTAGE: Telegraphic address: "Pilots Victoria" 48 hours notice required. VHF Channels 6, 11 and 16. Pilot boat 60 ft. vessel black hull. Boarding station one mile radius from Triple Island. Safe sector of approach 060 True through East to 135 True. Heavy weather, North of Lucy Island.
ANCHORAGES: In 10 fathoms; Harbour approaches; one mile East of Kinaham Islands.
RESTRICTIONS: Nil on Prince Rupert Harbour. Porpoise Harbour, slack water and daylight. Swept to 23 ft. at low water.
MAX. SIZE: Vessels of 630 ft. and 36 ft. draught have entered. Larger vessels can be accommodated.
HEALTH: Prince Rupert is an unorganized port and pratique is granted for this port only. Officials board at berth. Pratique is automatic when vessel has called at ports in southern mainland. See "Montreal".
RADIO: Prince Rupert Radio VAJ 500, 2182, 1630.
TUGS: Join vessel off berth. Either ship's or tugs's lines may be used. No extra charge for tug's lines.
STEVEDORES: Gangs arranged through Agent. Main commodities for export: Grain – loading rate up to 13,000 tons per day. Pulp – 25 tons per gang hour. Lumber – 20,000 FMB per hour – packaged.
MEDICAL: Hospital facilities available.
DENSITY: Variable, 1013 to 1025.
FRESH WATER: Available at all berths.
FUEL: Marine diesel and heavy fuel oil available from tanks or tank car by arrangement. No berths for bunkering ocean-going vessels.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: This work is carried out by stevedores except for specially constructed hatches such as McGregor.
CERTIFICATES:
Safety Equipment.
Cargo Ship Certificate.
Safety Radio.
De-rat.
Load-line.
Cargo Gear Book and Certificates.
All subject to inspection on arrival.
CUSTOMS ALLOWANCE: Tobacco, 50 cigars or 200 cigarettes or 1 lb. of tobacco. Wine and Spirit, 1 bottle per officer.
CARGO GEAR: Cargo Gear Book to be ready for inspection. At first Canadian Port it is advisable to have derricks lowered on arrival.
IDENTIFICATION CARDS: Not required.
REPAIRS: Minor repairs deck and engine room.
DRY DOCKS: Two small slipways for 100 ft. vessels.
AIRPORT: Two flights daily to Vancouver, B.C. Travelling time to airport abour one hour.
TIME: Zone plus 8 Pacific Standard Time. Last week in April to last week in October is summer Time, clocks advanced one hour.
HOLIDAYS: New Year's Day (No work); Good Friday; Easter Monday; Queen's Birthday; Dominion Day; Labour Day (No work); Thanksgiving Day; Remembrance Day; Christmas Day (no work); Boxing Day (no work).

POLICE/AMBULANCE/FIRE: Police tel. 15; Fire tel. 10; Ambulance tel. 10.
TELEPHONE: Placed on board if required.
SERVICES: Compasses adjusted. No tank cleaning equipment or facilities for discharge of tank washings.
SHORE LEAVE: No restrictions.
AUTHORITY: Department of Transport, Harbour Master, 211 Federal Building, Prince Rupert, B.C. Tel. 624–5523. Telex 047–8927.

QUEBEC: P.Q.: 46.49 N. 71.12 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists (cargo vessels).
8 Passenger Lists (passenger vessels).
3 Ship's Stores Lists.
3 Crew Declarations.
1 Maritime Declaration of Health.
1 Complete Manifest of cargo to be discharged in all Canadian Ports.
5 Manifest for local cargo.
No bills of lading required to Local Authorities.
PILOTAGE: The Master of every ship inward bound in Gulf of St. Lawrence and destined for ports West of Les Escoumins Lat. 48° 20′ N. Long. 69° 20′ W., who is unable to communicate with Channel Quebec on VHF Channel 14 (156,7) must report to "Pilots, Montreal", via any coast radio station, by radiotelegraph or radiotelephone, giving ETA Les Escoumins Pilotage Station. Minimum notice of 12 hours must be given to ensure availability of Pilots at Les Escoumins. This notice must be confirmed three hours prior arrival pilot station by radiotelegraph or radiotelephone through a coast station and addressed to "*Pilots, Montreal*".

Note: Pilot boats (2) and pilot station keep watches on 2182 kcs. and have VHF facilities, which are only used for local instructions from one to the other.

Pilot boats (2) in operation: Pilot No. 9 Canada and Pilot No. 10 Canada. Hull painted black, white superstructure. Pilot-jack welded on stack – all-steel vessels. Equipment: Radar – echo sounder – radio VHF/all frequencies. A.M. – all frequencies – electric whistle – loud hailer – searchlight.

Pilot station can either be raised by radiotelephone frequency 2182 kcs. by morse lamp – semaphore – by just blowing the code letter G consecutively or displaying code flag G. Exact location of Pilot station Anse-aux-Basques, on North shore of St. Lawrence river. Lat. 48° 19.2′ N. Long. 69° 24.9′ W. Pilotage ground limits are rectangular distance of 2 miles from the station. In bad weather, pilot boats removed from station to more secure position and pilotage service held up until better conditions. Same procedure applies during severe ice conditions. Any changes regarding pilot boat service obtained through Marine Traffic Control.

Vessels using pilot boarding stations within St. Lawrence River – Seaway – Quebec Harbour – Lakehead, requested provide accommodation ladder. Landing platform of accommodation ladder should be 10 ft. above water.

Vessels arriving Les Escoumins without having previously stated ETA pilot station 12 hours in advance, or during such time as pilotage service held up for any reason, vessels normally proceed to anchorage off Ile-aux-Basques on Southern side of river, where good anchorage ground can be found. Further instructions will be given to Vessel by Marine Traffic Control or Pilot Station on VHF or 2182 kcs.
ANCHORAGE: See "Pilotage".
RESTRICTIONS: Only restriction is depth of water in 11 mile dredged channel. Channel dredged to 30 ft. to which depth add height of tide which, at times, may give extra 18 ft.
MAX. SIZE: No limit in length and breadth. Draft limited per "Restrictions".
HEALTH: Radio pratique obtained through Seven Islands by wireless. In case of reported suspected disease instructions will be given by wireless. When pratique granted, vessel automatically cleared for *all Canadian Ports.*
RADIO: Seven Islands: Call sign VCK. Quebec: Call sign VCC.
RADAR/VHF: Port radar service in operation. VHF Marine Traffic Control System in effect for area extending from meridian of longitude passing through Sept-Iles to upper limits of Montreal Harbour.

Order take advantage of Traffic Control System and avoid unnecessary delays all vessels approaching Sept-Iles from seaward should be fitted with VHF set meeting following standards: A vertically polarised unity gain antenna at nominal height 30 ft. above water, transmitter RF power output 10 watts, and receiver sensitivity two microvolts across input terminals for 20 db signal to noise ratio.

Control of VHF channels shall be immediately available on bridge, convenient to conning position and such installation shall conform to requirements laid down in Radio Regulations for equipment used in VHF International Maritime Mobile Radiotelephone Service and be capable operation on following channels:

156.8 MHz Channel 16	156.55 MHz Channel 11
156.6 MHz Channel 14	156.5 MHz Channel 10
156.65 MHz Channel 13	156.45 MHz Channel 9
156.6 MHz Channel 12	156.3 MHz Channel 6

For vessels not provided with VHF equipment, portable VHF sets will be taken on board by pilot. Rental charge for this service. Vessels approaching meridian of longitude passing through Sept-Iles from Eastwards should call Channel Quebec on 156·7 (Channel 14) for further instructions.
TUGS: Tugs join vessels in stream and use ship's lines.
BERTHING: Certain berths can be reached at given state of tide. Pilot would advise.
STEVEDORES: Dead-line for orders: 1100–1600–2200 for periods starting 0800–1300–1900; one hour required before dead-line to order gangs.

Export:	Newsprint	22 to 35 T.P.H.
	Asbestos	22 to 26 "
	Woodpulp	22 to 26 "
	Linerboard	22 to 35 "
Import:	General	15 to 25 "
	Steel	26 to 75 "

MEDICAL: No advance notice required for medical attention. Hospital facilities available. Every person who arrives Canada from country other than United States, Alaska, Greenland, Iceland, Islands of St. Pierre and Miquelon, Bermuda, Cuba, Jamaica, Bahamas, Virgin Islands, Puerto Rico, Panama Canal Zone or Hawaiian Islands, shall furnish evidence of being immune from Smallpox.
TANKERS: No slop discharge facilities. Eight tanker berths. Depths from 37 ft. to 50 ft.
DENSITY: Fresh water.
FRESH WATER: Available all berths delivered by pipe line on wharves. Rate: St. Charles River piers, 20 tons per hour. Wolfe's Cove: rate 50 tons per hour with one line, and two lines hundred tons per hour.
FUEL: Bunker 175 delivered by pipe lines on all wharves. Marine gas oil delivered by pipe lines at pier W–29; to any other berth by truck.
FIRE PRECAUTIONS: Only usual precautions; towing wire hanging overboard.
GANGWAY/DECK WATCHMEN: Watchmen at gangway not necessary, but could be obtained.
OPENING/CLOSING HATCHES: McGregor hatches must be opened by crew. All other cases recommended to be done by crew also, but stevedores would also under conditions specified in stevedoring contract.
SHIP'S CERTIFICATES: Load Line, Safety Equipment, Construction, Radio, Passengers, Cargo Gear, Deratting.
CUSTOMS ALLOWANCE: Tobacco, ½ lb. tobacco for 8 days, cigarettes: 1 carton per 8 days. Wine and/or Spirits, Wine/Spirits 40 ounces only. Officers and Masters will have additional supply for entertainment daily on request to customs.
CONSULS:

British, 100 D'Youville	418–5255187
Sweden, 100 D'Youville	418–5223843
United States of America, 1 Ste. Genevieve	418–5227089
France (Commercial) 500 Grande-Allée	418–5224646
Dominican Republic, 14 Elgin	418–5241264
France (Consulate), 1110 Des Laurentides	418–6810541
Denmark, 109 Dalhousie	418–6921215

All other consuls located Montreal and send representatives to Quebec on request.
REPAIRS: Repairs of all types can be obtained.
DRY DOCKS: Department of Public Works "Champlain Lorne" located within Davie Shipbuilding Ltd. "Chaplain" dry dock 1,150 ft. by 120 ft. at gate entrance. Can dock largest ships afloat. "Lorne" dry dock 624 ft. with floor width 73½ ft. Also three outdoor berths and one covered berth.
REPATRIATION: All facilities for affecting crew changes and repatriation.
AIRPORT: 6 miles from city limits, served by regular airlines.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end April to last week-end October, clocks advanced 1 hour.
HOLIDAYS: Longshoremen Official Holidays: New Year's Day; Good Friday; Saint Jean Baptiste (June 24th); Confederation (July 1st); Labour Day (last Monday of September); Thanksgiving Day (beginning of October); All Saints' Day (November 1st); Christmas Day. Cargo can be loaded or unloaded during each holiday except Labour Day.
POLICE/AMBULANCE/FIRE: Police, Harbour 694–3645; City 522–4001; RCMP 694–3733. Ambulances 522–4088; 529–9221; 529–6811; (for contagious) 522–7041. Fire Dept. 522–3901.
TELEPHONES: No existing facilities for placing telephone on board.
SERVICE: Any services needed.
SHORE LEAVE: No restrictions.
AUTHORITY: Port Manager, PO Box 2268, Terminus Postal, Quebec 2, Quebec.
AGENT: Shipping Limited. 140 Dalhousie Street, Quebec 2, P.Q. Telephone: (418) 692–0650 (24 hour service) Cables: "Bulko". Manager Mr. Bruno Lapointe.

ST. CATHARINES, Ontario: 43.11 N. 79.17 W.

Refer to "St. Lawrence Seaway" for important general information.
DOCUMENTS: See "Montreal".
HEALTH: See "Montreal".
PILOTAGE: Commences in lower St. Lawrence River and is continuous from district throughout Great Lakes. See "Quebec".
ANCHORAGES: Good anchorage areas at both ends of the Welland Canal.
MAX. SIZE: Maximum size of vessel permitted in Welland Canal is LOA 730 ft., beam 75 ft. 6 in., draft 26 ft.
HEALTH: Pratique granted in Montreal.
RADIO: Toronto Radio, Buffalo Radio.

TUGS: Tugs not generally used, but may be obtained from Hamilton or Toronto.
BRIDGES: Vessels are instructed by Traffic Control on the transit of the Canal. Generally no delay for bridges.
MEDICAL: Medical and hospital facilities are available in emergencies.
TANKERS: There are limited berths suitable for small domestic tankers.
DENSITY: Fresh water.
FRESH WATER: None available except in emergency by tank wagon.
FUEL: Fuel may be obtained in Port Colborne from Shell, Esso, and St. Catharines Fuel Oil Ltd.
DEVELOPMENTS: Maximum draft on Welland Canal is 26 ft. and is subject to fluctuation as required by lake levels. Development of a new bypass channel is in progress.
GANGWAY/DECK WATCHMEN: At discretion of the Master.
CUSTOMS ALLOWANCES: See "Montreal".
IDENTIFICATION CARDS: Not needed.
CONSULS: No consuls.
REPAIRS: Deck and engine repairs are possible.
DRYDOCKS: Situated at Port Weller able to accommodate vessels, LOA 730 ft.
AIRPORT: International Airport at Toronto, 75 miles away.
TIME: GMT minus 5 hours. Daylight Saving Time when clocks advanced one hour usually 28th April and retarded 27th October.
POLICE/AMBULANCE/FIRE: St. Catharines – Fire 684–4311; Police 416–688–4111. Welland – Fire 734–4511; Police 416–735–7811. Port Colborne – Fire 834–4511;
SHORE LEAVE: Only when usual formalities are observed, e.g. Customs Immigration etc.
AUTHORITY: Director, Western Region, St. Lawrence Seaway Authority, Box 370, St. Catharines, Ontario. Tel. 416–684–6571. Telex: 021–5163.

SAINT JOHN, New Brunswick: 45.16 N. 66.03 W.

PORT LIMITS: A vessel is considered to be an "arrived vessel" when it comes alongside the pier.
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Sets Customs Documents.
3 Sets Health Documents.
6 Sets Cargo Manifests.
6 Sets Bills of Lading.
3 Sets Ship's Papers.
PILOTAGE: Compulsory. Pilot boards at harbour entrance within radius of 8 miles from Partridge Island. 12 hours notice of ETA, also any change of ETA. Pilots stand by on VHF Channel 16.
ANCHORAGE: If required, Harbour Master will designate an anchorage.
MAX. SIZE: Controlling depth in channel is 30 ft. at LW. Draft of 35 ft. can be carried. Length and breadth unlimited. Vessels moor and sail any time, day or night at any stage of tide in new terminal.
Tankers, see below.
HEALTH: See "Montreal".
RADIO: VAR Saint John.
TUGS: Available and considered necessary for docking and undocking large ships. Two tugs usually needed, both in and out.
BERTHING: 27 berths. All but two are deep-water berths with depths up to 35 ft. Dredging done each year to maintain depth. Due to rise and fall of tide, boatmen usually necessary for running lines and docking. All berths are tidal. Tidal range up to 28ft.
BULK HANDLING FACILITIES:
Fully equipped container terminal located at pier no. 1 with all shore-based equipment.
Grain Berths. Four shedded berths for loading grain from two elevators with 2,577,000 bushel capacity. Loading capacity up to 60,000 bushels per hour.
Sugar Berth. Atlantic Sugar Refineries pier for discharge raw sugar by two clam-type cranes. Depth alongside 30 ft.
Roll on/Roll off. McMillan Rothesay pier for roll-on/roll-off loading of towed barges, CP Rail terminal has complete roll-on/roll-off facility.
MEDICAL: Hospital available, also seaman's Clinic.
STEVEDORES: Stevedores required in morning must be ordered by 4 p.m. preceding day, and stevedores required in afternoon must be ordered by 11 a.m. same day.
TANKERS: Irving Oil Company Tanker Wharf in Courtenay Bay, capable of handling tankers up to 40 ft. draft.
Canaport Terminal at Mispec Point can accommodate very large tankers at mono-mooring in 21 fathoms depth.
FRESH WATER: Available from pipelines throughout the docks.
FUEL: There is always a stock of 30 to 50,000 barrels of fuel oil. Diesel and bunker fuel can be delivered from pipe-line in Courtenay Bay, where vessels restricted to high water. Also delivered by barge.
Diesel oil also supplied by truck to wharves.
Up to 2,000 tons of coal are readliy available, and larger orders supplied at reasonable notice.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or 50 cigars or 2 lb. tobacco per person over 16 years old.
Wines/Spirits: total of 40 ounces per person over 21 years old.
Subsequent issues may be authorized to crew members of foreign vessels, but the max. quantity any crew member may hold at any time must not exceed 300 cigarettes, 75 cigars, 3 lb. tobacco, and 60 ounces wines/spirits.
DEVELOPMENTS: Construction has started on a 40-acre Container Terminal on sites now occupied by Piers 4 to 9.
IDENTIFICATION CARDS: Not required.
CONSULS:

Danish Vice-Consulate	„ 652–6990.
Dominican Republic	„ 694–2350.
France	„ 693–1193.
Finland	„ 692–0137.
Norway	„ 693–2681.
Netherlands	„ 657–1905.
Sweden	„ 693–2613.

REPAIRS: Complete repair facilities and equipment available also salvage equipment.
DRY DOCKS: Two. One 1,150 ft. by 200 ft. by 53 ft. deep with 42 ft. of water over sills at high tide. Smaller one 440 ft. by 60 ft. by 34 ft. deep, 30 ft. water over sills at high tide.
REPATRIATION: Can be arranged.
AIRPORT: Regular services by Air Canada from airport twelve miles from harbour.
TIME: GMT minus 4 hours. In Summer, time is GMT minus 3 hours.
HOLIDAYS: New Year's Day; Good Friday; Queen's Birthday (May 20th); Dominion Day (July 1st); Labour Day; Thanksgiving Day; Remembrance Day (November 11th); Christmas Day. Cargo work can be arranged on any day except for Labour Day.
POLICE/AMBULANCE/FIRE: From waterfront through private telephone which answers only to the number 50.
TELEPHONES: If required, can be placed on board. A telex can be placed on board vessels at Pier No. 1 if required. This is for container terminals only.
SERVICES: All services available including compass adjustment.
SHORE LEAVE: Crew allowed ashore.
PORT REGULATIONS: Half speed during fog or when passing a dredge or tow of barges.
AUTHORITY: National Harbours Board, Harbour Building, Prince William Street, St. John.

ST. JOHNS, Newfoundland: 47.33 N. 52.40 W.

DOCUMENTS:
Quarantine
Completed Declaration of Health (QSI).
Valid Deratting Certificate.
International Vaccination Certificate against smallpox for all on board.
Customs
Crew Declarations (Y.14).
3 Ship's Stores (E.1).
Inward Report (A.6).
Complete copy of each Manifest for goods to be discharged in Canada.
Clearance from Last Port.
Immigration
2 Immigration Crew Lists (200).
2 Tally Sheets (201).
3 Passenger Manifests for passengers not disembarking.
Immigration Control Cards for each person.
ICE: Navigation Season: In the last few years the harbour has been closed to navigation for about three weeks in March only.
PILOTAGE: Compulsory and necessary. Pilots picked up approx. 2 miles from Harbour entrance, 3 hours notice should be given through St. John's Marine Radio VON addressed "Pilots St. John's". Pilots also listen on VHF Channel 16 transmit and receive 156·6 Mc/s. Lights and sound signals international. Pilot boat 50 ft. long, black hull, white top, modern design.
ANCHORAGE: No anchorages near harbour. Safe anchorage in harbour.
MAX. SIZE: No restrictions except draft 35 ft. max.
HEALTH: Pratique, cable name and nationality of ship, ports of call during voyage, nature of cargo, number of crew and passengers, port of destination and Agent, condition of health of all on board with details of any sickness, and whether all vaccinated. Also see "Montreal".
RADIO: St. Johns Marine Radio, call sign VON duplex R/T on 2118 kc/s, and 4110·8 kc/s.
TUGS: As required by Pilots. Normally ship's lines used.
STEVEDORES: Advise before 1600 hours. ETA in order to commence 1800 hours same day or 0800 hours next day.
MEDICAL: No advance notice except in case of serious illness to be included in arrival cable, ample hospital facilities available.
TANKERS: Discharge lines 6 in., 8 in., 10 in., 12in.. No slop facilities. Five berths, depth alongside 26 ft. to 35 ft.
Holyrood Refinery: 47.23 N. 53. 08W.
A bunkering port of Golden Eagle Canada Ltd., situated in the South Arm of Holyrood Bay at the head of Conception Bay, South-East coast of Newfoundland. Finished, refined petroleum products are exported from Holyrood, and crude petroleum is imported.
Channel depth: 35 ft. right up to wharf. Tidal range is 4–5 ft. at springs, and 3½ ft. at neaps. Good anchorage anywhere in Holyrood Arm.
One 275 ft. long berth, depth alongside 34 ft. 6 in. high water, 32 ft. low water, with moorings for Bow and stern lines on shore. Situated at Golden Eagle Refinery. 3 in. water mains for fresh water.
DENSITY: 1025 oz.

FRESH WATER: Fresh water available all berths. Rate approx. 25 tons/hr.
FUEL: Gas oil, bunker C, and intermediate fuel provided ex pipe-line.
GANGWAY/DECK WATCHMEN: Usually ship's crew.
OPENING/CLOSING HATCHES: Stevedores or ship's crew whichever to ship's advantage.
CERTIFICATES:
Construction Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Load Line Certificate.
Cargo Gear Book.
CUSTOMS ALLOWANCES: Tobacco: Each man 200 cigarettes per week. Wine and Spirit: Each man 40 oz. wine or spirits, per week.
CREW IDENTIFICATION CARDS: Not required.
CONSULS:

France	726–3837	Dominican Rep.	579–5081
Portugal	726–6958	Netherlands	726–2961
U.S.	726–4524	Norway	579–5006
Brazil	726–7702	Spain,	726–1804
Denmark	726–8000	West Germany	722–1525
Sweden	726–8000	Iceland	722–4270.

REPAIRS: Most deck and engine repairs can be carried out.
DRY DOCKS: One dry dock length 570 ft. width 76·5 ft. depth over sill 27 ft.
REPATRIATION: Crew changes and repatriation can be carried out. With little difficulty
AIRPORT: Distance 4 miles served by Air Canada four flights daily.
TIME: GMT less 3½ hours. Last Sunday in April clocks advanced one hour. Last Sunday October clocks retarded one hour.
POLICE/AMBULANCE/FIRE: Police 722–5111; Ambulance 726–3037; Fire 722–1234.
SERVICES: Compass adjusting, radar repairs, RT repairs, gyro compass repairs, all types electronic equipment repaired.
SHORE LEAVE: No Restrictions.
REGULATIONS: Fishing ships must advise of weekend arrival on Friday so that permit to take supplies can be obtained from Federal Dept. of Fisheries.
HOLIDAYS: New Year's Day (January 1st); St. Patrick's Day (March 17th); Good Friday (March 27th); St. George's Day (April 23rd); Commonwealth Day (May 25th); Discovery Day (June 22nd); Memorial Day (June 29th); Orangemen's Day (July 13th); Labour Day (September 7th); Armistice Day (November 11th); Christmas Day (December 25th); Boxing Day (December 26th).
AUTHORITY: Port Manager, Harbours Board Building, PO Box 1820, St. John's, Newf.

AGENTS: Blue Peter Steamships Ltd., PO Box 5758, St. John's. Tel. 726–2440 Area Code 709. Telex. 016–4510. Cables Bluepeter.

SARNIA, Ontario: 42.59 N. 82.25 W.

Refer to "St. Lawrence Seaway" for important general information.
DOCUMENTS: All documentation carried out by Authorities in Montreal. Only when vessels have called at United States port after departing Montreal will any changes in documentation be necessary, which will consist of a United States Customs Clearance Certificate, to be available on board.
Immigration Papers.
1 copy QS2 (Health Certificate).
3 Stores Lists.
Crew Personal Effects List.
Customs Clearance.
All of the above will have been stamped in Montreal.
RESTRICTIONS: Navigation season – ice forms about December 15th and breaks up about the middle of March. Vessels size restricted by Seaway locks.
MAX. SIZE: Length 730 ft., beam 75 ft. 6 in., draft 25 ft. 6 ins.
PILOTAGE: Notice of ETA should be given to Pilots at least 6 hours before arrival at Sarnia to avoid delays. Accommodation ladder should be rigged in readiness.
RADIO: Sarnia Radio, call sign VBE, communicate on either AM or FM radio telephone.
HEALTH: Pratique granted at Montreal.
BERTHING: Over two miles of water front including main wharves listed below:
C.N.R. – C.S.L. dock, length 1,100 ft., depth alongside 23 ft.; Empire Hanna coal dock, length 700 ft., depth alongside 19 ft.; Elevator Dock, length 900 ft., depth alongside 24 ft.; Dept of Transport Dock, length 1,045 ft., depth alongside 27 ft.; Dalton Fuels Ltd., length 590 ft., depth alongside 20 ft.; Imperial Oil Ltd., Dock A, length 592 ft., depth alongside 22 ft.; Dock B, length 326 ft., depth alongside 19 ft.; Dock C, length 610 ft., depth alongside 25 ft.; Dock E, length 600 ft., depth alongside 25 ft.; Polymer Corp. Dock, length 600 ft., depth alongside 21 ft.; Sun Oil Co. Dock, length 300 ft., depth alongside 22 ft.; Dow Chemical Co. Dock, length 300 ft., depth alongside 20 ft.; Canadian Oil Co. Dock, 1,500 ft., depth alongside 24 ft.
DENSITY: Fresh water.
MEDICAL: Hospital facilities at Sarnia. All assistance available.
FRESH WATER: Available at all berths.
FUEL: All grades available from Imperial Oil and Shell Co. berths.
REPAIRS: Hull, boiler and engine repairs can be effected. No dry docks.
AUTHORITY: Department of Transport, Government Dock, Sarnia.

SAULT STE. MARIE: Ontario 46.28 N. 84.22 W.

Refer to "St. Lawrence Seaway" for important general information.
DOCUMENTS: See "Montreal".
PILOTAGE: River or local Pilots available on six hours notice. U.S. Corps of Engineers, Sault area operate and control St. Mary's River Falls Canal and regulate traffic through all locks in both cities.
HEALTH: Board of Health Officers can make a call to the ship.
RADIO: Good ship-to-shore telecommunication available through Department of Transport Radio Station, Canadian Pacific Telecommunications and Canadian National Telecommunications. United States Coast Guard maintain fully equipped Coast Guard Base and have radio communication for all frequencies in entire St. Mary's River and Harbour area; they are available immediately for information pertaining to shipping in area and movement of ships in River.
TUGS: Harbour tugs available when required, but prefer advance notice order avoid delays. In Sault Ste. Marie, Ontario tugs available.
BERTHING: Government dock, "L" shaped pier length 500 ft. on East side 18 ft. deep on South side, the river side, it is 356 ft. long 20 ft. deep. This dock is used for general cargo discharging. No crane facilities for loading and unloading, unless ship's gear is used, mobile cranes have to be brought in. No tug required to berth or unberth a ship at this dock under normal weather conditions.
Algoma Central Railway Terminals Dock. A slip approximately 700 ft. long on East side 18 ft. 6 in. deep with inner 200 ft. having less than 16 ft. depth; South side this dock 350 ft. long with depth 16 ft. Used for aggregates, ores and material. Tug required to berth or unberth at this slip.
Algoma Steel Corporation Dock. Situated above Canadian Canal with following berths available:
(*a*) Coal and ore dock with a combined length of 2800 ft.
(*b*) Commercial dock on west side of slip 400 ft. long.
(*c*) Limestone dock, "L"-shaped dock on West side 355 ft. long and on South side 450 ft. For loading finished steel.
All three Algoma Steel Corporation docks 21 ft. 6 in. deep. Only material consigned to or being shipped from Algoma Steel Corporation have access to these docks.
Seaway Pier: North-east pier at Canadian Canal which could be used for berthing ships and also used occasionally to load or unload cargo into trucks. This pier approx. 500 ft. long and mobile lifting equipment could be utilized here if necessary. Depth of water 18 ft. Pier mostly used as tie-up for making minor repairs afloat, for medical purposes, or waiting for berth at Algoma Steel Corporation Dock. Berthing and unberthing carried out any time, Sundays and holidays with exception of extreme bad weather, high winds, or fog.
STEVEDORES: Available for loading and unloading at any berths in Sault Ste. Marie area.
FRESH WATER: Available either by hose or by pumper truck at any dock.
FUEL: Diesel bunkers available at any berths via tank trucks. No bunker "C" facilities available at Sault Ste. Marie, but can be obtained at Lime Island about 50 miles down river. This station is open during entire navigation season.
REPAIRS: Normal ship repairs are carried out on very short notice if required.
AUTHORITY: Dept. of Transport.
AGENT: The Algoma Steel Corporation, Marine Division.

SEPT ILES (Seven Islands) P.Q.: 50.06 N. 66.23 W.

DOCUMENTS: PILOTAGE: See "Quebec".
MAX. SIZE: Iron Ore Co. Loading Dock (Old): length 850 ft., beam 130 ft., draft 43 ft. Iron Ore Co. Loading Dock (New): length 1,100 ft., beam 175 ft., draft 57 ft. Imperial Oil Dock: length 775 ft., draft 40 ft.
RADIO: Sept Iles Radio, call sign VCK, operating on RT and VHF 24 hours daily. Ships are to request instructions 4 hours before arrival. These instructions will be given as promptly and concisely as conditions permit. However, suggest all vessels recheck with VCK abeam of Corossol for futher traffic.
HEALTH: Radio Quebec for pratique during office hours and 24 hours before arrival. Address message "Quarantine Quebec". (Ships trading coastwise between Canada and United States consecutively and touching no other foreign port since last granted Canadian pratique are not required to comply with the above. Vessels granted American Duplicate Pratique are also exempt from this requirement.)
Ships arriving Sept-Iles Bay in Quarantine will be inspected by Health Officer at anchorage or on arrival alongside. Should officer board vessel at anchorage proper accommodation ladder must be provided.
TUGS: Tug service is compulsory at Iron Ore Co. Docks. Three tugs available up to 4,200 h.p.
DOCKING MASTER: The use of a Docking Master is compulsory for docking, shifting and leaving the dock. Docking Master will board inside harbour limits in area of 50° 10′ N. and 66° 24′ W.
BERTHING: *Old Dock* – 2,200 ft. dock divided into three berths. The South-east or loading berth is 800 ft. in length and is fendered with large truck tires mounted over the dock face. The adjoining 800 ft. (mooring or waiting berth) is also fendered with large truck tires. The third and last section 600 ft. in length, is a government berth used for general cargo. Dredged depth at the loading berths is 38 ft. at mean low water. Designed depth at the government berth is 26 ft. At the loading berth, iron ore is loaded into vessels by means of two travelling boom conveyors with a design capacity of 8,000

long tons per hour. The distance from mean low water to loaders in horizontal position is approximately 35 ft. Loaders can operate at an angle of up to 12 degrees from the horizontal. Vessels should present for loading with a maximum distance of 40 ft. from waterline to hatch coaming.

New Dock – A new deep-water berth some 900 ft. South-west of older facilities and extending about 230 ft. further into bay. This single berth is open-cell construction with 9 cribs giving a berthing face of approximately 925 ft. A tenth transfer house crib, with mooring bollards and access, allows a total mooring length of approximately 1,000 ft. Cribs are fendered with triple sets of extra large truck tires. Dredged depth is 60 MLW and dock is fitted with two travelling shuttle boom conveyors.

Distance from mean low water to loaders in horizontal position will be approximately 65 ft. Loaders operate in a range from 15 degrees above to 15 degrees below the horizontal.

TANKERS: Berth at Imperial Oil Dock. Maximum draft 40 ft.
FRESH WATER: Available ex wharf at some berths.
FUEL: Available ex wharf.
MEDICAL: All facilities available. Masters are requested to have seamen's smallpox vaccination certificates ready for inspection, if from an infected part.
DEVELOPMENTS: Plans to accommodate tankers at new ore dock and provide slop reception facilities.
TIME: Atlantic Standard Time, GMT minus 4 hours, all year round.
AUTHORITY: Dept. of Transport.

SHEET HARBOUR: 44.50 N. 62.30 W.

DOCUMENTS: See "Montreal".
ICE: Open all year with aid of icebreaker during January, February and March. Ice forms about January 15th and breaks up between March 1st and 15th
PILOTAGE: Compulsory. Pilot boards off Sheet Rock light.
ANCHORAGE: Anywhere in harbour in depths up to 10 fathoms.
MAX. SIZE: See "Berthing".
MEDICAL: Hospitals available.
RADIO: Ship-to-shore communications: through Halifax (VCS).
TUGS: None.
BERTHING: Wharf, berthing length 500 ft. depth low water 21 ft. No railroad or handling facilities on wharf. Small Dept. of Transport wharf 20 ft. depth low water.
STEVEDORES: Skilled labour available. Gangs consist of 20 men.
FRESH WATER: Available by hose from mill.
FUEL: None available.
REPAIRS: No facilities available.
AIRPORT: Halifax 75 miles.
TIME: GMT minus 5 hours in summer. GMT minus 4 hours in winter.
AUTHORITY: Dept of Transport.

SHIPPEGAN HARBOUR: N.B. 47.45 N. 64.42 W.
CARAQUET HARBOUR: 47.48 N. 64.56 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Approaching vessel hoists flag "G" and uses siren about one mile before reaching fairway buoy. Pilot boat motorised 45-ft. vessel, approaches on leeside. Approaching vessels wait for Pilot about a mile from fairway buoy.
ANCHORAGE: Good anchorage, usually by fairway buoy.
RESTRICTIONS: Entry possible night and day, good vision, lighted buoys.
MAX. SIZE: High tide: 23 ft. low tide 17 ft. (At Shippegan, maximum tide: 20 ft.)
HEALTH: See "Montreal".
RADIO: VC and Grindstone Radio, Rivière au Renard, Fame Point.
TUGS: Not required for these ports.
BERTHING: Caraquet Wharf, 28 ft., Shippegan 25 ft.
RADAR/VHF: Radar service at both harbours.
MEDICAL: No notice required, hospital available, as required when conditions warrant.
FRESH WATER: Available.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per week per man. Wine/Spirit, Spirits allowed to officers. Beer to crew.
REPAIRS: Minor repairs only.
TIME: Eastern Standard Time GMT minus 5 hours, Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
AIRPORT: Moreton 135 miles.
POLICE/AMBULANCE/FIRE: Police RCMP 727–2828; Police City 727–3167; Fire 727–2928; Hospital 727–3435.
AUTHORITY: Dept. of Transport.

SOREL, Quebec: 46.03 N. 73.09 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.

PILOTAGE: Compulsory. Pilot boards at Basques Cove and Quebec
ANCHORAGE: In St. Lawrence River off Sorel in depths of 30 to 50 ft.
RESTRICTIONS: Ice free approximately from mid-April to mid-December. No tidal influence.
MAX. SIZE: Up to 32 ft. draft.
RADIO: Sorel Radio, call sign VFN, and Three Rivers Radio, call sign VBK.
HEALTH: Pratique may be obtained by radio to Quarantine Quebec. Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: Available. Tugs join vessel in approach channel.
BERTHING:
Ministry of Transport Wharves – eight berths of up to 622 ft. length with depth alongside from 24 ft. to 30 ft.
North American Elevators Ltd – five berths of up to 622 ft. length with depth alongside from 24 ft. to 30 ft.
Marine Industries Limited – berth 600 ft. long, 20 ft. depth alongside.
Quebec Iron and Titanium – berth 1,100 ft. long, 30 ft. depth alongside.
BULK HANDLING FACILITIES:
North American Elevators Ltd – steel and concrete grain elevator, 5,500,000 bushels capacity. Loading capacity 144,000 bushels/hour.
Quebec Iron and Titanium Wharf – electric mobile bridge, capacity 900 T/hour.
DENSITY: Fresh water.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by pipe-line at all berths.
FUEL: All grades available by pipe-line at deep water berths. Can also be obtained by barge from Montreal.
REPAIRS: All deck, engine and boiler repairs can be effected.
DRYDOCK: *Marine Industries Limited.* dry-docking facilities for ships up to 12,000 tons dwt.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Ascension Day; St. John the Baptist Day; Labour Day; All Saints' Day; Christmas Day. No work performed on these holidays.
AIRPORT: Nearest at Montreal.
AUTHORITY: Canadian Dept. of Transport.

SUMMERSIDE, P.E.I.: 46.23 N. 63.47 W.

DOCUMENTS:
2 IMM.200.
3 E.1.
1 Quarantine 2001.
2 Passenger Lists.
1 Customs Document A.6.
PILOTAGE: 24 hours notice of ETA to Agent who notifies Pilot. Pilot boards fairway buoy about 6 miles from wharf.
ANCHORAGE: At fairway buoy in depths of 30–35 ft.
MAX. SIZE: 550 ft. length, 50 ft. beam, 24 ft. draft.
HEALTH: Vessels coming from U.S.A. accepted without pratique. Vessel from other countries radio telephone for permission. See also "Montreal".
RADIO: Halifax N.S., Sydney N.S., Grinstone, M.1.
TUGS: None available.
STEVEDORES: 24 hours notice required.
MEDICAL: Hospital facilities available. Current vaccination/fever certificates required.
FRESH WATER: Available 30 tons/hour.
FUEL: Can be arranged if necessary.
OPENING/CLOSING HATCHES: Crew/Stevedores.
CUSTOMS ALLOWANCE: Tobacco: 1 carton per man per week. Wine/Spirits: Spirits 40 oz. per man per week. Further allowances made if master requests.
IDENTIFICATION CARDS: Passports required.
REPAIRS: Only minor repairs.
REPATRIATION: Can be arranged.
AIRPORT: 7 miles, 2 flights per day.
TIME: Atlantic Standard Time with daylight saving in Summer.
HOLIDAYS: New Year's Day; Good Friday; Victoria Day (19th May); Dominion Day (1st July); Remembrance Day (11th November); Thanksgiving (13th October); Labour Day (1st September); Christmas Day. Plus all Saturday afternoons and Sundays.
POLICE/AMBULANCE/FIRE: Police 436–9222; Ambulance dial O call operator; Fire 436–3333.
TELEPHONES: Telephones can be placed on board.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Harbour Master, 7 Spring Street, Summerside, Prince Edward Island. Tel. 436–2244.

SYDNEY, Nova Scotia: 46.09 N. 60.12 W.

DOCUMENTS:
Crew's Declaration Y.14 in triplicate.
Ship's Stores E.1 in triplicate.
Crew Tally IMM.201 in duplicate.
Report Inward A.6 in triplicate.
PILOTAGE: Pilots are obtainable inside Fairway Buoy, 46° 18′ N. 60° 08′ W. Vessels approaching Sydney requiring Pilot must report

by radiotelegraph or radio by radiotelegraph or radiotelephone, estimated time of arrival to District Supervisor of Pilots, North Sydney, Nova Scotia, at least 12 hours before vessel's ETA. The time should preferably be GMT. ETA's must be revised if necessary prior to arrival through VCO Marine Radio Sydney, or via any Coast Radio Station.

ANCHORAGES: South Arm and North-west Arms (good holding ground 40 to 60 ft. depth).

RESTRICTIONS: Berthing allowed day or night. "Harbour Ice", January to March, "Drift Ice" April to May. Navigable with aid of ice-breakers requested from Ice Control at Sydney.

MAX. SIZE: Maximum draft 37 ft. Governed by least depth in channel of 38 ft. at low water.

HEALTH: Sydney is an official quarantine station. Radio pratique obtained between 9 a.m. and 5 p.m. local time by radio message to "Quarantine Sydney". Information required from vessel is as follows:

Name and nationality of vessel.
Name of three previous ports called at during voyage.
Port of destination and name of Agent.
Nature of cargo.
Date and place of last de-ratting or exemption certificate.
Number of crew and passengers.
Condition of health of all on board with details of any sickness or death occurring during the voyage.
Vaccination status of crew and passengers.
The expected time of arrival and any other information that may be required by the quarantine officers.

The ship will require usual inspection on arrival. However, radio pratique will enable vessel to enter port, dock and commence loading or unloading operations prior to official quarantine clearance. Vessels which have not applied for radio pratique and all vessels with suspected infectious disease aboard will remain in quarantine until cleared.

RADIO:

Place	*Call Letters*	*Freq. kc/s.*
Sydney Radio	VCO	500
Grindstone Island	VCN	500
Canso Radio	VAX	500
Halifax Radio	VBO	530
Cape Race	VCE	500

TUGS: No Tugs.

BERTHING: *International Steel Piers:* No. 1 Pier (Steel loading); berthing length 425 ft. Depth at low water 28 ft.

No. 2 Pier; berthing length 550 ft. Depth at low water 30 ft. 6 in. pipeline for bunker oil, 4 in. pipeline for marine diesel, 16 in. pipeline for discharging oil.

No. 3 pier; berthing length 710 ft. Depth at low water 41 ft. Equipped to unload cargoes by self-unloading boom type vessels and bulk carriers. Cape Breton Development Corporation, Pier No. 4; berthing length 810 ft. Depth at low water 30 ft. Used exclusively for loading coal and coke. Government Wharf (Sydney); berthing length 974 ft., depth at low water 30 ft.

Point Edward Docks: Main jetty length 850 ft. Depth at low water 36 ft. outside, 27 ft. inside. Seaward jetty length 800 ft. depth at low water 21 ft. Quay wall 1,150 ft., depth at low water 18 ft. Finger jetty, length 350 ft., depth at low water 25 ft. outside, 19 ft. inside.

STEVEDORES: Available.

MEDICAL: Two hospitals.

DENSITY: Average 1023.

FRESH WATER: Available from shore by hoses.

FUEL: Marine diesel, bunker fuel and galley fuels are obtainable by pipeline at piers number 2, 3 and 4. Rate of bunkering approximately 100 tons per hour.

GANGWAY/DECK WATCHMEN: Crew sufficient.

OPENING/CLOSING HATCHES: Crew.

CUSTOMS ALLOWANCE: 200 cigarettes or ½ lb tobacco or 15 cigars, each officer. 40 oz. of spirit per officer.

IDENTIFICATION CARDS: Seaman's identity cards.

CONSULS:

British and Canadian Shipping Master,
Portugal Vice-Consul 794–3515.
Honorary French Consular Agent, North Sydney 794–4800.
Norwegian Vice-Consul, Sydney 564–9288.

REPAIRS: Floating repairs by Atlantic Springs Machine and Repair Company or Sydney Engineering and Drydock Company. Largest slipway 3,000 tons. Hull and engine repairs available.

REPATRIATION: Can be arranged.

AIRPORT: Served by Air Canada and Eastern Provincial Airways.

TIME: Sydney is on Atlantic Standard Time from the last Sunday in October to the last Sunday in April, and on Atlantic Daylight Time from the last Sunday in April to the last Sunday in October. GMT minus 4 on Atlantic Standard Time and GMT minus 3 on Atlantic Daylight Time.

HOLIDAYS: Christmas Day; New Year; Good Friday; Dominion Day; Thanksgiving Day; Labour Day. No work as a rule from 8 a.m. to 8 a.m. next day.

POLICE/AMBULANCE/FIRE: Police 564–4415; Ambulance 564–5507; Fire 539–3552.

SERVICES: Compass adjusting, tank cleaning.

SHORE LEAVE: Allowed.

AUTHORITY: Harbour Master, PO Box 548, Sydney, Nova Scotia, Tel. 902–564–8427.

TORONTO, Ontario: 43.40 N. 79.25 W.

For important general information refer to "St. Lawrence Seaway".

DOCUMENTS: Master should prepare for boarding of customs, immigration officers:

Customs – Crew Declaration Lists (in triplicate) and Ship Store Lists (in triplicate).

Immigration – Crew List and Passenger List (in duplicate.

PILOTAGE: Not compulsory but available 24 hours. Pilotage requested through vessel Agents or direct to Harbour Master's office which maintains a 24-hour radio watch on following frequencies:

Call Sign XJF 495.
Safety and calling 2182 kc/s. or 156·8 mc/s.
Working 2003 kc/s. or 156·6 mc/s.
Alternate working 156·7 mc/s.

ANCHORAGES: Vessels anchor in Humber Bay or in Inner Harbour.

RESTRICTIONS: Vessels may enter port area at any time.

MAX. SIZE: The port has facilities to accommodate nearly any vessel which can navigate the St. Lawrence Seaway Locks.

Maximum size of vessels permitted to transit the Seaway:
(*a*) Ships not exceeding 730 ft. overall and 75 ft. 6 in. extreme breadth may transit.
(*b*) Masts must not exceed 117 ft. above the water level.
(*c*) Maximum draft 26 ft.

HEALTH: See "Montreal".

RADIO: Controlling radio station in the Toronto area is VBG Toronto.

RADAR: Harbour Master's Office has radar installed but not normally used for assistance of vessels. Port communication centre is located in Harbour Master's office and operated for emergency safety requirements, and all information given to any vessel in area.

TUGS: Not normally required but available. Tugs use ship's lines.

BRIDGES: One bridge only – Ship Channel Bridge.

SPECIALISED CARGO HANDLING FACILITIES: The following companies offer berthage and storage for the bulk commodities indicated:

Liquid Chemicals. Allied Chemical Co., Domtar (no waterside storage tanks, trucked directly from vessel).

Coal. Valley Camp; Weaver Empire Fuels; Rochester & Pittsburg Coal Co.; Milnes Coal Co. Ltd.

Cement. Lake Ontario Cement, Canada Cement Lafarge.

Molasses. Canada West Indies Molasses.

Oil. Texaco, Imperial Oil, Sun Oil, Canadian Fuel Marketers, BP, Gulf, Shell, Roy-L Canadian Fuel, Milnes Fuel Oil, Caloil.

Salt. Canadian Salt Co., Sifto Salt, Iroquois Salt.

Chemicals. Domtar.

Sugar. Canada and Dominion Sugar Co.

Vegetable Oils. Drew Brown, Maple Leaf Mills, Victory Soya Mills.

Grain. Toronto Elevators Ltd, Victory Soya Mills; Canada Malting Ltd.

STEVEDORES: General rule is 24 hours notice.

To work ship at 1 p.m., order gangs by 11 a.m. the same day.
To work ship at 6 p.m., order gangs by 4 p.m. the same day.
To work ship at 8 a.m., order gangs by 4 p.m. previous day.

MEDICAL: Doctor and hospital facilities available.

TANKERS: Diameter of load/discharge lines are the American Standard 8 in. Maximum draft at berths is 26 ft.

DENSITY: Fresh water.

FRESH WATER: Available at all berths.

FUEL: In most cases, vessels bunker in Montreal. Fuel available at 12 hours notice.

GANGWAY/DECK WATCHMEN: Crew member or someone hired by Agent.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CERTIFICATES:

Certificate of Registry.
Articles of Agreement.
Log Book.
Safety of Life at Sea.
Safety Equipment Certificate.
Safety Construction Certificate issued by the Country to which the ship is registered.

CUSTOMS ALLOWANCES: Tobacco. Crew entitlement on first arrival in Canada – 200 cigarettes, 50 cigars, 2 pounds of tobacco. Wine and/or Spirit, Crew entitlement on first arrival in Canada - 40 oz. of spirits, liquors or wines.

CARGO GEAR: Vessel requires a tackle equipment book and a certificate covering cargo equipment which must be kept up to date and notated every 12 months by a competent person. Port of Toronto has modern equipment including stationary Atlas crane, 300-ton capacity; mobile container crane designed for loading and unloading 20 ft. and 40 ft. containers; 56-ton overhead lift truck equipped with a 40 ft. spreader frame; and 50-ton floating crane.

IDENTIFICATION CARDS: Visitor passes available from port police office.

CONSULS:

Belgium	Great Britain	Norway
Brazil	Greece	Peru
Colombia	Guatemala	Portugal
Costa Rica	Israel	Spain
Cuba	Italy	Sweden
Denmark	Japan	Switzerland
Ecuador	Lebanon	Thailand
El Salvador	Mexico	Turkey
Finland	Netherlands	United States
France	Nicaragua	Yugoslavia
Germany		

REPAIRS: Most repairs not requiring dry dock can be carried out in Toronto. Nearest dry dock is located at Port Weller, 30 miles distant.
REPATRIATION: All facilities.
AIRPORT: (1) Toronto Island Airport located at Western end of harbour. General aviation only with regular air lines.
(2) Toronto International Airport approximately 15 miles distant. Airport is served by 9 regular airlines.
TIME: GMT minus 5 hours. Two alterations made to clocks during (1) Last Sunday morning in April, Eastern Standard Time to Eastern Daylight Time one hour ahead. (2) Last Sunday morning in October, Daylight Time to Eastern Standard Time one hour back.
HOLIDAYS: Work can be arranged on any holiday at double time rate with the exception of Labour Day which is the first Monday in September of each year. No work is done on this day.
POLICE/AMBULANCE/FIRE: Emergency numbers as follows: Harbour Police 361–1111; Port Police 863–2140; Fire Department 363–2133 or 361–1111; Ambulance 361–1111.
TELEPHONES: Arrangements not available for placing telephones on board.
SHORE LEAVE: No restrictions.
AUTHORITY: The Toronto Harbour Commissioners, 60 Harbour Street, Toronto 1.

TROIS RIVIERES, Quebec: 46.22 N. 72.34 W.

DOCUMENTS:
2 sets Crew Lists.
2 sets Passenger Lists.
3 sets Customs Documents.
3 copies Health Documents.
6 sets Manifests.
6 sets Bills of Lading.
3 sets Ship's Papers.
PILOTAGE: Pilots take charge of vessel at Quebec for Trois-Rivières destination.
ANCHORAGES: Anchorage 3 miles upstream. Depth of 35 ft. and safe.
MAX. SIZE: Berths vary from 30 ft. to 35 ft. depth.
HEALTH: Trois-Rivières is a Port of Entry. Port doctor at the service of vessels. See also "Montreal".
RADIO: St Lawrence River Marine Traffic Control call system letters VBK Trois-Rivières.
TUGS: Not needed. Pilot boat can be of service on special occasions.
BERTHING: 18 berths are available, including 7 open and 11 shedded, total 9,188 ft. Private wharves, 2 berths, total length 1,084 ft.
BULK FACILITIES:
Berths 16, 17, 18 and 19. Berthing length is 2,191 ft. with an area of 1,196,000 square ft. The Three Rivers Elevator Company have a 9·3 million bushel storage capacity elevator located on Sections 16 and 17. Loading to ships is done at Section 16 which has a draft of 35 ft. at low water at a rate of 55,000 bushels per hour. Off-loading of grain from ships is done at Section 17, which has a depth of 30 ft., by means of two mobile towers at a rate of 96,000 bushels per hour. Off-loading of grain from cars is done at a rate of one 65 unit train in 16 working hours.
Berth No. 20. The Berth is 540 ft. long with a depth alongside of 35 ft. and a storage area of 485,000 sq. ft. Privately owned petroleum storage tanks having a capacity of 350,000 barrels are located on the back portion of this section. Water, electric power and bunkering services are provided.
Containers. Containers are loaded/unloaded at regular berths by shore cranes. Roll-on/Roll-off is in the planning stage.
STEVEDORES: Stevedores at Trois-Rivières are also Agents.
MEDICAL: If medical service is required upon arrival, call through No. 7 (St. Lawrence River Marine Traffic Control System). Port doctor. Hospital facilities available.
TANKERS: Diameter of oil lines 8 in. and 12 in. No slop discharge facilities. Seven tanker berths – five for 30 ft. draught and two for 35 ft. draught.
FRESH WATER: Hoses connected to harbour hydrants; 20 tons per hour.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not necessary except if dangerous cargo on board.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: 200 cigarettes each and/or two lb. tobacco. Wine and/or Spirits: One bottle each.
IDENTIFICATION CARDS: Seaman's card and/or pass port.
CONSULS: At Montreal.
REPAIRS: Minor repairs done by local machine shops.
REPATRIATION: Can be arranged.
TIME: EDST from last Sunday of April to last Sunday of October, then normal EST.
AIRPORT: 5 miles distant. No scheduled flights.
HOLIDAYS: New Year's Day; Easter Monday; Confederation Day; Thanksgiving Day; Christmas Day; Good Friday; Queen's Birthday; Labour Day; Remembrance Day. One Civic Holiday taken June 24th.
POLICE/AMBULANCE/FIRE: Police and Fire 374–3535; Ambulance 375–6456 and 374–6225; Poison Treatment 374–6211.
SERVICES: Compass adjusting only.
SHORE LEAVE: Members allowed ashore.
AUTHORITY: National Harbours Board, PO Box 999, Trois-Rivières, P.Q., Canada. Tel. 378–3939. T. A. Lauzon, Port Manager, 378–2887 and 378–2888 General Office.

VANCOUVER, B.C.: 49.17 N. 123.07 W.

PORT LIMITS: The seaward boundary of the inner port within which a vessel is considered to be an "arrived vessel" is a line drawn between Port Atkinson and Port Grey at the entrance to English Bay. The seaward boundary of the outer port is running North-South between the North Arm of the Fraser River and the International Boundary and being five miles offshore in the Straits of Georgia.
DOCUMENTS: Master to keep Pilots, Victoria, advised of ETA pilot station. Agent concerned forwards blank Canadian Crew List and Immigration Forms together with port instructions to Pilot. Forms should be completed by Master for presentation to Customs and Immigration on arrival.
Immigration Authorities require two sets of Immigration Forms, Canadian Customs require three copies list of Bonded Stores and three copies Crew Personal Declaration Forms.
A vessel proceeding to B.C. outports (i.e. Port Alberni, Prince Rupert, Tasu, Kitimat), which does not require Pilot at Fairway Buoy, Victoria may apply quarantine Victoria for permission to proceed direct. Where such permission has been granted Master to notify Agent concerned.
PILOTAGE: Pilot station at Victoria, B.C., equipped with VHF radio telephone and watch maintained on both 156·8 mHz and 156·55 mHz. No designated anchorage for vessels requiring Pilot. Normal method of boarding is by pilot ladder (no boat-rope), but under favourable conditions accommodation ladder may be used.
ANCHORAGE: There are fourteen designated anchorages in the port which are available during periods of congestion. Eight In English Bay, four in main harbour and two above Second Narrows. Main Harbour anchorages reserved mainly for vessels awaiting berths or tides. Those outside mainly reserved for vessles expecting long waits. Main Harbour anchorages range from 9 to 21 fathoms and English Bay anchorage from 8 to 16 fathoms. Largest vessels using and expected to use Vancouver Harbour can be accommodated at all anchorages. Holding ground is good and anchorages are protected.
RESTRICTIONS: Vessels enter harbour night and day. Low-water depth in first narrows (harbour entrance) is 50 ft. Vessels bound above second narrows are restricted to high water to 1 hour after, inbound; and from 1 hour before high water to high water, outbound.
MAX. SIZE: Vessels of 820 ft. length, 43 ft. draft and approx. 125,000 dwt. are able to enter harbour at any state of tide.
HEALTH: Vessels inbound from a foreign port: Agent notifies quarantine station, Victoria, giving name, ETA pilot station, where bound from and where bound to. Vessel arriving from Fiji, Australia, New Zealand, Honolulu, United Kingdom or Balboa, C.Z., may radio Victoria Quarantine Station requesting Radio Pratique and may proceed direct to her destination, where will be boarded by quarantine officials on arrival alongside. Free pratique granted only to vessels coming from the U.S. with duplicate pratique; same rule applies to vessels proceeding from B.C. to U.S. ports, where duplicate pratique is issued, prior to arrival, same being brought on board by quarantine doctor at pilot station, Victoria.
Advise Quarantine Station, Victoria, in event of suspected contagious disease on board.
RADIO: VA.1 Vancouver Radio.
RADAR/VHF: First narrows bridge is radar equipped. Bridge signal station manned 24 hours per day. Pilots in radio/telephone contact with bridge at all times. Vessels normally communicate with first narrows signal station on Channel 6 inwards, until past the bridge, when they change to Channel 11 for berthing and harbour movement.
TUGS: Meet vessels East of first narrows and off berth. Ship's lines are used. Pilots communicate with tugs by VHF Channel 11 or Channel 6.
BERTHING: Vessels berthing at Lynn Terminals and Alberta Wheat Pool, await favourable tide conditions. Vessels are berthed at Vancouver Wharves stemming the tide.
Berthing for vessels up to 150,000 dwt. and draft up to 60 ft. at Roberts Bank.
SPECIALISED CARGO HANDLING FACILITIES: There are twelve berths equipped for loading grain; depths vary from 28 ft. to 50 ft. at low water. The port has three specialised coal berths – Neptune Terminals, draft 55 ft.; Pacific Coast Bulk, draft 43 ft.; and Westshore Terminals, draft 65 ft. Bulk sulphur, potash and ores are handled at Vancouver Wharves, Pacific Coast Bulk Terminals and Neptune Terminals (not sulphur). One container berth is located at Centennial Pier, length 687 ft., depth 40 ft. at low water, back-up area 15 acres; it is equipped with one "STARPORTER" container crane. No deep-sea roll-on/roll-off facilities. LPG is handled at a specially equipped berth at the Trans Mountain Oil Dock.
Forest products terminal opened with three berths, 50-acre lumber assembly area, and large shed for plywood storage. New container terminal with three berths, 76 acres back-up area is proposed for South Shore of harbour and a three-berth general cargo complex is planned for the North Shore. Both facilities expected to be completed by late 1974.
STEVEDORES: Gangs normally ordered day before ship's arrival, can be ordered same day for afternoon or evening work.

MEDICAL: All services available.
DENSITY: Density varies in different sections of harbour, according to times of year.
FRESH WATER: Laid on at berths. Hose supplied. Delivery 25 tons per hour.
FIRE PRECAUTIONS: Tankers to have suitable towing wires over offshore bow and offshore quarter.
GANGWAY/DECK WATCHMEN: If required, employment arranged through Agent.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, except in cases of bulk carriers.
REPAIRS: All types of engine and deck repairs.
DRY DOCKS: Available. Max. capacity 12,000 tons.
AIRPORT: ½ hour from Vancouver International Airport.
TIME: Pacific Standard Time GMT minus 8 hours. Clocks will be adjusted to Summer Time (plus 1 hour) when advised.
HOLIDAYS: New Year's Day*; Good Friday; Easter Monday; Victoria Day; Dominion Day; Labour Day*; Thanksgiving Day; Remembrance Day; Christmas Day*; Boxing Day*.
* No cargo work these days.
POLICE/AMBULANCE/FIRE: Police 684–7111; Ambulance 879–4511; Fire Vancouver FI–1234; Air-Sea Rescue 732–4272; Harbour Board Police 254–7317.
TELEPHONES: Are placed on board vessels at all berths.
GENERAL: Vessels not permitted pump bilges or discharge oil, contaminated ballast or galley refuse into water. Every vessel boarded on arrival by Harbour Patrol Personnel and furnished with applicable excerpts from Harbour by-laws.
SERVICES: Stevedore companies equipped with tank cleaning equipment. Sludge barge available. Services of compass adjuster may be obtained.
SHORE LEAVE: No restrictions, but Immigration will advise of any special circumstances where restrictions might be enforced.
AUTHORITY: National Harbours Board. Tel. 255–3565. Telex 045-3310.

VICTORIA, B.C.: 48.25 N. 123.22 W.

DOCUMENTS: See "Vancouver".
PILOTAGE: Pilots embark at Victoria for all British Columbia ports. Pilot station within 2 mile radius of buoy in position 48° 22′ 45″ N. 123° 24′ 56″ W. Radio Pilots Victoria through radio station VAK giving ETA not less than 6 hours in advance.
ANCHORAGE: In Royal Roads.
HEALTH: Quarantine Officials board with the Pilot.
RESTRICTIONS: Outer harbour: depth 35 ft. MLLW. Inner harbour: depth 21 ft. MLLW.
TUGS: Available.
BERTHING: In Outer harbour: Ogden Point. Berthing length 3,400 ft.; depth alongside 34 ft. H.L.W.
STEVEDORES: 13 gangs available. Refer "Vancouver" for holidays, etc.
MEDICAL: Doctors and hospital facilities available.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Supplied by barge from Vancouver.
CUSTOMS ALLOWANCES: See "Vancouver".
REPAIRS: All repair facilities available.
DRYDOCK: At Esquimalt: Length 1,173 ft.; breadth 149 ft.; depth 49·5 ft.
AUTHORITY: Dept. of Transport. Harbour Master.
AGENT: King Bros. Ltd., P.O. Box 577, Langley St., Victoria. Tel. 384–1174 and 384–1653. Telex: 044–8319. Cables: "Kibro Victoria".

WEYMOUTH, Nova Scotia: 44.27 N. 66.01 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
3 Customs Documents.
3 Health Documents.
3 Manifests.
Ship's papers.
PILOTAGE: Ship's Agent contacts vessel through Marine Radio Station, Yarmouth and notifies Pilot, who will then be on lookout. Ship gives standard whistle signal for Pilot, who boards about two hours before high tide. In meantime, ship should ride at anchor about ¼ mile N.W. of fairway buoy. No special pilot boat. Boat used for Pilot is 35 ft. fishing boat.
ANCHORAGE: Good safe anchorage outside harbour in 33 ft. over mud. Also ¼ mile N.W. of fairway buoy.
MAX. SIZE: Maximum length permissible 375 ft. Breadth, no limit. Draft, approx. 26 ft. of water at high tide.
TUGS: No tugs required. The fishing-boat will run lines to wharf if required.
BERTHING: North Weymouth, L-shaped wharf 280 ft. in length, and leg 40 ft. width. Depth alongside 9 ft. low water.
STEVEDORES: Available. Experienced loading lumber and pulpwood.
MEDICAL: Hospital: at Digby, 20 miles distant. Ambulance can be arranged.
FRESH WATER: Available; delivery by truck.
DEVELOPMENTS: Redredging of channel in near future. Dates not finalised.
GANGWAY/DECK WATCHMEN: No watchmen necessary.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
POLICE/AMBULANCE/FIRE: Police 245–4162; Ambulance 245–2205; Fire 837–5142.
TELEPHONE: No arrangement for placing telephones on board ship. Telephone available near dock.
AUTHORITY: Dept. of Transport Harbour Master.

WINDSOR, Ontario: 42.19 N. 83.03 W.

For important general information refer to "St. Lawrence Seaway"
DOCUMENTS:
Sanitary Health Certificate – fixed on outside of container for agriculture plant protection. 1 paper affixed to each container.
Meat locker Certificate.
Quarantine Certificate.
3 Crew Lists.
3 Passenger Lists.
3 Stores Lists.
Manifest – 3 A.6 – 2 A.6 out.
Bill of Lading.
Valid Smallpox Certificates.
PILOTAGE: Pilots board ships at Sarnia Eastbound and Port Weller Westbound.
ANCHORAGES: Windsor Harbour Anchorage lies approximately ½ mile North of Fighting Island marked by 4 white buoys, showing flashing white lights, an area of 800 ft. wide and ¾ of a mile long. Depth of 5½ to 6 fathoms.
MAX. SIZE: Can handle any ship the seaway passes. No tide.
HEALTH: In the case of vessels arriving via the St. Lawrence River radio pratique may be obtained from Quarantine Quebec. See also "Montreal".
RADIO: WFS Detroit Marine Radio.
RADAR/VHF: No radar service. Harbour Master may be contacted on VHF Channel 16.
TUGS: Only on rare occasions is tug necessary.
STEVEDORES: Advice as to number of gangs should be received no later than 4 p.m. on day preceding.
MEDICAL: Four hospitals.
TANKERS:

British American; hoses	=	8 in. Max. depth 19 ft.
Shell Canada	,,	= 8 in. Max. depth 19 ft.
Petrofina	,,	= 8 in. Max. depth 22 ft.
Imperial Oil	,,	= 8 in. Max. depth 18 ft.
Texaco Canada	,,	= 8 in. Max. depth 18 ft.
Sterling Fuels	,,	= 8 in. Max. depth 20 ft.

No slop tanks available.
DENSITY: No tide, the water is fresh.
FRESH WATER: Tank truck delivery.
FUEL: Tank truck delivery. All grades – 24 hours notice. Coal bunkering dock available 24 hours per day. No notice.
FIRE PRECAUTIONS: Fire Dept. requires man at tank installations ashore while pumping, also notify Fire Dept. re any spillage.
GANGWAY/DECK WATCHMEN: Not required, but can be supplied.
OPENING/CLOSING HATCHES: Normally done by the stevedoring company.
CUSTOMS ALLOWANCE: See "Montreal".
IDENTIFICATION CARDS: I.D. cards should be carried.
CONSULS: U.S. Consul, tel. 253–5203. Italian Consul, tel. 256–0092.
REPAIRS: All repairs above water can be carried out.
AIRPORT: Windsor Airport approximately 5 miles. Regular flights 7 days a week by Air Canada.
TIME: GMT minus 5 from October to April. DST subject to local vote.
HOLIDAYS: The following are the legally observed holidays; however, vessels will be worked on these days at prevailing rates: Christmas, New Year, Good Friday, Victoria Day, Dominion Day, Civic Holiday, Labour Day, Thanksgiving and Veteran's Day.
POLICE/AMBULANCE/FIRE: Police 253–4211; Fire 254–2881; Ambulance 945–2391.
TELEPHONES: Phones can be placed on board.
GENERAL: Fluctuation of water level; high Westerly wind drops water level. Detroit River Light should be contacted for water gauge on VHF 16 for upbound ships, and Belle Isle Coast Guard Stations on VHF 16 for downbound ships.
SERVICES: Tank truck available for tank-washings, also radio telephone and radar service. Compass adjustor not available.
SHORE LEAVE: No restrictions on shore leave.
AUTHORITY: Port of Windsor, Windsor Harbour Commission, Canada Square, 500 Riverside Dr. W. Zone, 12, Windsor, Ontario, Canada.

Canary Islands

ARRECIFE: 28.57 N. 13.33 W.

Minor port of island of Lanzarote. Port situated to the South of the town, and consists of 3 moles:
Muelle Viejo: 200 metres long
Muelle Pesquero de Naos: 300 metres long.
Muelle los Marmoles: 700 metres long.

The first two quays named above are both suitable for fishing vessels. Muelle los Marmoles is the principal berthing quay with a depth alongside of between 8 to 15 metres. Fuel, gas oil, and fresh water available by pipe-line.

Two tugs of 250 hp. available. From Las Palmas.

Small slipways up to 400 tons capacity available, also workshops for minor repairs.

AUTHORITY: Commandancia Militar de Lanzarote.

LAS PALMAS: 28.05 N. 15.27 W.

DOCUMENTS:
5 Crew Lists.
4 Transit Passenger Lists.
2 Provisions Lists.
8 copies of Manifest, with Bills of Lading covering cargo for Las Palmas.
8 Lists of Passengers Disembarking.
Passports of passengers landing (required by Immigration Authorities).
1 Maritime Health Declaration.

PILOTAGE: Compulsory. Masters send radio message to Agents 48 hours prior to arrival giving ETA (GMT). Pilot station may be contacted by VHF Channel 16, 155·56 ks/s. Call for Pilot by whistle, 2 long and 1 short blasts, "G" flag during day; white over red signal during night. Sound signals prohibited from 2200 to 0800 local time. Pilot boats have black hull, white wheel house, with black "P" and boat number painted both sides of wheel house; they fly "G" flag with black "P" on centre. Pilot boards approximately one mile off breakwater, where vessel should await Pilot.

ANCHORAGE: Good anchorage in roads. Sandy bottom. Mean tidal range 5 ft. to 6 ft. Tidal velocity negligible.

RESTRICTIONS: No tide restrictions. Vessels berth alongside mole day and night in accordance with draft.

Vessels carrying explosives or dangerous products must apply to the Port Authority, through their Agent, with sufficient advance notice, regarding permission to enter port.

MAX. SIZE: Vessels of any length and beam can safely berth and normally discharge and load cargo while bunkering. Max. allowable draft 42 ft.

RADIO: Las Palmas Radio, call sign EAL.

TUGS: The following tugs are available: harbour and/or salvage tugs *Tamaran,* 2,375 i.h.p.; *El Guanche,* 1,375 i.h.p.; *Fortunate* 1,047 i.h.p.; *Vulcano,* 2,060 i.h.p.

Harbour tugs: *Castillejos,* 600 i.h.p.; *Cory,* 250 i.h.p.; *Espana II,* 450 i.h.p.

BERTHING: Subject to availability. Information should be radioed to Agent 48 hours prior to arrival, if berthing required, and for what purpose. Main breakwater, Generalisimo Franco, runs North to South, is 2,000 metres long, fitted with oil bunkering points. Safe berths alongside for vessels up to 41 ft. draft. Harbour approach from open sea with no impediments.

La Luz mole, is 1,200 metres long, with berths alongside.

BULK CARGO FACILITIES: Grain silo with four extractors. Max. discharge 50 tons per extractor per hour. Draft alongside 32 ft.

STEVEDORES: Number of gangs required, cargo details, tons per hatch, should be announced to Agents, with ETA, 48 hours prior to arrival.

MEDICAL: Master should advise Agent if medical attention required on arrival. Hospital and ambulance services available day and night. Vaccination and inoculation available any time but notice should be given prior to arrival.

TANKERS: No facilities for slop discharge. Crude oil tanker berth.

FRESH WATER: Available at any mole delivered by hose at rate of approx. 50 tons/hour per hose, while bunkering and/or loading/discharging cargo.

FUEL: Masters to include in messages to Agents amount, grade and viscosity of oil required, and name supplier, 48 hours prior arrival.

DEVELOPMENTS: A new breakwater is under construction East of present breakwater which will provide additional deep water bunkering berths, a basin for fishing vessels and other facilities.

GANGWAY/DECK WATCHMEN: Recommended. Arranged by Agents.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCE: No restrictions for tobacco, wine and/or spirits.

IDENTIFICATION CARDS: Not necessary.

CONSULS: Consuls or Consular representation of most maritime nations available.

REPAIRS: All types of deck and engine repairs carried out afloat.

DRYDOCK: One floating dock, capacity 5,000 tons dw.

REPATRIATION: All facilities for crew changes, repatriation by sea and air.

AIRPORT: International Airport 26 kilometres South of Las Palmas.

TIME: GMT. No alterations during year.

HOLIDAYS: Local holidays: 29th April; 8th September. National Holidays: 1st January; 6th January; 19th March; 1st May; 18th July; 25th July; 1st November; 8th December; 25th December. Feast Days: Maunday Thursday (half-day); Good Friday; Ascension Day; Corpus Christi.

Cargo handling during holidays and feast days; no stevedoring labour available from 2000 hours from day prior to Good Friday, Christmas Day and 1st January, until 0800 hours on following day.

POLICE/AMBULANCE/FIRE: Police, 217104. Ambulance, 245921. Fire, 243100.

TELEPHONES: Line connected to vessels alongside wharves from Harbour Board exchange if required.

SERVICES: (Special) Underwater hull cleaning, compass adjusting, etc.

SHORE LEAVE: Permitted.

AUTHORITY: Port Commandant, Comandancia de Marina.

AGENTS: Miller Y Cia, SA, Muelle Santa Catalina, (PO Box 12), Las Palmas, Canary Islands. Telex 95053. Tel. 26.08.50 (5 lines). Telegrams "Miller Laspalmas".

LAS SALINETAS:

Private loading quay for nitrogen and fertiliser factory about 10 miles South Puerto de La Luz, Las Palmas, only used by vessels loading or discharging for Compania Insular del Nitrogeno, S.A.

Accommodation one mole 145 metres length depth alongside 7·5 to 15 metres. Fresh water available.

SANTA CRUZ DE TENERIFFE: 28.28 N. 16.16 W.

DOCUMENTS:
6 Crew Lists.
6 Passengers in Transit Lists.
6 Passengers Landing Lists.
7 Cargo Landing Manifests.
2 Stores Lists.
1 International Health Declaration.
1 Free Pratique.

If no passenger or cargo landing, must present negative declarations.

PILOTAGE: Recommended give Agent 48, then 24 hours notice of ETA. Contact pilot station by VHF Channels 14 or 16. Pilot station located at shore end of Muelle Norte. Pilot boards up to two miles off extreme end of Muelle Sur. In daytime pilot cutter identified by blue flag with white "P" superimposed; night time, red and white light. When pilot cutter unable proceed out of harbour due heavy weather, Pilot awaits in lee of extreme end of Muelle Sur. Pilots called by VHF when entering; on sailing called by local Agent, or by blowing "C" on ship's whistle.

ANCHORAGE: Vessels proceeding to anchorage are conducted by Pilot. Alternatively, Pilot gives bearing by VHF.

RESTRICTIONS: No berthing or sailing from floating pipe-line discharge terminal between 1800 and 0800 hours. At Dique Del Este, vessels over 35 ft. draft are allowed to berth in daytime only.

MAX. SIZE: Floating pipe-line terminal, up to 200,000 tons dwt. Dolphins, up to 45,000 dwt. Dique Del Este (old part), max. length 200 metres and draft 39 ft. 6 in. (New part), 700 metres long with no LOA limitation, draft up to 54 ft.

HEALTH: Free pratique not granted by radio. "Q" Flag must be flown until vessel cleared inward by Port Health Authorities, which procedure is very quick. If suspected disease or fever on board, Agent or Port Health Authorities must be notified by radio.

RADIO: Teneriffe Radio – call sign EAT working frequency 472 kc/s. Short-wave EAT 3 working frequency 1930 to 0830, 8742 kc/s. Short-wave EAT 4 working frequency 0830 to 1930, 13092 kc/s. Radio telephone call sign: "Teneriffe Radio" working frequency 1740 kc/s.

There is a 24-hour telephone link with vessels within 100 miles range, which vessels may utilise by calling Teneriffe Radio on VHF Channel 16 for connection to Agent's telephone number.

TUGS: Join vessels entering approximately half mile to one mile from extreme end of Muelle Sur. Use of tug's lines optional, but when supplied by the tug, extra charges incurred.

Tugs normally available; *Punta Anaga,* 1,900 i.h.p.; *Doramas,* 1,313 i.h.p.; *Cepsa I,* 650 i.h.p.; *Volcano,* 1050 i.h.p.

BERTHING:

Dique del Este: 650 metres length, depth alongside 18 metres; 295 metres length, depth alongside 12 metres; 80 metres length, depth alongside 10 metres.

Dique Muelle Sur: 803 metres length, depth alongside 12 metres; 213 metres length, depth alongside 10 metres; 240 metres length, depth alongside 8·50 metres.

Muelle de Ribera: 537 metres length, depth alongside 10 metres; 301 metres length, depth alongside 8·50 metres.

Muelle Norte: 103 metres length, depth alongside 8 metres.

REPAIRS: NUVASA, offer a new system in slipways, the synchrolift, lifting capacity 2,000 tons, and vessels up to max. 83 metres LOA can slip at their yards, where there is space for 14 vessels at a time. Dry docking can be effected day and night.

Their workshops can carry out major repairs to ships afloat, including engine and boiler work, and is equipped with modern machinery. These yards became fully operational February 1971.

REPATRIATION: All facilities available for repatriation and crew changes. Daily air flights to Madrid and Europe.

AIRPORT: International Airport situated 12 km/s. from port, served by Iberia, KLM, Air France, Lufthansa, BUA and others. Daily flights to and from most European capitals.

TIME: GMT in use throughout year.

HOLIDAYS: 1st January; 6th January; 19th March (St. Josephs); Easter Thursday; Good Friday; 1st May; 15th May; 25th May; 5th June; 29th June; 18th July; 25th July; 15th August; 12th October; 1st November; 8th December; 25th December.

No work 1st January, Good Friday, and Christmas Day. Other holidays worked as overtime.

POLICE/AMBULANCE/FIRE: Police 242300; Ambulance 241502, 244675; Fire 242349.

TELEPHONE: Facilities exist for connecting telephones on board.
SERVICES: Underwater hull cleaning, tank-cleaning compounds (Dasic Chemicals, etc.), compass adjusting.
SHORE LEAVE: No restrictions.
STEVEDORES: Monday to Saturday gangs ordered at 0730, 1330 and 1930 hrs. Gangs for Sunday work ordered at 1930. Saturday. Telegraphic information from Masters to be despatched 48 hours prior arrival giving first ETA. Gangs work four six-hourly shifts, viz. 0800–1400, 1400–2000, 2000–0200, 0200–0800. All necessary gear supplied by Stevedores.
MEDICAL: Masters to advise by radio if medical attention required on board. Yellow fever and smallpox inoculations possible in daytime subject prior notification.
TANKERS: Local refinery (Compania Espanola de Petroleos SA) have ample couplings, hoses and reducers. Slop facilities available. Tankers discharge at Floating Pipeline Terminal, and at Dique del Este.

Loading terminals situated at Dique del Este, at Puerto Honduras for 45,000 dwt, and two berths at extreme end of Muelle Sur.
DENSITY: About 1025.
FRESH WATER: Available at all berths, delivered by hose any time day or night. Water barge available day-time to supply vessels at anchorage, 400 tons capacity. May be available at night-time at extra cost. If water delivered by barge, there is an additional charge for towage of barge each way.
FUEL: All grades available from CEPSA (cables "Spanoil Madrid" and/or "Teneriffe"). Fuel available at all berths, average rate of loading 500–600 tons per hour. Bunkers at anchor can be supplied by bunkering barge *Mayorga,* 1,400 tons capacity, or *Guadarranque,* 600 tons capacity. Notice required for refueling 72 hours, to be confirmed at 48 and 24 hours before arrival.
FIRE PRECAUTIONS: Tug "Punta Anaga" extensively equipped fire-fighting equipment including foam and four water/foam monitors on bridge top. Refinery well equipped with shore fire-fighting equipment, including mobile foam trucks.
GANGWAY/WATCHMEN: Available but not compulsory.
HATCHES: Normally opened by crew, stevedores lifting beams. If whole operation carried out by stevedores, extra charge possible.
CUSTOMS ALLOWANCE: Free port no restrictions presently in force.
CARGO GEAR: Supplied by stevedores.
IDENTIFICATION CARDS: Not required by crew members.
CONSULS:

Austria	Dominican Rep.	Netherlands
Belgium	Finland	Norway
Bolivia	France	Panama
Brazil	Germany	Peru
Colombia	Great Britain	Portugal
Costa Rica	Italy	Sweden
Chile	Liberia	Uruguay
Denmark	Luxembourg	Venezuela
	Monaco	

AUTHORITY: Marine Commandant, Harbour Board, Santa Cruz.
AGENTS: Miller Y Cia SA, PO Box 79, Marina 39, Santa Cruz de Teneriffe. Tramp and Liner Agents, Stevedores, Travel Agents. Tel. 244880–1–2. Telegrams "Miller Teneriffe." Telex 92143, MIDOC E.

Cape Verde Islands

ST. VINCENT (Archipelago of Cape Verde, Overseas Province of Portugal):

PORT LIMITS: Inside of a direct line running from Pta. Joao Ribeiro to Pta. do Morro Branco.
PORT: Porto Grande at 16° 52′ 55″ N. 25° 00′ 25″ W. City: Mindelo.
HARBOUR: Porto Grande is a natural semi-circular harbour sheltered and safe, facing island of Santo Antao over a channel approximately 10 miles wide at nearest points. In this channel but nearer St. Vincent is the rock of Ilheu dos Passaros on which is a lighthouse. Entry to harbour is from North or South. Weather conditions throughout year usually good to excellent.
DOCUMENTS: On arrival Masters should hand to Agent:
3 Crew Lists.
3 Passenger Lists.
1 Maritime Health Declaration Certificate.
1 copy Stores List.
Port Doctor will also wish to sight ship's De-ratisation Certificate.

When discharging cargo a minimum of 5 copies of Bill of Lading and 5 copies of Manifest are required. No special form for Passenger Lists and Crew Lists, and those in general use by the vessel will be accepted.
PILOTAGE: Radio notice of ETA must be sent by Master to Agent at least 48 hours before arrival. Pilot boards mid-way between Bird Island (Ilheu dos Passaros) and the Quay. The Pilot prefers to use Jacob's ladder. Signal for pilot is two long and one short blast on ship's whistle. However, sound signals prohibited between 2000 and 0800 hours local time. Time between Pilot boarding to vessels anchoring or berthing at piers is 10 to 45 minutes.

Important: The Harbour Master requests Masters not to anchor in harbour before Pilot on board. Pilots available day and night. Pilotage compulsory for all vessels entering harbour for anchoring, or berthing. When sailing, pilotage not compulsory for vessels which anchored in harbour. Pilotage compulsory for all vessels berthing and unberthing at piers.
ANCHORAGE: Anchorage berth in 4 to 20 fathoms.
MAX. SIZE: The harbour of Porto Grande can accommodate vessels up to any size. Also see "Berthing" and "Tankers".
HEALTH: Free pratique can be obtained before arrival on application by radio to Guarda Mor (port doctor) of Sao Vicente de Cabo Verde confirming that crew are good health. The port doctor, however, usually boards vessel on arrival in company with police and Customs guards, order provide any medical assistance which may be required. Crew and passengers should be in possession of Smallpox Vaccination Certificates. Production of these certificates will not, however, be called for unless there is a very good reason for doing so.
RADIO: Advice of estimated time of arrival should be sent by radio to Agents at least 48 hours prior entering port. Bunker and water requirements, if any, should also be requisitioned in same message. Cash to Master, provisions, cigarettes, spirits, etc. should be also added. ETA message should also advise number of hatches to be worked and number of tons in each hatch.

St. Vincent radio operates on CQA–500 kc/s and 8·738 mc/s twenty-four hours a day – working frequency 435 kc/s on 8 mc/s. Listening every two hours over the hour and again each half hour on the hour.
BERTHING:

Pier No.	*Maximum Depths*	*Length of Pier*
	metres	*metres*
1*	11·50	310·00
2	11·50	310·00
3	9·50	160·50
4	9·50	160·50
5	8·50	90·00
6	6·50	122·00
7	4·50	61·50
8	3·50	106·75
9	3·50	40·00
10	4·50	100·00
11	5·50	100·00

(* This pier is open to the sea and usable subject to prevailing winds and swell).

Floating and suspended fenders are available at the piers. Suspended fenders are each of 3 lorry tyres, 3 ft. wide with a diameter of 2 ft. 6 in. suspended at intervals of 70 ft. Floating fenders are of 5 tyres with a wooden core and are 4 ft. 6 in. long and 3 ft. 6 in. in diameter and are placed at intervals between the suspended fenders. Cruising vessels normally berth at pier No. 2. Max. draft 33 ft.

Height of Pier No. 2 above sea level approximately 2 metres. Vessels moor port side to pier. No shore gangways available. Cruising vessels with drafts too deep to berth alongside piers can anchor in harbour about 1,250/1,500 metres distance from Custom House pier where passengers may land. Ship's launches must be used for the transport of passengers to and from shore. With tug assistance vessels may berth or unberth at any time of day or night at piers Nos. 2, 3 and 4, but in adverse weather or other adverse conditions berthing at night may be prevented. Berthing and unberthing at night at other piers generally not possible.
STEVEDORES: If quantity for loading or discharging is of 10 tons or under, and in comparatively small parcels, then cargo can be loaded or discharged using the only small lighter available for vessels at anchorage. If larger quantity to be handled vessel must berth alongside quay. In both instances ship's tackle must be used. Discharging rate for bagged cargo, i.e. flour, rice, etc. is about 30 tons per hour per hatch. In all cases vessel's derricks and winches are used. There are no lighters available, therefore as described above all cargo in excess of 10 tons must be loaded or discharged at the piers. The opening/closing of hatches is the responsibility of the crew on board, but can be done by the stevedores by arrangement with the master under the supervision and responsibility of the ship's officers.
TANKERS: Maximum length 775 ft.; Maximum draft 36 ft. Underkeel clearance 4ft. Maximum dwt 53,000 tons.

Discharge effected by barge from starboard side of tanker at anchorage, also through submarine pipe line in harbour at: Lat. 16° 53′ 30″ W. Long. 25° 00′ 50″ W. Length of line, 1,000 metres; diameter, 20 in.; berth, Buoys; hoses, 12 in.; number of hoses, 7; position of hose connection, midships starboard side; Maximum rate per hour, 2,000 metric tons; density of water at berth 1025.

Submarine pipeline buoy berth. Tankers moored to one forward buoy and three stern buoys. Tanker also uses port anchor which is dropped before tying up to buoys. Nature of bottom is coarse sand and gravel. Berthing at buoys carried out daylight only and port tugs of up to 1200 h.p. used always on berthing and on unberthing according to weather conditions.

Cleaning tanks: 50 miles from shore only.

Gas freeing: At present no facilities available.
FRESH WATER: Can be supplied at anchorage or at piers or ex lighter day or night. Water suppliers request at least 48 hours notice giving quantity required. A minimum charge covering costs of supply of 20 tons is made on supply for under that quantity. To supply over 750 tons during a 12-hour stay in port with two lighters, giving between 25 to 50 tons per hour per hose, would be difficult. Connections of hose couplings from water barges are 3 inch male, 11 threads per inch.
FUEL: Oil bunkering carried out ex lighter at anchorage at rate of up to 300 tons per hour dependent upon speed at which vessel can receive. Both fuel and diesel oil bunkers can be supplied at the piers. Gas oil can be supplied in drums to vessel at anchorage or in bulk ex pipe-line on piers. All bunkering at anchorage ex barge takes place on starboard side of vessel.

DEVELOPMENTS: Facilities expected improve in near future. A synchrolift Dock to take two vessels up to 60 metres long by 20 metres wide, is planned which together with other workshop amplifications are expected to be fully operational by 1975.
GANGWAY/DECK WATCHMEN: Two Maritime Police are always in attendance and are compulsory.
CUSTOMS ALLOWANCES: Tobacco and Wine and/or Spirits, no restrictions within reason.
CONSULS:
Belgian (Vice-Consul
British (Vice-Consul)
Brazilian (Vice-Consul)
Danish (Vice-Consul)
French (Consular Agent)
Italian (Consular Agent)
Netherlands (Vice-Consul)
Norwegian (Consul)
Panamanian (Consul)
Swedish (Vice-Consul)
Venezuelan (Belgian Consul acts in a friendly capacity).
REPAIRS: At present voyage repairs of limited scope carried out, but slipping facilities are available for craft up to 250 tons only.
REPATRIATION: Facilities exist for effecting crew changes by air, but recommend that TAP Lisbon be contacted by Owners for crew making flights into Sal Island order join vessel St. Vincent. Agents should also be informed to make necessary arrangements for flight on local plane from Sal Island to St. Vincent. All crew travelling to Cape Verde must have transit visa issued by Portuguese Consul in country of origin. All crew, except cases for hospitalisation, must be in possession of a passport before Portuguese police will permit them disembark for repatriation. Crew possessing valid passports or sailors' books can land in Cape Verde for medical and/or hospital treatment or for repatriation to country of nationality provided it is country with whom Portugal has diplomatic relations and provided Agents of vessel take full responsibility on behalf of Owners for all expenses.
AIRPORT: Airport served by Dove planes for inter-island service only. 20 flights a week in and out of St. Vincent, 4 direct from Praia and 6 via Sal Island inwards. 5 via Sal and 5 direct Praia outwards. Main Airport is at Sal Island where five flights a week by Boeing 727 call to and from Lisbon. At Sal Island the only hotel is situated at the Airport.
TIME: 2 hours behind GMT all the year round.
HOLIDAYS: New Year's Day (1st January); St. Vincent's Day (22nd January); National Holiday (10th June); Corpus Christi (13th June*); Assumption Day (15th August*); Republic Day (5th October†); All Saints' Day (1st November); Restoration of Independence†; Immaculate Conception (8th December); Christmas Day (25th December).
* Holidays optional.
† Dates variable each year.
Although offices closed on holidays, loading and discharging of vessels not generally affected.
POLICE/DOCTOR/AMBULANCE/FIRE: Contact police on board or local Agent.
AUTHORITY: Capitao Tenente, Capitania dos Portos.
AGENTS: Millers & Corys. Cape Verde Islands Office Box No. 1, St. Vincent, Cape Verde Islands, (via Lisbon). Cables: "Orlop Saovicentedecaboverde". Tel. General Office, St. Vincent 9418; Manager's Office, St. Vincent 2477; Managers' Residence, St. Vincent 420; Assistant Manager's Residence, St. Vincent 2421; Resident Engineer's Residence St. Vincent 2419.

Ceylon refer to Sri Lanka

Chile

GENERAL INFORMATION

1. Arrival Advice: Ships' Masters are required to give the Captain of the Port 24 hours notice of arrival, stating time and date in their radio messages. They should also inform their Agents of ETA.
The telegraphic address of the Captain of the Port at all Chilean ports is "Maritgob".
2. Chilean Ports Time-table: Chilean ports are open at 07.00 hours from 15th April to 14th October and at 06.00 hours from 15th October to 14th April. They close down at 21.00 hours, unless the Maritime Authorities dispose otherwise due to urgent circumstances. Punta Arenas during summer (November – December) closes at 22.00 hours.
By special arrangement, and subject to payment of overtime to the authorities involved, vessels may be received and cleared in overtime hours.
All Administrative and Customs personnel in the port receive overtime after 18.00 hours on week-days, and on Sundays and feastdays; Customs' personnel additionally receive overtime after 12.00 hours on Saturdays.
3. Health. All vessels arriving from abroad are required to call at one of undernoted ports for free pratique: Arica, Valparaiso or Punta Arenas. Vessels are also allowed to call direct to Tocopilla, Iquique, Antofogasta, Coquimbo, San Antonio, Talcahuano and San Vicente.
Vessels can be exempted from call at one of these ports, and proceed direct to the port of loading and/or discharge provided permission is obtained, with 8 days notice from National Health Service.
Following details in order to apply for exemption on behalf of a vessel are required:
Name and flag of vessel.
Net registered tonnage.
Last port of call.
Cargo carried, or if in ballast.
Port of arrival in Chile and date of arrival.
4. Use of Sound Signals is forbidden in Port.

ANTOFAGASTA: 23.39 S. 70.25 W.

DOCUMENTS:
1 Clearance.
4 General Cargo Manifests.
12 local Cargo Manifests.
10 Transit Cargo Manifests.
5 Passenger Lists for the port.
5 Passenger Lists in transit.
6 Crew Lists.
4 Store Lists.
3 Crew Personal Effects Lists.
3 Mail Lists.
Passenger Baggage Declaration 2 per passenger.
PILOTAGE: Compulsory. Pilot should be awaited in position bearing 239° and 480 metres from the beacon at the head of protected mole.
ANCHORAGE: About 1,200 metres from green light on coast mole. Vessels that do not go into port anchor in what is known as "old or outer port" where best anchorage is bearing 103° from anchor painted on hillside, about 5 cables from coast in 37–22 metres of water.
Small vessels anchor about 4½ cables from old passenger quay in 22–18 metres of water. Ships should use two anchors and follow the indications of the port pilot.
RESTRICTIONS: From May to July the surge is stronger and results in rough seas which last from 2 to 4 days interrupting the traffic of small craft.
MAX. SIZE: Draft restriction only maximum 33 ft. except for Berth No. 1, where maximum draft 15 ft.
RADIO:

Station						
Call Sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Antofagasta	(P)	8 Mc/s.	A1	8354,		
CBA 3				8374	8730	H00–30
		4 Mc/s.	A3	4091·6	4396·6	H30–45
		8 Mc/s.	A3	8230	8780	H45–60

TUGS: Available.
BERTHING: Inner dock measures 4½ cables long N. to S. and 2½ cables wide at entrance.
Water is 10 metres deep alongside berths number 2 to 5 and A to D, except number 1 berth which has only 5 metres of water.
TANKERS: Buoy moorings for tankers, owned by Standard Oil, Shell and Copec. Max. draft 33 ft.
Vessel berths using both anchors forward and lines to three mooring buoys astern. Hoses lifted midships on port side. No slop disposal facilities.
STEVEDORES: Available. 240 stevedores, divided into gangs of 9 men (permanent). 70 stevedores (replacements), 280 longshoremen, 275 dockworkmen, 50 permanent riggers, 25 replacement riggers. Working hours are A.M. 08.00–12.00 P.M. 14.00–18.00.
MEDICAL: Hospital with 600 beds, also a sanatorium (Rest Home).
FRESH WATER: Port has 42 standpipes of 2½ in. situated at the various moles. Delivery is at the rate of about 10 tons per hour.
FUEL: Coal: in case of necessity can be obtained in limited quantities. Fuel and diesel oil supplied by Standard Oil, Shell Mex and Copec from petroleum terminals. For quantities less than 70 tons diesel oil can also be supplied from tank cars on the mole.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: Done by Stevedores.
IDENTIFICATION CARDS: Required.
CONSULS:

Argentine	Dutch	Norwegian
Belgium	French	Panamanian
Bolivian	German	Peruvian
British	Greek	Spanish
Columbian	Guatemalian	Swedish
Ecuadorian	Hondurian	U.S.A.
El Salvador	Italian	Venezuelan
		Yugoslavian

REPAIRS: There are two shipyards for repair of small craft, also several workshops, and foundries.
REPATRIATION: Facilities available.
AIRPORT: The airport is at Cerro Moreno 23 kilometres to the North of Antofagasta.
TIME: Local time GMT minus 4 hours.
HOLIDAYS: See Valparaiso.
SHORE LEAVE: Allowed.
PORT REGULATIONS: It is prohibited to anchor between Paita rock and the extreme North of the protected mole. Zone for explosives and inflammables: these must be discharged at Caleta La Chimba and vessels take a Pilot who boards at Antofagasta.
AUTHORITY: Empresa Portuaria de Chile.

ARICA: 18.29 S. 70.20 W.

PORT LIMITS: Ships are considered "arrived vessels" the moment they drop anchor within the safe anchorage zone indicated on the chart, or at the pilot station.
DOCUMENTS: *Port Captain*
1 Clearance.
2 Passenger Lists (1 in transit – 1 disembarking).
1 Crew List.
1 Declaration of Explosives (only if transported).
1 Voyage Memorandum (containing draft, Safety Radio Certificate (date), Chilean, Lighthouse Dues, Ports of Call.
Customs (Vessels calling South bound)
3 General Manifests.
3 Crew Lists.
3 Crew's Personal Effects declaration.
3 Mail declaration (in blank if not carried).
3 Passenger Lists.
3 Ship's Stores Lists.
3 Stores Lists. (Slop chest or store in passenger ships).
3 Lists of packages or parcels carried in the ship's office.
5 Sets of Manifests with the Cargo for Arica.
8 Sets of Manifests of Cargo in transit to Tacna-Peru (in blank if negative.
10 sets of Manifest of Cargo in transit to Bolivia.
(vessels calling North-bound)
1 Crew List.
1 List of Crew's Personal effects.
1 List of Mail for Arica.
1 Passenger List.
1 List of ship's Stores.
1 List of Slop Chest or Stores.
1 List of packages or parcels carried by ships office (if any).
5 sets of Manifests with the Cargo for Arica.
8 sets of Manifests of Cargo in transit to Tacna-Peru.
10 sets of Manifests of Cargo in transit to Bolivia.
Health Dept.
1 International Declaration of Health.
1 List of Vaccination against smallpox and cholera of the crew (dates).
1 List of Passengers in transit and/or local.
Agriculture
1 Ships Store List.
1 List of Cargo for Arica.
PILOTAGE: Compulsory. Ships approaching port should fly international signal flag "G" to request Pilot. Pilot boat is small craft painted white, with "P" or "H" flag on the mast. Pilot boards incoming vessels at pilot station, located 3 cables and 165° from red light at end of breakwater. If more than one ship is awaiting Pilot, vessels are requested to hoist, below the flag "G", a numeral, indicating order of arrival, especially if arrived overnight. Vessels waiting to be docked can anchor in Road at pilot station in 10 fathoms of water.
ANCHORAGE: Safe anchorage for vessels arriving after sunset can be found in a line bearing 194° Faro Isle Alecran distance 7 cables in depths varying from 9 to 10 fathoms.
RESTRICTIONS: Port officially closes at 21.00 hours; however, if necessary, ships docked and undocked at any time, weather permitting, if application presented in advance to port Captain,
MAX. SIZE: Six berths available within port area. They are numbered from East to West.
Berth No. 1.
Small ships length not exceeding 180 ft. and a maximum draft of 13 ft.

Berth No. 2.	vessels up to	460 ft.	length and a maximum draft of			20 ft.
Berth No. 3.	,,	460 ft.	,,	,,	,,	27 ft.
Berth No. 4.	,,	544 ft.	,,	,,	,,	37 ft.
Berth No. 5.	,,	544 ft.	,,	,,	,,	37 ft.
Berth No. 6.	,,	544 ft.	,,	,,	,,	37 ft.

If necessary, vessels over 600 ft. in length can be accommodated in berths 4 to 6, providing the area available for docking. Oil carriers have mooring buoys outside port area in depths of 48 ft. water. Installations consist of two groups of buoys, located in the North part of the bay, outside the port but sheltered from the swell prevailing in the coast, by the breakwater. 3 buoys are used to moor tankers loading crude oil from Bolivia. 2 buoys are used to moor tankers discharging clean products for city service.
HEALTH: Health officer boards ship after pilot has docked. Pratique granted after routine inspection of certificates and papers requested internationally. Yellow flag is lowered to signal the rest of the boarding party to embark to clear the ship.
In case of fever, and/or suspected diseases on board, Captains are to radio to Port Captain of the above situation. Upon arrival, vessels will be anchored in Quarantine, and inspected according to international procedures. From another Chilean port, pratique is automatic.
RADIO: Costera Arica. Call sign CBA – 4. Frequency of transmission 8·478 kc/s. Frequency of reception 8·360 kc/s. Hours: from 0800 to 1900 on even hours.
TUGS: Only one tug in this port and normally joins vessel at the end of the breakwater. Tug is compulsory for docking and undocking. Tug provides the line at no extra charge.
SPECIALISED CARGO HANDLING FACILITIES: Six conveyor belts and pall-loaders to operate with bulk ores, grain, coal, etc., at a rate of 100 tons/hour per conveyor approx.
Containers are handled with conventional gear, but the port has a Containers Yard, served by railroad and a bridge crane capable of lifting 65 tons. Service to containers also includes 10-ton fork-lift, trucks, mobile cranes from 12 to 13 tons capacity, and specially designed wagons for their proper transportation.
STEVEDORES: Generally, stevedores are nominated the day before ship arrives, according to ETA, by the Agent. Also nomination can be made during the day. Working hours are A.M. 08-00 – 12-00, P.M. 14-00 – 18-00.
MEDICAL: Medical assistance can be obtained at any time requiring no advance notice. Hospital in the city.
TANKERS: Two sets of mooring buoys for tankers. Loading lines connection is 10 in. Discharging lines flanges 8 in. Pumping ballast into the bay is strictly forbidden. Ballast can be discharged through pipe-lines, to tanks ashore intended for this use.
DENSITY: Sea water: 1.025.
FRESH WATER: Fresh water is available. Hoses to be provided by vessels. Rate of delivery about 10 tons per hour.
FUEL: No fuel facilities.
FIRE PRECAUTIONS: Red label explosives stowed in cargo hatches, require special permission to discharge within the port. Explosives for Arica are discharged into lighters, at mooring buoys located outside the port area. For tankers who load or discharge outside the port area, usual fire precautions are enforced.
DEVELOPMENTS: Project to build a new mole in the Northern part of the port, with accommodation for two ships of approximately 540 ft. The Port Authority is completing the actual installations, adding electric cranes, rails alongside, and a shed to store ore in bulk. Completion end 1974.
GANGWAY/DECK WATCHMEN: Port regulations call for a gangway watchman.
OPENING/CLOSING HATCHES: Riggers provided to attend to these services, nomination is by number of hatches working. 5 men to a hatch.
CERTIFICATES:
Tonnage Certificate.
Lighthouse Dues (Chilean).
Safety Radio Certificate.
CUSTOMS ALLOWANCE: One carton cigarettes per man, and one bottle wine/spirits per man.
IDENTIFICATION CARDS: Needed to leave and/or enter port area.
CONSULS: The following countries are represented at Arica:

Argentina	El Salvador	Netherlands
Belgium	France	Norway
Bolivia	Germay	Paraguay
Denmark	Great Britain	Peru
Ecuador	Italy	Spain

REPAIRS: Only small repairs can be performed in Arica, like welding, lathe, mechanical and adjusting of motors. Also possible to repair electric motors.
DRYDOCKS: There are two: intended for fishing boats. Maximum capacity 200 tons.
REPATRIATION: Crew changes can be arranged through the local office of immigration, if repatriated.
AIRPORT: Distance to airport: 7 miles. No international flights are served in Arica, except 2 flights weekly to Bolivia. Domestic flights are available at the rate of two per day.
TIME: GMT minus 4 hours, advanced 1 hour from September to March.
HOLIDAYS: Cargo can be arranged on all holidays except Labour Day (1st May).
POLICE/AMBULANCE/FIRE: In same order: telephone 31959 31331; 31312.
TELEPHONES: Not available on board.
SHORE LEAVE: Permitted.
DELAYS: No delays under normal conditions. Port congestion causes ships to wait at anchorage 24 hours or more, depending on unusual facts as labour strike, swell, or lack of room to bring vessels alongside (when five ships are docked).
AUTHORITY: Empresa Portuaria De Chile is the Authority that operates and controls the ports and cargo handling. Address: Maximo Lira 389. Tel. 2284.

BARQUITO: 26.21 S. 70.38 W.

DOCUMENTS, HEALTH, CONSULS, etc.: Refer to "Chaneral"
PILOTAGE: Pilot available in Chaneral Bay.
ANCHORAGE: Open anchorage with no difficulty. Anchoring prohibited to the South of the marker buoy.
MAX. SIZE: Up to 30,000 dwt.
TUGS: Not required for mooring. Two tugs used for towing lighters only.
BERTHING: Three buoys suitable for mooring large vessels situated in depth of 9 fathoms.
STEVEDORES: Order 24 hours before arrival.
MEDICAL: Facilities available.
TANKERS: Two 8 in. submarine lines for receiving fuel and diesel indicated by marker buoy in 8 fathoms of water.
FRESH WATER: Not available.
FUEL: Not available.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: No fixed limits.
IDENTIFICATION CARDS: Required.
CONSULS: Nearest at Antofagasta.
REPAIRS: No facilities for major repairs. Two slipways for vessels up to 100 tons.

AIRPORT: At Chaneral, 2 miles away. About two flights a week.
TIME: GMT minus 4 hours.
TELEPHONES: Ship-to-shore communication by walky-talky radio.
SHORE LEAVE: Allowed.
AUTHORITY: Andes Copper Mining Co. Port Agency, Barquito, Chaneral.

CALDERA: 27.03 S. 70.53 W.

PORT LIMITS: A line joining Punta Caleta with Punta Fuerte.
DOCUMENTS: *Port Captainry*
Clearance from Last Port.
2 Crew Lists.
2 Passenger Lists.
Customs
3 Cargo Manifests.
2 Store Lists.
2 Personal Effects Lists.
2 Crew Lists.
Maritime Health
1 Health Certificate.
List of Vaccination Certificates.
Agricultural Health
1 Provisions List.
PILOTAGE: Arranged by advice of ETA. Vessels may anchor inside the port while waiting for Pilot.
ANCHORAGE: Prohibited within 800 metres of Mechanised Quay.
MAX. SIZE: Vessels up to 80,000 dwt. berth at Mechanised Quay. Max. draft 13·50 m. Berthing only at high water.
HEALTH: Pratique given after official visit, and automatic for vessels from another Chilean port. In case of contagious disease on board, advance notice is required and vessel may need to be cleared first at Valparaiso.
RADIO: Radio Costera Valparaiso – CBV 2; working during even hours only between 0800–1200 and 1400–2200.
Radio Costera Caldera – CBD 2, receiving on 218 kc/s. only at following times: 0830–0900, 1030–1100, 1430–1500, 1630–1700.
TUGS: None available.
BERTHING: One mechanised quay for handling ores in bulk. Other vessels work cargo at anchor using lighters.
STEVEDORES: In ETA to Agent indicate number of gangs required for loading/discharging.
MEDICAL: First-aid only at Caldera. If needed advance notice necessary to prepare transport to Copiapo, nearest city 75 km. away. Fumigation only carried out at ports of Arica, Valparaiso, or Punta Arenas.
DENSITY: 1026.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Arranged by Agent.
OPENING/CLOSING HATCHES: Done by riggers.
CUSTOMS ALLOWANCES: Only amount needed while vessel in port.
CONSULS: None at Caldera.
REPATRIATION: Can be arranged provided that a police agent accompanies crew member to Santiago airport.
AIRPORT: At Copiapo, 75 km. away, a daily flight to Santiago where international connections available.
TIME: GMT minus 4 hours, no changes.
HOLIDAYS: 1st January; 18th and 19th September; 21st May; 1st November; Good Friday; Good Saturday; and every Sunday. Arrangements to work can be made on these days. Other holidays when no work can be done are 8th and 25th December.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Captain of the Port, Costanera Street. Tel. Caldera 23.

CALDERILLA

Two miles South of Caldera.

Installation of Mitsubishi Ore Transport Co. Can accept vessels up to 60,000 dwt. at mechanised quay.
Vessels bound for Calderilla must first call at Caldera for Pilot and official clearance.

CHANARAL: 26.21 S. 70.38 W.

DOCUMENTS:
1 Clearance.
9 Local Cargo Manifests.
4 Passenger Lists for the Port.
4 Lists Transit Passengers.
5 Crew Lists.
1 Crew Personal Effects List.
1 Store List.
2 (per passenger) Baggage Declarations.
PILOTAGE: Compulsory for foreign vessels and tankers and for mooring at mechanised quay. There is one pilot at the port. Pilot must be waited for in position bearing 289° and 2,025 metres from reference point indicated on Chilean navigation chart.
ANCHORAGE: Between Point Piedra Blanca and Point Piedra Negra at 325°, two cables from head of the Fiscal quay in 15–12 metres of water, with good holding ground of sand.
MAX. SIZE: Draft 42 ft., length 800 ft., breadth 100 ft.
RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Chanaral	(T)	2 Mc/s.	A 3	2182	2182	2000 H30–45
CBH–2		4 Mc/s.	A 3	4091·6	4396·6	4396·6 H45–60

TUGS: There are 4 small tugs.
BERTHING: Fiscal Quay: About 3 cables S.W. from Point Piedra Negra, 70 metres long by 8 metres wide, depth is 5·5 metres.
Mechanised Quay: At Point Piedra Blanca there is a mechanised pier, property of Compania Minera Santa Fe for loading bulk iron ores. 60 metres long by 10 metres wide, with 14·5 metres depth; sand and mud bottom. Ores transported by means of a conveyor belt to a loading tower from which it is loaded direct to ship's hatches. At present loading tower is fixed so that vessels have to be moved to change hatches, but studies are being made as to possibility of converting it into a mobile tower. Loading rate is of 1,000 tons per hour. Vessels up to 224 metres length, 36 ft. draft have loaded alongside up to 34,000 long tons. Vessels moor at head of quay, which has 4 buoys (2 forward and aft). In addition the quay is provided with bitts to secure mooring ropes, fore and aft.
STEVEDORES: 85 stevedores (9 gangs of 9 men each). Ordinary working hours are from 07.00 hours to 11.00 hours, and continuing from 13.00 hours to 17.00 hours, but by special agreement and paying for meals, work can be carried on straight, i.e. from 07.00 hours to 20.00 hours and continuing from 20.00 hours till 07.00 hours of the following day with a 100% surcharge on wages, etc.
MEDICAL: Modern hospital and doctors available.
FRESH WATER: No means for supplying vessels.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Done by Stevedores.
IDENTIFICATION CARDS: Required.
CONSULS: None at Chanaral, the nearest are at Antofagasta.
REPAIRS: 2 shipyards to repair tugs and lighters only.
REPATRIATION: Facilities exist.
AIRPORT: The airport is located 2 kilometres N. of Chanaral.
TIME: Local time is GMT minus 4 hours.
SHORE LEAVE: Allowed.
DELAYS: There is frequent surf during June and August, sometimes interrupting traffic and cargo operations in the bay for a short time. Surfs generally come from the N.W. or the W. Fogs are frequent between April and August, but sometimes they are quite heavy during other months of year.
AUTHORITY: Empresa Portuaria de Chile.

CONSTITUCION: 35.19 S. 72.29 W.

DEVELOPMENTS: A new port under construction at Maguellin, about 6 km. South of Constitucion, scheduled for completion in 1973.
Facilities to include a main jetty, 244 metres long, with 2 berths for vessels up to 32,000 gross tons.
Two smaller jetties and a mole for fishing vessels are also envisaged.
Depth of water is estimated to be 16 metres. The facilities will be used for export of paper and cellulose.

COQUIMBO: 29.57 S. 71.21 W.

DOCUMENTS:
1 Clearance.
1 Light Dues Certificate.
11 Cargo Manifests.
5 Crew Lists.
5 Passenger Lists.
2 Store Lists.
2 Personal Effects List.
PILOTAGE: Compulsory for vessels mooring to quay. Pilot boards in position bearing 101° and 1,215 metres from Point Tortuga Lighthouse, between Latitude 29° 55′ 38.5″ S. Longitude 71° 19′ 56″ and Latitude 29° 56′ 10″ S. Longitude 71° 20′ 34″ W.
ANCHORAGE: Vessels lie in roads until ready to tie up to quay. Bay has good anchorage with a sandy bottom and depths varying from 15–10 metres. A forbidden zone is indicated on charts.
Vessels frequently have to anchor first before mooring to the quay as this only has capacity for 2 vessels at a time.
MAX. SIZE: 375 metres long and 30 ft. draft.
RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Coquimbo	(S)	4 Mc/s.	A 3	4091·6	4396·6	H00–30
CBC–2				6265·5		
		6 Mc/s.	A 1	6280	6505·5	H30–60

TUGS: No tugs available, only motor launches to assist the Pilot and for passing mooring lines.
BERTHING: Buoys: Santa Fe Mining Company has 2 private buoys at berth 2 for mooring ore vessels using the portable and semi-mechanised system of loading.
Mooring Mole: 375 metres long, for 2 vessels of 180 metres each with draught of 30 ft. Berth number 1 is on the South side and number 2 on the North. Can be used at all times except during stormy weather, or when heavy swell is experienced.
Passenger Mole: to the S. of mooring mole.
Rail Mole: is an extension of berth number 2 and serves for mooring small vessels.

North of berth number 1, Santa Fe Mining Company has installations for storing ore in bulk, consisting of two subterranean ore yards. The loading system includes some incline conveyors, some field conveyors, a stacker conveyor, a loading conveyor and a 77·5 ft. loading tower featuring a 56 ft. aluminium boom. All these components are movable on rubber tyres.

Ore through a system of belt conveyors is passed to these portable conveyors made up in sections and then to loading tower with a loading boom from which ore is loaded direct to ship's hatches. Usually, vessels are shifted when changing hatches. Rate of work is 600 tons per hour and vessels moor with the bow to the North, port side alongside.

Discharge of Explosives and Ballast – Explosives are discharged direct to quay prior to authorisation by Maritime Authorities and due precautions being taken.

STEVEDORES: Ordinary rate of loading per gang, hatch, hour: Sacked goods up to 80 kilos each 25 tons; Cases, boxes, etc., 18 tons; Sacked ores 40 tons; Copper concentrates 60–80 tons; Manganese ore in bulk 80–100 tons; Iron ore 100–1000 tons.

Unloading: Wheat in Bulk 60 tons; Coal 50 tons; Timber 30 tons; Rails 33 tons.

Working hours are a.m. 08.00–12.00, p.m. 14.00–18.00.

MEDICAL: Hospital at Coquimbo and La Serena.

FRESH WATER: Can be obtained in limited quantity at quay at rate of 25 tons per hour. Quality is good.

FUEL: Coal can be obtained in limited quantity. Diesel oil and gasoline can be obtained at the quay from truck or railcar.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Done by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS:

British	Peruvian
Italian	Spanish
Liberian	Danish Vice-Consulate
Panamanian	Swedish Vice-Consulate

REPAIRS: No shipyards. There is a private workshop for minor repairs.

REPATRIATION: Facilities exist.

AIRPORT: 7 kilometres to the E. of La Serena.

TIME: Local time GMT minus 4 hours.

SHORE LEAVE: Allowed.

AUTHORITY: Empresa Portuaria de Chile.

CRUZ GRANDE: 29.27 S. 71.20 W.

LOCATION: Approximately 32 miles North of Coquimbo. Lat. 29° 26′ 45″ S. Long. 71° 19′ 50″ W.

DOCUMENTS: The following listed documents should be prepared, or held ready, in advance, to hand or show to the different authorities:

Maritime Authorities (Pilot):
1 Clearance from last port.
2 Crew Lists.
Show last receipt of payment of Lighthouse Dues.

Sanitary Authorities:
1 Crew List.
Show Certificate of Deratization.

Immigration Authorities:
1 Crew List.

Customs:
4 Manifest of Cargo (in ballast).
4 Crew Lists.
4 Stores Lists.
4 Declaration that the ship carries no passengers.
4 Declaration that the ship carries no explosives.
4 Slop Chest Lists (if separate).
2 Personal Effects Declaration of Crew.

Agency:
4 Crew Lists.

It is not necessary to have any Documents visaed by Chilean Consuls.

APPROACHES: Seaward approach should be made to clear all navigational dangers. The vessel should proceed until due North of Mostacilla Lighthouse, and then anchor. See "Anchorage".

The depth at the anchorage varies from 18 to 22 fathoms.

NAVIGATION AIDS: There are two diamond-shaped range markers, equipped with lights on the East shore of the harbour, and a set of range lights at the South end of the loading basin. The two diamond-shaped markers are painted red with a yellow cross. The one on the beach, about 200 ft. in from the surf line, supports a red light and the marker, 775 ft. further inland (mounted on top of a large concrete building) supports a green light. The green light at the South end of the loading basin is approximately 165 ft. South of the red light. These range markers and lights are used by the Pilot in docking and undocking vessels.

Red and green lights also mark the entrance to the loading basin, a red light on top of the ore dock structure, and a green light on the breakwater.

All these lights and markers are visible from the anchorage.

RESTRICTIONS: If advance ETA is received, ships generally will be received during daylight hours, beginning at 07.00 hours, with the following exceptions: January 1st, Good Friday, May 1st, September 18th, December 25th.

PILOTAGE: Ships calling at Cruz Grande should anchor and have a pilot's ladder (jacob's ladder) ready with a boat rope long enough to make sure the pilot boat's crew have no trouble in holding the boat in position for the Port Authorites and Pilot to board the vessel. Pilotage service for docking and undocking is compulsory.

Ship's engines must be stopped when the pilot boat approaches the vessel and must not be used again until it is clear. On sailing they must not be used from the moment the pilot boat casts off until it is clear.

ANCHORAGE: Approximately ⅓ mile due West of Point Medanitos good holding ground for all vessels anchoring is encountered. The position assures clear swing for all vessels in about 18 to 22 fathoms of water. It also assures free navigation for any vessel which may be at the ore dock.

WEATHER: South-westerly winds prevail in all seasons of the year. North breeze may be encountered in the early morning. There is seldom fog in the harbour.

RADIO: Vessels should advise ETA 7 days, 96 hours, 48 hours and 24 hours prior arrival, by radio.

It is of utmost importance that all ETA's of the vessel be given and be as exact as possible so that all officials can be advised and be on hand for receiving the ship.

Cable address is ROMERAL, LA SERENA, CHILE, and all messages having their origin in North America should be routed via Western Union and in the rest of the world via Cable and Wireless Limited. Ship's radio messages should be routed via West Coast Cables.

BULK HANDLING FACILITIES: The basin dock is located South of the anchorage. The basin is 250 ft. wide by 720 ft. long. The ore bins are located on the East side and have a capacity of 30,000 long tons. Ore is loaded through 17 spouts spaced on 20-ft. centres, and the No. 1 spout, which is the nearest thereto, is 165 ft. from the South end of the basin.

The ends of the spouts are 30 ft. horizontally from the face of the ore dock in the loading position.

MOORING: Vessels moor port side to the dock. A ship arriving at the port for the first time will be instructed by the Port Superintendent and Pilot regarding the docking and the mooring procedure.

Vessels can only be docked during daylight hours, but may undock at any hour.

A total of eight mooring bitts are available on the dock for spring lines. Stern lines are made fast to two dolphins at the North end of the basin.

At the South end, mooring bitts are anchored in concrete.

A ship must be able to handle six mooring lines independently on deck machinery. Two bow lines, two stern lines, one back spring and one fore spring are used. The bow lines and stern lines are 1¼-in. diameter wires supplied by Compania de Acero del Pacifico S.A. There are also available 1½-in. diameter spring wires for ships that are suitably equipped to handle them. If the ship does not have winches properly located to handle the latter, lines (either cables or manilas) from the ship must be used. The most satisfactory spring lines are usually 1¼-in. diameter wires with a 30-ft. nylon pendant. Two manila spring lines are used as safeties and, if there are no winches or capstans available for them, they are placed on bitts.

The ship must have available three 450 to 500 ft., 1-in. diameter manila ropes; two to be used as messengers to haul the bow lines aboard and one to haul the stern lines aboard. There must also be heaving lines to send the spring lines ashore to be placed on mooring bitts. As noted above, the Port Superintendent and Pilot will give instructions regarding the sequence of putting out the lines.

Boats will be available fore and aft to receive the messengers and make them fast to the mooring lines. The Harbour Master will be aboard the vessel during docking to instruct the boatmen.

During the time the ship is moored in the loading basin, whether loading ore or pumping ballast, all mooring lines must be kept uniformly tight so that no line is overloaded and stressed to the breaking point. In order to meet these requirements, sufficient crew members must be stationed where they can maintain the proper tension on the lines at all times and they must be under the supervision of a responsible officer.

When the required cargo has been lifted, vessels must return to the anchorage to close their hatches and finish any paper work.

Engines must be available on short notice.

Anchors are only used in emergency, but should be ready as a standby.

BALLAST: Vessels should be ballasted to meet the spout clearance requirements. In order to clear the spouts, all vessels should not exceed 56 ft. from the water-line, at which the ship is ballasted, to the highest outboard structure.

Ballast should all be discharged at the dock. The tonnage of cargo lifted must be determined by the vesel's draft as there is no other means of determining exactly the amount of cargo loaded.

Vessels are liable to fines by Maritime Authority for any oil discharged in the bay, either from tanks or from pumping bilges.

LOADING: Pier and loading facilities are privately owned and Compania de Acero del Pacifico S.A. reserves the right to moor and load vessels in the order it deems advisable.

All holds should be clean and prepared for cargo on arrival.

Any lost time through failure of compliance will be charged to vessel.

Holds will be inspected by a representative of the shipper, prior to commencement of loading.

A walkie-talkie radio will be placed on board so that the ship-to-shore or shore-to-ship communication is available at any time while the ship is waiting to load.

Loading is effected on regular work-days, but not on Sundays or holidays unless by agreement with the Shipper or Charterer and Compania de Acero del Pacifico S.A., the owner of the port.

A complete stowage plan should be delivered to the Port Supe

intendent or his representative on their boarding the vessel on arrival.

The following information is required:

Total cargo required.

Calculated tons/hold.

Draft required, foreward and aft, on completion of cargo.

Any change in tonnage of cargo required must be reported to the Port Superintendent or his representative before loading of the last 2,000 tons.

Careful check of the vessel's trim should be maintained by the Ship's Officers at all times during loading operations.

On completion of loading, the vessel shall leave the dock. Delays of port operations, including delays of other vessels waiting to berth, caused by a vessel which for any reason is not prepared and able to move from the dock when so ordered, are chargeable to the vessel which causes such delays, at the rate of $1,000 per day or pro-rata for part thereof.

FRESH WATER/FUEL: Fresh water and fuel are not available at this port, although water and diesel fuel may be obtained in nearby Coquimbo, or at Salinas, near Valparaiso. Bunker "C" type fuel can be had at Salinas also.

REPAIRS: Only in cases of extreme emergency can ship repairs be effected at this port.

MEDICAL: Medical attention may be arranged through the port Agent. No person will be attended unless he is provided with a letter from the Master, authorising such treatment. All costs incurred will be charged to the vessel.

OPENING/CLOSING HATCHES: Hatch covers that are hinged or fold in such a manner that they present a face upon which the wind can set must remain closed until the vessel is alongside and moored. Those that remain in a horizontal position when open may be opened at the anchorage providing they do not interfere in any respects with the handling of the mooring lines during docking.

CERTIFICATES: In the case of combination ore carrier/tanker type of vessel, the Master must present a gas-free certificate from an Agent acceptable to Lloyd's before notice of readiness will be accepted. Such certificates may be obtained from a Coquimbo firm and request for same should be included in the ETA message.

CONSULS: In Coquimbo, or the adjacent city of La Serena, there are consuls or consular agents for Peru, Liberia, Great Britain, Denmark and Italy.

SHORE LEAVE: Shore leave may be granted at the Master's discretion. There are no restrictions by local authorities, but men should be certain to carry their Identification Cards.

Masters are requested to have all vouchers and list of personal effects in triplicate covering the crew members remaining ashore, whether hospitalised or deserters, prepared for delivery to the Agent, prior to sailing.

A letter of authorisation is required when the port Agent is expected to provide hotel accommodations, meals, medical attention, transportation or travel expenses and/or cash advances for account of vessel.

AUTHORITY: Compania de Acero del Pacifico S.A., Casilla 19-D, La Serena, Chile.

GUAYACAN: 29.58 S. 71.22 W.

DOCUMENTS The following listed documents should be prepared, or held ready in advance, to hand or show to the different authorities:

Maritime Authorities (Pilot)

1 copy of Clearance from last port.

2 copies of Crew List.

Show last receipt of payment Lighthouse Dues, Radio Certificate and Reg. Tonnage Certificate.

Sanitary Authorities

1 copy of Crew List.

Certificate of Deratisation.

All Crew Vaccination Certificates.

Immigration Authorities

1 copy of Crew List.

Customs

4 copies Manifest of Cargo (in Ballast).

2 copies Crew List.

2 copies Store List.

2 copies Slop Chest List (if separate).

2 copies crew Personal Effects Declaration.

Agency

2 copies of Crew List.

It is not necessary to have any documents visaed by Chilean Consuls.

APPROACHES: Seaward approach should be made to clear all navigational dangers. From the sea, the entrance ranges in line bearing 136·5° will lay the vessel directly to and between Point Miedo and Point Herradura, two headlands to the North and South of the bay entrance, which is 800 yards wide. The bay broadens inside to 1 mile and extends 1¼ miles in a S.E. direction.

The depth of the entrance varies between 23 to 36 fathoms, decreasing gradually to the shore. Islita, a small islet, lies a short distance off Miedo Point.

The approach to Herradura Bay is a fishing zone and caution must be maintained in navigation. Trawlers and hand-propelled craft are used.

Two diamond-shaped range marker boards, painted with diagonal stripes, are mounted on poles on the beach. With these in line, bearing should be 136·5° when coming through the entrance. Lights, foreground red with green behind, are fixed to the markers for night approach. In clear weather they are visible at approx. 5 miles.

Currents from the South and South-West tend to lay the vessel to the N.N.E. when entering the bay. There is a light at the entrance to Herradura Bay on Herradura Point.

PILOTAGE: Ships calling at Guayacan should arrive with their accommodation ladder and Jacob's ladder ready to be lowered for the Pilot. Pilotage is compulsory. Ship's engines shall be stopped when the pilot launch approaches the vessel. The pilot's launch under no circumstances will go outside the limits of the port. It is imperative that the ETA of the vessel be as exact as possible so that the Pilot and officials are on hand and may board the vessel before anchoring. The Pilot and officials must be collected and brought to Guayacan by car.

ANCHORAGE: Good holding ground for anchoring in the bay with sheltered conditions. Entering on the ranges a cross bearing may be obtained with a set of docking diamond markers and lights, bearing 094° similar to approach markers and the anchor dropped. This position assures clear swing for all vessels in about 15 fathoms and assures free navigation for any vessel which may be at the pier.

RADIO: Operators' cable address is Cap, La Serena, Chile, and all messages having their origin in North America should be routed via All America Cables, and in the rest of the world, via Cable and Wireless Limited. Ship's radio messages should be routed via I.T.T. hours out by radio.

Vessels should advise ETA 7 days, 96 hours, 48 hours and 24 hours out by radio.

BERTH DESCRIPTION: The ore pier, of steel construction with a concrete deck, is 700 ft. long and located at the North-East part of the bay. A total of 10 mooring bitts are available on the main pier, with two each on mooring dolphins to the South and North of the pier. Two twin mooring buoys, one North and one South, a distance of 350 ft. and 410 ft. from each dolphin and slightly inshore of the pier, are also available. A twin buoy to assist in docking and undocking is located 460 ft. to the West of the North end of the pier. Depth of water at the pier is 55 ft. at mean low water.

MOORING: Vessels dock port side to the pier. On approaching the pier, the starboard anchor is dropped at a position indicated by cross bearing on markers located on the shore to the North-East and at the South end of the pier and the shore. Lights are located on the markers for night docking. Nine shackles of cable are laid.

A motor launch assists in rope handling to the pier and buoys. Manila pendant lines at dolphins may be used. Sufficient deck crew must be available at all times to shift the vessel if required and to adjust moorings during loading.

Engines must be available at short notice. Permission for any major repair to the engines at the dock must be obtained from Maritime Authorities.

LOADING: In the case of combination ore carrier/tanker type of vessel, the Master must present a gas-free certificate before notice of readiness will be accepted. Such certificate may be obtained from a Coquimbo firm and request for same should be included in the 96 hours ETA message, reporting if there is or there is no tank gas detecting instrument on board.

The loading boom extends 51 ft. from the face of the pier and can be retracted 22 ft. It may be raised or lowered 18° from the horizontal when loading.

The tower is mobile with a run of 390 ft. Vessels may have to be shifted. Aft hatches should be loaded first when possible to facilitate efficient loading. When not loading the rig is parked at the centre of the pier with the boom in a vertical position inside the pier face. In the horizontal loading position the boom is 40 ft. from the water at low water level and vessels should be ballasted to ensure hatch coamings and other fixed structure at the hatches have a height less than 40 ft. above water at low-water level. Booms and other tackle should be cleared from all hatches.

Rated loading capacity is 3,000 tons per hour.

Emergency stops only are permitted on the conveyor system. Vessels on which cargo reaches coamings should note that 390 tons are on the belts between the stockpiles and the ship and this must be cleared before stopping the system.

Cargo is belt trimmed only. Hire of trimmers, if required, is for vessel's account.

On completion of loading, the vessel shall leave the pier. Delays of port operations including delays of other vessels awaiting berth, caused by a vessel which for any reason is not prepared and able to move from the pier when so ordered, are chargeable to the vessel which causes such delays, at the rate of $1,000 per day or at the demurrage rate of any other vessel that may be delayed – which ever is higher.

BALLAST: Vessels should be ballasted to meet the loading tower information given and to ensure safe handling. Wind condition can make docking of light vessels difficult. Ballast may be discharged at the pier. Upper wing tanks emptied by gravity should have covers fitted over discharges. Vessels are liable to fines by Maritime Authority for any oil or other contaminate discharged in the bay either from tanks or from pumping bilges.

MEDICAL: Medical attention may be arranged through the port Agent. No person will be attended unless he is provided with a letter from the Master authorising such treatment.

FRESH WATER/FUEL: Fresh water and fuel are not available at this port, although water and diesel fuel may be obtained in nearby Coquimbo, or at Salinas, near Valparaiso. Bunker "C" Type fuel can be had at Salinas also.

REPAIRS: Only in cases of extreme emergency can limited ship repairs be effected at this port.

CONSULS: In Coquimbo, or the adjacent city of La Serena, three

are consuls or consular agents for Peru, Liberia, Great Britain, Denmark, Italy and Sweden.

HOLIDAYS: If advance ETA is received, ships will generally be received every day with the following exceptions: 1st January; Good Friday; 1st May; 18th September; 25th December.

SHORE LEAVE: Shore leave may be granted at the Master's discretion. There are no restrictions by local authorities, but men should be certain to carry their identification cards.

SERVICES: Mail for vessel and crew should be addressed care of Compania de Acero del Pacifico, S.A.; all mail that is received for holding by the Agent will be delivered to the vessel upon arrival.

Do not have parcel post packages sent, as they must go through customs in Santiago and are delayed from two weeks to a month for their despatch.

Spare or repair parts for the vessel should be sent via air express, addressed to the ship, care of Compania de Acero del Pacifico, S.A., Coquimbo, Chile and marked ' Ship's Stores in Transit", so as to avoid paying customs duties. Information regarding the shipment should be sent to the Company via air mail correspondence.

A limited supply of provisions is available, but requests should be sent by radio 48 hours prior to arrival.

AUTHORITY: Compania de Acero del Pacifico, S.A., Casillo 19–0, La Serena, Chile.

HUASCO: 28.27 S. 71.14 W.

DOCUMENTS:

1 Clearance.
12 Cargo Manifests, or 5 No Cargo Manifests.
6 Passenger Lists, or 6 No Passenger Lists.
9 Crew Lists.
1 Store List.
1 Crew Personal Effects.
4 Storage Plans.
2 per passenger Baggage Declarations.
1 Health Certificate.

PILOTAGE: Compulsory, for vessels mooring to Santa Barbara and Guacolda mechanised quays. Vessels waiting for Pilot and/or clearance must anchor in position bearing 050° and 1,800 metres from Guacolda lighthouse, in the centre of the bay, between Guacolda peninsula and Panulcillo islet.

ANCHORAGE: Vessels anchor in roadstead, larger vessels finding good anchorage ground 2 cables N.N.E. of Cayo Isle in 26–24 metres of water and small vessels 2 cables bearing 090° from Cayo Isle in 12 metres of water, sandy bottom.

Depth is generally moderate and level with a sandy and shell bottom, while at the maritime terminals of Santa Barbara and Guacolda is quite deep, around 50 metres, which has to be taken into account when anchoring. The bottom at these terminals is mud, offering a good holding ground.

MAX. SIZE: Length 260 m. Draft 14·5 m.

RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receive*	*Transmits*	*Schedule*
Huasco CBH–3	(T)	2 mcs.	A 3	2182	2182	H30–60

TUGS: CAP at Guacolda has own tug. At Huasco there are 4 motor launches for use of Pilot, and lighters.

BERTHING: *Santa Barbara Mechanised Quay*, property of Santa Barbara Mining Company and used exclusively for loading iron ores. 80 metres long by 10 metres wide. Conveyor belt ending at a fixed loading tower, which loads at 600 tons per hour. Vessel has to be shifted to receive cargo in different hatches.

Height of loading tower is 25·60 metres over low tide, loading boom is 14·20 metres over medium sea level and depth alongside quay is 12·60 metres. Vessels with a maximum draft of 14·50 metres (48 ft.) can go alongside. Santa Barbara Mining Company provide riggers for shifting the vessel.

Guacolda: Quay is 183 metres long by 16 metres wide with a minimum depth of 13 metres and a medium of 20 metres at the head permitting any type of vessels to go alongside; in fact vessels of 80,000 tons have moored without difficulty. Quay has a conveyor belt ending in a mobile loading tower, with loading average of 2,500 tons per hour. Vessels moored port side to quay.

STEVEDORES: There are 50 stevedores for up to 4 gangs. In addition there are 20 longshoremen and 14 lightermen. Working hours are a.m. 07.00–12.00, p.m. 14.00–21.00.

MEDICAL: There is only a first-aid station. Freirina, 15 km. distance, has a small hospital and there is a first-class hospital at Vallenar, 52 km. away. A modern hospital under construction at Huasco.

FRESH WATER: No means for supply to vessels. Guacolda maritime terminal could deliver water in a very limited quantity and only in case of emergency.

FUEL: None available.

DEVELOPMENTS: A new iron-ore loading berth being constructed close to the present berth at Isla Guacolda. Pier length of 250 metres with depth sufficient to accommodate up to 250,000 dwt. vessels.

The present facilities at Isla Guacolda will be retained.

OPENING/CLOSING HATCHES: Done by stevedores.

IDENTIFICATION CARDS: Not required.

CONSULS: None, nearest are at Antofagasta.

REPAIRS: 3 shipyards, but only for the repair of minor craft.

AIRPORT: Nearest commercial airport is at Vallenar, 52 km. away.

TIME: Local time GMT minus 4 hours.

TELEPHONES: None available.

GENERAL: Zone for ballast: it is prohibited to unballast in port except clean water from deep tanks. For any other kind of ballast authorisation should be requested first to the maritime authority who will indicate the appropriate place.

SHORE LEAVE: Allowed.

AUTHORITY: Capitan de Puerto de Huasco.

IQUIQUE: 20.13 S. 70.10 W.

DOCUMENTS:

For Maritime Authority:
1 Clearance.
1 Passenger List.
1 Light Dues Certificate.
Radio Certificate.
Certificate of Tonnage.

For Customs:
4 Cargo Manifests.
1 General Manifest.
2 Crew Lists.
2 Passenger Lists.
2 Personal Effects Lists.

For Port Health (if first Chilean port of call):
Health Certificate.
Deratisation Certificate.
Fumigation Certificate.
Vaccination Certificate.

For Immigration (if first Chilean port of call):
1 Crew List.
1 Passenger List.

For Agricultural Health:
1 Stores List.
Inspection of Refrigerator Room.

PILOTAGE: Compulsory. During day-time pilot vessel flies blue ensign marked with a "P" and during night the usual pilot lights. Pilot boards 1,570 metres from Serrano Island lighthouse or 3 cables from the end of the breakwater. Pilotage hours for mooring operations are from 6 a.m. onwards; for vessel's departure no restriction, but preferably before midnight.

ANCHORAGE: Masters arriving for the first time in this port should keep watch for numerous fishing boats. These boats leave port between midnight and 3 a.m., they are all equipped with navigation lights. The bay of Iquique is wide and offers good anchorage. Vessels awaiting a berth or those not mooring, find good anchorage in depths from 40 to 14 metres with sandy bottom; the best anchoring place is found 900 metres from the breakwater lighthouse and 500 metres from the mooring quay. Tankers mooring to buoys use both anchors. Vessels carrying explosives or gunpowder moor 1,400 metres from lighthouse situated at the end of the breakwater. There are two zones where there are submarine cables and where it is forbidden to anchor.

RESTRICTIONS: Fogs occur more frequently from December to March. A current runs from S. to N. at ½ to 3 miles per hour and is stronger at Point Piedras and Cavancha. Rough seas are more frequent from May to September, but they are relatively weak within the harbour.

MAX. SIZE: Berthing areas are as follows:

1. Embankment of 526 metres length; berths 1, 2 and 3, depth of 9 metres LW.
2. Pier, West side; 335 metres length, berths 4 and 5, depth between 9 and 12 metres LW.
3. Pier, East side; 280 metres length, berths 6 and 7, depth between 9 and 12 metres in berth No. 7 and 12 to 15 metres in berth No. 6.

RADIO: The Chilean Navy has a navy radio station (C.B.I.) for general marine service and another radio station, Radio Coastal Service (S.R.C.) situated in the same building of the Port Captaincy for cases of emergency.

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Iquique	(S)	2 Mc/s.	A 3	2182	2182	H00–30
CBI/CB2		4 Mc/s.	A 3	4117·2	4422·2	H30–60

TUGS: Available with sufficient h.p. and capacity to assist vessels berthing and unberthing.

STEVEDORES: Gangs are ordered according to arrival of the vessel, the previous day at 6 p.m. and confirmed before 8 a.m.

MEDICAL: Good hospital and medical services in the port.

TANKERS: North of the harbour there are buoy berths for discharging, operated by Esso, Shell and Copec.

FRESH WATER: Available from stand-pipes at mooring quays at a rate of 150 tons every 8 hours. Also delivered by barge.

FUEL: Usually no fuel for merchant vessels available. Can be obtained in case of emergency from oil terminals or by tank truck.

GANGWAY/DECK WATCHMEN: Shore watchman employed on the gangway.

OPENING/CLOSING HATCHES: Carried out by stevedores of the Syndicate. Crew not allowed to do this while vessel in port.

CUSTOMS ALLOWANCES: Normal port consumption allowed.

IDENTIFICATION CARDS: Required if no passports.

CONSULS:

Norway	Tel. 254	Panama	Tel. 820
Italy	,, 669	Sweden	,, 283
Great Britain	,, 310	Colombia	,, 860
Spain	,, 282	China	,, 213
Peru	,, 522		

REPAIRS: There are firms to repair diesel engines up to 500 h.p. also spare parts.

DRYDOCKS: There are dry docks for vessels up to 500 tons, also a floating dock, 300 tons capacity.
REPATRIATION: No repatriation problems for crew holding passports.
AIRPORT: Distance to Cavancha Airport 5 minutes by car. One national airline for passengers, connected with other foreign airlines in Santiago de Chile (capital).
TIME: GMT minus 4 hours.
HOLIDAYS: Work stops only during national fetes: 18th and 19th September; 25th December; 1st January.
POLICE/AMBULANCE/FIRE: Police Tel. 231; Hospital 307; Fire 1920, 1699, 1657, 1219, 1955.
TELEPHONE: Inside the port less than 100 metres from berthing area, but they cannot be connected on board.
SERVICE: Possible to get service for cleaning tanks and wells.
SHORE LEAVE: Allowed.
AUTHORITY: Gobernador Maritimo de Iquique. Tel. 1006.

MEJILLONES: 23.06 S. 70.28 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
4 Stores Lists.
4 Lists personal effects.
12 Manifests.
PILOTAGE: Service carried out by the Pilot Corps of Antofagasta (65 kilometres from this port). Service is compulsory. Agent has to apply for the Pilot, and it is important to give arrival notice in good time.
ANCHORAGES: Open bay very well protected and with deep water.
SIZE OF VESSEL: No restrictions. Vessels work cargo at anchor.
HEALTH: Pratique is automatic for vessels coming from another Chilean port, otherwise it will be granted after Sanitary visit.
RADIO: Antofagasta Radio CBA–3. Operates between 08.00–12.00 and 14.00–20.00.
Transmitting 8,730, receiving 8,354 radio telegraph
" 4,396 " 4,091 radio telephone
" 8,780 " 8,230 " "
TUGS: There are none.
BERTHING: There are no berths. Vessels work cargo at anchor.
STEVEDORES: Agent to be informed before 6 p.m. the day before arrival to order gangs.
MEDICAL: There is a doctor in the port but no hospitals are available and patients are transported to Antofagasta.
DENSITY: Sea water.
FRESH WATER: No fresh water available.
FUEL: Not available.
GANGWAY/DECKWATCHMEN: This service is recommended.
OPENING/CLOSING HATCHES: This work can be carried out by crew and/or stevedores. Derricks operated only by crew.
SHIP'S CERTIFICATES:
Register Certificate.
Tonnage Certificate.
Radio Certificate.
CUSTOMS ALLOWANCES: 2,000 cigarettes for each member of the crew beside the ones in the stores. One bottle wine/spirits per person.
REPAIRS: There are no workshops. Vessel repairs done by the crew are allowed.
IDENTIFICATION CARDS: Not necessary, only passport and boarding card.
REPATRIATION: There are facilities for changing the crew.
AIRPORT: At 25 km. from this port. A weekly flight (on Mondays) to U.S.A. with calls in Lima and Panama.
TIME: Local time GMT minus 4 hours.
HOLIDAYS: It is possible to work on these days with a surcharge of 100%.
New Year's Day; Good Thursday; Good Friday; 1st May; 21st May; Ascension Day; 18th September; 19th September; 12th October; 1st November; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police Tel. 7 Mejillones; Ambulance 24142 Antofagasta; Fire 41 Mejillones.
TELEPHONES: It is not possible to instal lines on board.
SHORE LEAVE: Members of the crew are allowed ashore.
AUTHORITY: Captain of the Port, Tte. Gonzalo Verbal, Playa s/n. Tel. 6.

PUERTO MONTT: 41.28 S. 72.57 W.

PORT LIMITS: Between the meridians of 72° 55′ 50″ W. and 72° 59′ 00″ W. The Southern limit is the parallel of 41° 29′ 48″ S.
DOCUMENTS: *For Port Captain:*
Clearance from Last Port.
Crew List.
Passengers Disembarking List.
Passengers in Transit List.
Certificate of Registry.
Light Dues Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
For Customs:
4 copies Cargo Manifest.
2 copies Passenger List.
1 copy Crew List.
2 copies Stores Lists.
1 copy Crew Personal Effects List.
PILOTAGE: Ordered by Agent on receipt of vessel's ETA at least 24 hours in advance. Otherwise request directly to Port Captain, cable address "Maritgob Montt". Vessels should anchor as indicated below and exhibit code flag "G". Pilot boards from a motor boat at the anchorage.
ANCHORAGE: Vessels of any size can anchor in the outer roads of the port. Recommended position 800 metres off Isla Tenglo buoy bearing 254°. In winter bad weather, use of two anchors recommended.
RESTRICTIONS: Vessels not generally moored in hours of darkness. Vessels over 10,000 tons are restricted by tides. Unberthing and leaving port can be effected at night.
MAX. SIZE: At the quays: length 170 metres, draft 24 ft. Tankers up to 25,000 dwt.
HEALTH: All ships are boarded by authorities on arrival unless coming from another Chilean port. In case of suspected disease on board vessel must advise authorities by radio before arrival.
RADIO: Radiocostera Puerto Montt, operating between 0800 and 1845 hours.
TUGS: None available.
BERTHING: Effected in daylight hours only. Tankers moor at buoys in the Eastern part of the bay.
The main quays are 320 metres length, equipped with eight cranes, six of which are 3 tons capacity and two of 5 tons. No special facilities for grain handling.
STEVEDORES: Vessel should advise Agent before arrival the number of gangs required and amount of cargo for discharge.
MEDICAL: All medical facilities available. Advance notice preferred if possible. Possible to obtain vaccination and inoculation certificates.
TANKERS: Tanker buoy mooring. Vessel moors using both anchors forward and two buoys aft. 10 in. submarine pipe-line, two 8 in. hoses connected. No slop facilities.
FRESH WATER: Available from the quays, at rate 10 tons per hour.
FUEL: Available by barge. Larger quantities obtainable at the tanker moorings, rate 100 tons per hour. Advance notice required.
DEVELOPMENTS: Outer berths are being dredged to a depth of 8·50 metres.
OPENING/CLOSING HATCHES: It is obligatory to employ shore labour for this purpose.
CUSTOMS ALLOWANCES: Two cartons of cigarettes and two bottles of liquor for each man, which are to be declared in his personal effects.
CONSULS: Germany, Spain, and Netherlands are represented locally.
REPAIRS: Minor engine and electronic repairs can be effected.
REPATRIATION: Can be arranged.
AIRPORT: Situated 17 km. from the port. Daily flight to Santiago where international connections can be made.
TIME: GMT minus 4 hours. In summertime: GMT minus 3 hours.
HOLIDAYS: Work may be arranged on all holidays.
POLICE/FIRE/AMBULANCE: Police: Tel. 2240; Fire 2888; Ambulance 2331.
SHORE LEAVE: Allowed.
AUTHORITY: Direccion Gobernacion Maritima de Puerto Montt. Cables "Maritgob, Montt".

PUNTA ARENAS: 53.10 S. 70.54 W.

DOCUMENTS:
1 General Declaration–Clearance Licence.
10 Crew Lists.
6 Passenger Lists or negative.
14 Cargo Manifests.
1 Health Declaration.
2 Sets of Manifests whole cargo for Chilean Ports. A copy has to be stamped by Customs and kept on board until the vessel leaves the last Chilean port.
At subsequent Chilean Ports, only the following:
10 Crew Lists.
6 Passenger Lists.
14 Cargo Manifests.
1 Clearance Licence.
PILOTAGE: Compulsory for foreign vessels. Vessel entering from Pacific will usually embark Pilots in Valparaiso or any other nearest port. Vessels coming from the Atlantic embark Pilots in Bahia Posesion, 30 miles to the West side of the Eastern entry of Magallanes Strait. Pilot vessel is a landing craft called "Concon" which has radio-telephone frequencies of 2,182 and 2,638 ks. Four hours before arrival of the vessel, the craft keeps watch on 2,182 ks. Craft carries International Pilot lights; the hull is black and yellow with white housing. ETA at Bahia Posesion has to be given at least 24 hours in advance. In bad weather, vessel to anchor and wait in lat. 52° 17′ 5″ South, long. 69° 12′ West. Pilots usually board near the buoy of Banco Narrow and disembark off the lighthouse of Punta Delgada.
The Pilot for West-bound vessels travels to Bahia Posesion by air from Valparaiso. It is therefore important to order the Pilot through Valparaiso Agent with as much advance notice as possible, and keep Agent closely advised of vessel's ETA.

For vessels transiting Magellan Straits Westbound, the Pilot will disembark at Valparaiso. Pilot's travelling expenses from and to Valparaiso are included in pilotage charges.

ANCHORAGE: Recommended anchorage area is 4–5 cables from the head of the Fiscal Quay, 11 fathoms depth. Anchorage is prohibited within 300 metres of the quay.

RESTRICTIONS: No tidal restrictions, vessels can come alongside day or night.

MAX. SIZE: Six berthing places, two of which are for vessels 600 ft. length, 27 ft. draft. Tankers: See below. No limits for vessels at anchor.

HEALTH: At first Chilean port, doctor will come aboard with Authorities. In other Chilean ports there is no need to ask for pratique or to hoist the "Q" flag as pratique is automatic.

RADIO: There are two radio stations: (*a*) CBM Radio Naval of Magallanes permanent watch on 500 ks. Telegraphy (A1). (*b*) CBM2 Radio Costera Magallanes operating from 0830 to 1830 on frequencies 4390, 8694 (transmitting) and 4085, 8360 (receiving).

TUGS: Not normally used to go alongside in Punta Arenas but only to berth in tanker terminals – ship's lines used.

STEVEDORES: Gangs to be requested 24 hours before arrival. Loading/discharge rate depends on type of cargo but can be estimated at an average of 15 tons/hour/gang. According to the working rules of this port, when a vessel starts its operations of loading or discharging without working overtime, it has to follow them for the whole time, but if it starts working with overtime, it must continue doing overtime every day.

MEDICAL: No advance notice to Agent required. There is a hospital with all facilities. International anti-smallpox vaccination required to go ashore.

TANKERS: There are the following terminals for tankers:

Terminal	*Lat.*	*Long.*	*Max. Length*	*Draft*
Lenadura	53′ 12″ S.	70′ 54″ W.	500 ft.	30 ft. (*a*)
Caleta Clarencia	52′ 55″ S.	70′ 70″ W.	650 ft.	30 ft.
Bahia Gregorio	51′ 38″ S.	70′ 11″ W.	650 ft.	42 ft. (*b*)
Puerto Percy	52′ 54″ S.	70′ 14″ W.	400 ft.	36 ft. (*c*)
Cabo Negro	52° 56′ S.	70° 48′ W.	650 ft.	40 ft. (*c*)

(*a*) No berthing at night; (*b*) Berthing subject to tides; (c) Terminal for loading LPG. Also possible to load diesel oil. In Caleta Clarencia and Bahia Gregorio there are two loading lines of 8 in. In the Gas Terminal at Puerto Percy lines for gas and liquids are 4 in., for diesel oil 3 in.

There are no facilities for receiving residues, which have to be discharged at least 20 miles away from entrance of Magallanes Strait. Vessels must have clean ballast for mooring, quantity depends on size of vessel and weather conditions.

DENSITY: 1025.

FRESH WATER: Only available at Punta Arenas Quay through hoses at a rate of 8 tons/hour. In case of emergency it can be delivered by vessel of the Chilean Army, if advance notice is given.

FUEL: Only diesel oil available in Puerto Percy with advance notice of at least 7 hours.

FIRE PRECAUTIONS: Tankers are forbidden alongside at the quay.

DEVELOPMENTS: Port is being dredged to increase draft to 33 ft. in berths 1 North and 1 South.

GANGWAY/DECK WATCHMEN: Foreign vessels obliged to employ a watchman, except on Tanker Terminals.

OPENING/CLOSING HATCHES: Carried out by riggers. Sailors from the vessel and stevedores not allowed to do this work.

CERTIFICATES: All International Certificates to be shown on arrival.

CUSTOMS ALLOWANCES: Quantity in possession of every member of the crew to be declared at the Customs.

IDENTIFICATION CARDS: Chilean International Police (Extranjeria) provides a provisional card to stay in the country. It has to be held each time a member of the crew goes ashore.

CONSULS:

Germany	Italy	France
Argentine	Norway	Great Britain
Austria	Paraguay	Peru
Belgium	Colombia	Sweden
Brazil	Denmark	Switzerland
Greece	Spain	Yugoslavia
Holland		

REPAIRS: "Asmar" (Astilleros de la Armada) has a shipyard for small vessels up to 1,500 tons as well as a good workshop to effect floating repairs. Some nautical spares can be found.

REPATRIATION: Facilities for repatriation, subject permission of International Police (Extranjeria) and Maritime Authority.

AIRPORT: Distance to airport 18 km. National airline (LAN). Daily flights from and to Santiago. Argentina Airlines fly to Argentine cities twice a week.

TIME: GMT minus 4 hours.

HOLIDAYS: New Year (1st January); Religious Fete (4th and 5th April); Bank Holiday (1st May); Navy Day (21st May); Religious Fete (15th August); National Day of Chile (18th September); Army Day (19th September); Religious Fete (1st November); Religious Fete (8th December); Christmas Day (25th December). Work can be carried out except on New Year and National Day of Chile.

POLICE/AMBULANCE/FIRE: Maritime police tel. 22356; Fire 21212, 21264; Ambulance 22658.

TELEPHONE: There is no connection on the quay.

SERVICES: Compass and gyro compass adjusting can be done.

SHORE LEAVE: Crew allowed to go ashore in all ports of the area.

AUTHORITY: Maritime Governor of Punta Arenas, Calle O'Higgins 1169, Tel. 22356. Telegraphic address: Maritgob Parenas. No Telex number.

QUINTERO: 32.47 S. 71.33 W.

PORT LIMITS: The seaward limit of the port is a line running 052° from the lighthouse at Los Molles to Punta Ventanilla.

DOCUMENTS:
1 Clearance from last port.
1 Light Dues Certificate.
7 Manifests of Cargo for this port.
4 General Cargo Manifests.
7 Trans-shipment Cargo Manifests.
3 Lists of passengers disembarking.
3 Lists of passengers in transit.
18 Crew Lists.
1 Personal Effects List.
1 Fumigation Certificate.

PILOTAGE: Pilot and port officials board when vessel is inside port limits. Usually boarding between daybreak and midnight. The accommodation ladder should be rigged on the starboard side.

ETA should be sent to Agent 72 hrs. before arrival, with confirmation 24 hrs. before arrival. The message should state if any special service is required, and additionally Masters are requested to inform CAPUERTO, Quintero.

ANCHORAGE: Vessels may anchor within port limits. The bay is well sheltered with ample room for manoeuvring. Vessels should keep clear of the South-West portion of the bay, due to rocky nature of the bottom, and of the prohibited zone indicated on the charts. Larger vessels may anchor West of Los Molles lighthouse, where there are depths of up to 20 metres with sand and mud bottom.

The anchorage at Ventanilla is an open roadstead, exposed to South-West winds and swell, with the possibility of dragging anchors, especially in the winter months.

RESTRICTIONS: Quintero Bay is entered between Point Ventanilla and Point Liles, entrance 2·5 miles wide, with a bight extending 1·5 miles towards the South-East.

Point Liles is surrounded by submerged rocks and reefs for a distance of 2 cables.

Tankers discharging at the buoy terminals may be required to disconnect hoses in the event of bad weather, to avoid damage to the installation.

MAX. SIZE: *Enap Oil Installations:* Up to 200,000 tons dwt.
Chilectra Quay: Length 165 metres, draft 33 ft.

RADIO: The Naval Radio Station of Valparaiso also handles commercial traffic.

The Coastal Radio Service Station situated in the Port Captain's office, call sign CBQ2.

TUGS: No tugs available at Quintero, but six motor launches are available to assist in mooring.

ENAP OIL TERMINAL: Vessel moors with both anchors and lines to three stern buoys (one buoy on each quarter and the third buoy directly astern). Mooring lines, when secured, are up to 400 ft. long. Vessels may moor and unmoor any time.

Two 10-in. hoses, which weigh about 5 tons each, are connected on the port side.

The Crude Oil Discharge Berth is a single buoy mooring in Quintero Bay. This berth is designed for vessels up to 200,000 tons dwt.

BULK HANDLING FACILITIES:
Chilectra Quay, Las Ventanas: Quay is 530 metres long with maximum depth of 19 metres at the head of the quay.

Coal berth situated on the North side of the quay, equipped with mechanical discharging tower which loads up to 5 tons per hour.

South side of the quay, used for copper concentrates, loaded by conveyor belt at a rate of about 6 tons per hour. Necessary to shift vessel during loading with assistance from shore gang.

The quay is exposed to strong ground swell and additional moorings to shore, and to buoys, are required.

FRESH WATER: Only supplied by barge, which may have to come from Valparaiso.

FUEL: Only available at Valparaiso.

MEDICAL: No local hospital. There is military infirmary available for first-aid, with an ambulance service to Valparaiso or Vina Del Mar.

REPAIRS: Only minor repairs may be effected at workshops ashore.

CONSULS: Nearest at Valparaiso.

AIRPORT: Nearest commercial airport at Los Cerrillos, near Santiago. Military airfield at Quintero may be used in emergencies, subject to necessary authorisation.

SHORE LEAVE: No restriction of shore leave. Quintero is about 30 miles from Valparaiso by road.

TERMINAL OPERATORS: Empresa Nacional Del Petroleo (ENAP) and Compania Chilean De Electricidad (Chilectra).

SAN ANTONIO: 33.37 S. 71.37 W.

DOCUMENTS:
1 Clearance.
1 Light Dues Certificate.
9 Cargo Manifests.
2 Crew Lists.
2 Passenger Lists.
2 Stores Lists.
1 Personal Effects List.
2 per Passenger Baggage Declarations.
1 Fumigation Certificate.

PILOTAGE: As port is narrow, pilotage compulsory for entering or clearing the artificial port. Pilots board vessels about one mile

outside the artificial port, weather permitting. Vessels should wait for Pilot in position bearing 159° and 1,080 metres from Panul Lighthouse.

ANCHORAGE: Vessels over 100 metres length must anchor in position bearing 240° and 1,400 metres from South mole beacon. Vessels under 100 metres length find good anchorage in sandy and muddy bottom, 20 metres deep in position bearing 240° and 650 metres from the above beacon. Only in event of bad weather or strong winds which prevent pilot boarding vessels outside harbour vessels under 100 metres length can anchor inside North pool and wait for Pilot.

Mooring buoys: inside small or North pool, are two mooring buoys. Fiscal Buoy: situated at 280° and 170 metres from head of Port Authorities' pier can be used for vessels up to 31 ft. draft.

PSNC Buoy: Property of shipping company, situated at 185° and 50 metres from above pier, can be used for vessels up to 40 ft. draft.

RESTRICTIONS: San Antonio is a narrow and a difficult manoeuvering port, entrance to artificial port is subject to weather conditions and during hours the port is open; see "CHILE", General Information.

Entrance is effected during daylight only. In emergency and specific cases (weather permitting) this can be done up to 22.00 hours. Sailing permitted any time, day and night, weather permitting.

MAX. SIZE: The following is maximum length and draft allowed in different berthing places:

Berth 2	length 80	metres,	20 ft.	draft
Berth 3	,, 60	,,	18 ft.	,,
Berth 4	,, 160	,,	22 ft.	,,
Berth 5	,, 100	,,	17 ft.	,,
Berth A	,, 100	,,	or more, 30 ft.	draft
Berth B	,, 160	,,	29 ft.	,,
Berth C	,, 150	,,	27 ft.	,,

Berth A has a mechanised plant for discharging coal bulk cargo.

RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receive*	*Transmit*	*Transmit*	*Schedule*
San Antonio	(S)	2 Mc/s.	A 3	2182	2182	2000	H15–30
CBS 2		4 Mc/s.	A 3	4117·2	4422·2	4422·2	H30–60

TUGS: There are three tugs available.

BERTHING: At mooring pier, facing small pool are berths 1, 2, 3 now joined together forming useful mooring berth 250 metres long, and facing the large pool berths 4 and 5. Berths 1–4 are only used by foreign vessels and coastal vessels while berths 2–3 and 5 are only used by coastal vessels.

Mechanised mole: situated at head of South mole, berth A for mechanised discharge of coal and bulk cargo. Vessels up to 110 metres length can discharge without any difficulty. Vessels over this length will have to be shifted to work number 1 and 2 hatches provided berth B is available. The maximum draft is 30 ft.

Only when raining is work stopped. but as the ground swell is strong and the mole is not well protected, it is recommended that ships be provided with good fenders and moored in a secure manner.

STEVEDORES: 614 labourers, stevedores, tally-clerks, crane men, watchmen, etc. Cargo is worked expeditiously, especially copper. Port works from 08.00 to noon and from 14.00 to 18.00 hours, or straight through up to 23.00 hours and paying overtime. The rate of cargo handling capacity is as follows:

Loading: Copper 30–40 tons/hour per hatch/gang.
Bagged cereals, 20–30 tons/hour per hatch/gang.
General cargo, 20–30 tons/hour per hatch/gang.

Discharge: Phosphates (bagged) 20–30 tons/hour per hatch/gang.
Cereals 50–80 tons/hour per hatch/gang with mechanical grabs.
General cargo, 20–30 tons/hour per hatch/gang.

MEDICAL: Hospital with 100 beds and necessary surgeons.

FRESH WATER: All berths equipped with standpipes to supply fresh water direct to vessels at a rate of about 10 tons per hour, but during day rate may be less due to low pressure.

FUEL: Coal: in case of emergency, coal can be received by railway car from the mechanised plant at berth A, or by lighters.

Fuel can be supplied to vessels in case of emergency provided this is requested with sufficient advance notice.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Done by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS: Brazilian, French, Norwegian, Swedish and Italian.

REPAIRS: Three workshops; several slipways for repair of small craft.

REPATRIATION: Facilities exist.

AIRPORT: at Los Cerrillos near Santiago, national and foreign airlines services.

TIME: Local time GMT minus 4 hours.

GENERAL: Fumigation: all vessels arriving with a complete cargo of cereals are compelled to be fumigated according to Chilean law. To effect this vessel is tied up at North mooring buoy. Only the hatches are fumigated and all crew members must go ashore.

Fumigation takes about 18–20 hours. It is recommended these vessels arrive provided with strong ropes (special nylon) and good fenders as protection against heavy swell.

SHORE LEAVE: Allowed.

DELAYS: South-west winds generally blow at dawn calming at sunset, leaving a heavy and strong swell in the bay. It is therefore recommended to arrive at the port daybreak from September to March, so as to enter the artificial port immediately. South winds also develop a Northerly current. Fogs are frequent from November to March.

AUTHORITY: Empresa Portuaria de Chile.

SAN VICENTE: 36.44 S. 73.08 W.

DOCUMENTS, HEALTH, etc., refer to "Talcahuano".

PILOTAGE: Compulsory. Pilots board at Anchorage in Bahia San Vicente.

RESTRICTIONS: Daylight only berthing and unberthing.

TUGS: None available.

BERTHING: *Comap-buoy Berth.* Vessel moors with both anchors forward and lines to 2 buoys astern. Two×10 in. lines connected starboard side midship. 10 in. hoses 70 psi backpressure. Gas oil, fuel and kerosine handled. No slop line.

Hauchipato Steel Mill. Vessel moors stern on to jetty – discharge through stern line. One 6 in. line, 6 in. hoses, 120 psi backpressure fuel oil only. No slop line.

DEVELOPMENTS: A new port is under construction which will initially provide berths for three vessels alongside a 450-metres long pier. A second pier of 450 metres length and a mechanised pier of 350 metres length for bulk carriers are also projected. Work expected completion in 1975.

DENSITY: Salt water.

FRESH WATER: Not available at berths.

FUEL: Can be supplied by barge.

TALCAHUANO: 36.42 S. 73.07 W.

DOCUMENTS:

1 Clearance.
1 Light Dues Certificate.
11 Cargo Manifests.
4 Crew Lists.
3 Passenger Lists.
2 Store Lists.
3 Passenger in Transit Lists.
1 Personal Effects List.
2 Baggage Declarations per passenger.
1 Fumigation Certificate.

PILOTAGE: Compulsory. Pilot boards vessel near Belen Lighthouse, 3 cables distance.

ANCHORAGE: West of a line between the "Molo Marino" and the "Morro" channel at a depth of 10 metres of water, muddy bottom. In N. winds it is more convenient to anchor nearer to docks and harbour. Only one anchor is necessary, but if wind increases a second should be dropped. Vessels in quarantine, are moored 182° from Belen Lighthouse and 7 cables distant. Vessels carrying explosives are moored in same direction but 9 cables from Belen Lighthouse.

RESTRICTIONS: Port works from 08.00 hours to 12.00 hours and from 14.00 hours to 18.00 hours. Only six vessels can moor alongside quay at one time.

MAX. SIZE: Vessels of 28 ft. draft and 195 metres in length can moor on the East side.

RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Talcahuano	(S)	6 Mc/s.	A 1	6265	6414.5	H00–30
CBT–4		4 Mc/s.	A 3	4085·2 6280	4390·2	H30–60

TUGS: Port has 2 tugs, one of 120 h.p. and the other of 115 h.p., Shipyard has 2 tugs each of 600 h.p.

BERTHING: Naval Quay: Called Pier Quinientos. Situated South of inner harbour for repairs afloat, on West side of bay. 500 metres long but only 240 metres are available for merchant marine. Vessels up to 29 ft. draft can moor alongside at high water. No difficulties are experienced on account of length of vessels.

Fiscal Pier: Situated short distance East of La Viuda Rock and on the S.W. coast. 320 metres long (but only 195 metres usable) and 65 metres wide. Vessels up to 28 ft. draft and not exceeding 195 metres length can moor on East side.

Fiscal Quay: 1·5 metres of water, for mooring tugs and lighters, at present out of use.

Passenger Mole: At a distance of 80 metres from the Fiscal Quay and on the Blanco Encalada Mole is the Passenger Pier with concrete steps for passenger traffic.

Chacabuco Quay: Situated in the Inner Harbour for repairs. Vessels up to 21 ft. draft can moor. No railway line or cranes, therefore vessels must work with own derricks to vans. "Asmar" tugs are used for mooring.

STEVEDORES: 12 gangs available. Loading: assorted goods 12 tons per hour/gang/hatch. Cereals 25 tons per hour/gang/hatch. Timber 100 tons per hour/gang/hatch. Newsprint 20 tons per hour/gang/hatch.

Discharge: assorted goods 12 tons per hour/gang/hatch. Bagged cargo 25 tons per hour/gang/hatch.

When loading is carried out by means of lighters, this is usually done from privately owned moles belonging to the principal commercial firms of the port from their warehouses situated inside the Morro Channel. Working hours are a.m. 08.00–12.00, p.m. 14.00–18.00.

MEDICAL: Public hospital with board and sanatorium for infectious/contagious diseases. In addition, private clinics and a naval hospital.

FRESH WATER: Vessels in roads can receive water from tugs. Vessels moored alongside supplied direct from pipes at rate of 10 tons per hour.

FUEL: Can be supplied only to vessels moored alongside quay and

this in small quantities up to 100 tons, by means of cistern-truck or in drums.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Done by stevedores.
IDENTIFICATION CARDS: Required.
CONSULS: Brazilian and Norwegian Consulates. At Concepcion the following:

Argentine	French	Paraguayan
Belgium	Finnish	Panamanian
Bolivian	Guatemalian	Peruvian
British	German	Swedish
Colombian	Dutch	Swiss
Danish	Honduran	Spanish
Ecuadorian	Italian	Uruguayan
El Salvadorian	Mexican	Venezuelan

REPAIRS: "Asmar" or the navy workshop has capable personnel and modern equipment to effect all kinds of repairs, not only to hull, but also to engines, boiler plates, welding, carpentry and electrical works. Chilean Navy has high-sea tugs to effect salvage and assist vessels in danger. 3 private-owned workshops, which can effect small repairs to vessels afloat. Several slipways for construction and repair of small craft.
DRY DOCKS: Naval shipyard and workshops have 2 dry docks, Dock number 1 is 180 metres long by 30 metres wide (605 ft. long, by 57 ft. wide). Dock No. 2 is 250 metres long by 40 metres wide (800 ft. long by 110 ft. wide).
Two floating docks: one 200 ft. long by 30 ft. wide for vessels up to 1,000 tons, and the other 333 ft. long by 50 ft. wide for vessels up to 3,500 tons. There is also a workshop for repairs to be effected afloat. There are 6 anchored mooring buoys used by vessels when entering Dry Dock 2.
REPATRIATION: Good facilities exist.
AIRPORT: Hualpancillo is situated between Talcahuano and Concepcion, 7 kilometres N.W. of Concepcion. Lan-Chile has connections from this airport with all the towns of the country from Arica to Punta Arenas and abroad.
TIME: Local time is GMT minus 4 hours.
SHORE LEAVE: Allowed.
GENERAL: South wind affects vessels only when moored outside the port zone. Weather signals are indicated on Signal Station of Port Authorities' Building.
AUTHORITY: Empresa Portuaria de Chile.

TALTAL: 25.24 S. 70.29 W.

DOCUMENTS: See "Valparaiso".
PILOTS: No official pilot staton at Taltal. If professional assistance required vessel should give ETA 24 hours in advance via Valparaiso Radio. Pilot boards at the anchorage. International code signals used. Harbour Master's office can be contacted by radio-telephone on the following frequencies: 2,152 kc/s. 2708 kc. 4396·6 kc.
ANCHORAGE: Sheltered deep-water anchorage suitable for any size vessels. Locations of designated areas marked on the chart.
RESTRICTIONS: Port closed in summer from 2000 to 0600 hours; in winter from 1900 to 0700 hours.
MAX. SIZE: Limited only by depths in anchorage.
HEALTH: Vessel boarded on arrival by Health Inspector.
RADIO: Radio Naval de Valparaiso or Radio Naval de Arica.
TUGS: One privately owned tug may be called on to assist if necessary.
BERTHING: No berths alongside shore. Vessels work cargo in open anchorage. One buoy berth for tankers. Mooring, unmooring in daylight only. 6-in. hoses for discharging fuel and diesel.
STEVEDORES: At least 24 hours advance notice of ETA required to arrange gangs.
MEDICAL: Doctors and hospital facilities available. Advance notice desirable.
FRESH WATER: Not available.
FUEL: Not available.
IDENTIFICATION CARDS: Required by all crew members.
CONSULS: There are no local representatives.
REPATRIATION: No facilities for crew change or repatriation.
AIRPORT: Situated 25 km. away. Four internal flights a week, two Northward and two Southward.
TIME: GMT minus 4 hours.
HOLIDAYS: No work done on 1st May, 18th September and 1st January.
TELEPHONES: There is no telephone service.
SHORE LEAVE: Allowed.
AUTHORITY: Capitania de Puerto. Calle Esmeralda 125.

TOCOPILLA: 22.05 S. 70.11 W.

DOCUMENTS:
Customs
6 copies of Cargo Manifest.
4 Passenger List for the Port.
4 Passengers in Transit Lists.
4 Passengers for the Port Personal Effects declaration.
2 Crew Lists.
4 Store Lists.
2 Lists of Crew's Personal Effects.
2 Lists of Hazardous Cargo.
Port Captain
Clearance from Last Port of Call.
2 Passengers Lists for the port.
2 Crew Lists,
1 List of Hazardous Cargo.
Interpol
2 Lists of Passengers for the Port.
1 Crew List.
1 List of Passengers in Transit.
Sanitary:
1 Health Declaration.
1 Crew List.
1 List of Passengers for the Port.
Agents:
6 copies of Cargo Manifest.
1 List of Passengers for the Port.
1 List of Passengers in Transit.
5 Crew Lists.
1 copy of Hazardous Cargo List.
1 Cargo Distribution detail.
MOORING: The port has three buoys for mooring vessels of any tonnage, and which are used exclusively by ships discharging or loading general cargo and bagged nitrate, two buoys for the discharge of oil carriers. The depth of these moorings range from 15 to 30 metres.
RESTRICTIONS: Ships are boarded by Pilot and Port Authorities up to 21.00 hours. On special request from the Agent, vessels are received up to midnight.
HEALTH: On arrival vessel boarded by Sanitary surgeon, who will grant full Sanitary Pratique valid for all Chilean ports of call in the present voyage. In cases of suspected disease he will determine if patient or patients should be removed to local hospital, and if feasible declare the affected vessel Sanitary cleared.
RADIO: All calls should be directed via Arica or Iquique Naval Radio Station.
TUGS: No tugs are used for mooring or unmooring of ships.
BERTHING: All berthing is done during daylight; night time only on special occasions, and by Agent's request. One jetty for loading nitrate in bulk.
STEVEDORES: Number of gangs required for loading and/or loading operations should be radioed 24 hours in advance, indicating last ETA. Working hours a.m. 07.00–11.30, p.m. 13–30–17.30.
MEDICAL: In case of urgent need of a surgeon on arrival the Master should request medical assistance by radio to Agent and/or Port Captain. Hospital available with moderate facilities.
TANKERS: Two buoys used for oil discharge. One of them belongs to Chile Exploration Co. and operates with two lines of 8 in. diameter each line, the other buoy is property of Sociedad Quimica y Minera de Chile S.A. and has two lines of 8 in. diameter for discharge of oil, and one line 4 in. in diameter for diesel oil only.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Recommended to employ services of a deck or gangway watchmen.
OPENING/CLOSING HATCHES: Ship's crew not allowed to work in port opening or closing hatches. Rigger's Union should be employed, one foreman and eight riggers.
CERTIFICATES:
Tonnage.
Deratification.
Radio.
Chilean Light Dues Certificate.
CUSTOMS ALLOWANCES: No special restrictions.
CARGO GEAR: Gear that complies with standard Port Safety Regulations.
IDENTIFICATION CARDS: Not necessary.
CONSULS: Only Norwegian Vice-Consulate.
REPAIRS: Facilities only for minor repairs.
REPATRIATION: There are facilities.
AIRPORT: Served by Chilean Airways, located very near the town. It can be reached by motor-car in 15 minutes.
TIME: Local time GMT minus 4 hours.
HOLIDAYS: January 1st; April 4th and 5th; May 1st and 21st; August 15th; September 18th and 19th; November 1st; December 8th and 25th. No work on January 1st and May 1st.
POLICE/AMBULANCE/FIRE: Police Headquarters 32; Hospital 231; Fire Department 84.
TELEPHONES: No facilities for placing telephone lines aboard.
SHORE LEAVE: Allowed.
PORT REGULATIONS: Not allowed to pump oil or dirty water from bilges or throw rubbish overboard while anchored.
DELAYS: Probable on surf days, mainly in the months of June, July and August.
AUTHORITY: Sociedad Quimica y Minera de Chile S.A.

VALPARAISO: 33.02 S. 71.39 W.

DOCUMENTS:
1 Clearance.
1 Light Dues Certificate.
7 Port Cargo Manifests.
4 General Cargo Manifests.
7 Transhipment Cargo Manifests.
3 Passenger Lists for the Port.
3 Passenger Lists for Transit.
18 Crew Lists.
1 Personal Effects List.
Passenger Baggage Declaration (2 per passenger).
1 Fumigation Certificate.

PILOTAGE: Compulsory. Pilot must be waited for in position bearing 116° and 1,830 metres from Punta de Angeles Lighthouse.
ANCHORAGE: Outside the harbour and close by vessels find good anchorage in 25–15 fathoms water. It is always prudent to secure a good anchorage owing to possible strong winds during all periods of the year and causing heavy swells.

In winter, vessels anchor with one anchor with full chain and have another ready for emergencies. During winter it is not convenient to anchor near the coast due to the risk of dragging; during summer the nearer to coast, the better.

With the object of keeping clear the entrance to Valparaiso Bay and to assure a proper anchorage when arriving at this port, the Harbour Master has fixed the following anchorages according to arrival, so that vessels may proceed to berth in order of arrival.

Anchorage No.				
1	104°	True and	980 m.	from breakwater's red light.
2	099°	,,	1,400 m.	,, ,,
3	079°	,,	820 m.	,, ,,
4	083°	,,	1,220 m.	,, ,,
5	056°	,,	980 m.	,, ,,
6	066°	,,	1,340 m.	,, ,,
7	070°	,,	1,730 m.	,, ,,
8	041°	,,	1,250 m.	,, ,,
9	052°	,,	1,550 m.	,, ,,
10	059°	,,	1,900 m.	,, ,,

If any vessel does not occupy the anchorage assigned, she shall be shifted by a Pilot of the Harbour Master's Office for Account of Owners.

Should the ten anchorages be occupied when vessel arrives, a provisional one shall be expressly given by the Harbour Master's Office to the vessel that requires it.

RADIO: Naval Radio Station of Valparaiso in Playa Ancha which attends the public maritime service. Coastal Radio Service (SRC) with its station situated in the Port Captaincy Building, also attends the public maritime service, both national and foreign (CB V–2).

Station Call Sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Valparaiso CBV–2		8 Mc/s.	A1	8354 8374	8478	H00–30
		12 Mc/s.	A1	12531 12561	12714	H00–60
	(C)	16 Mc/s.	A1	16708 16748	17285.6	H30–60
		4 Mc/s.	A3	4117.2	4422.2	H00–45
		8 Mc/s.	A3	8223.6	8773.6	H45–60

TUGS: There are 11 tugs without considering those belonging to the Navy. The Cia. Sud-Americana de Vapores has one tug: "El Aguila".

BERTHS:

		Length	*Beam*	*Draft*
No. 1	for vessels of	558 ft.	65 ft.	32 ft.
No. 2	,,	558 ft.	65 ft.	32 ft.
No. 3	,,	721 ft.	65 ft.	32 ft.
No. 4	,,	558 ft.	65 ft.	32 ft.
No. 5	,,	525 ft.	65 ft.	32 ft.
A	,,	508 ft.	65 ft.	29 ft.
B	,,	328 ft.	65 ft.	23 ft.
C	,,	492 ft.	65 ft.	29 ft.
BARON		540 ft.		32 ft.

Berthing in Daylight only.

STEVEDORES: The stevedoring syndicate has 397 registered members and 108 substitutes. Working hours are a.m. 08.00 – 12.00, p.m. 14.00 – 20.00.

MEDICAL: Several hospitals and clinics with qualified staff.

FRESH WATER: Delivered by hoses connected to the existing standpipes. The quality of the water is good and can be delivered at the rate of approximately 20 tons per hour. The couplings are 2·5 inches.

FUEL: Coal: The Lota-Schwager Coal Company can deliver coal direct to vessels or trucks from quay or lighters.

Oil: Copec, Shell Chile, or Esso Standard Oil deliver petroleum or diesel oil in any quantity needed by pipe-line at Salinas, approximately 5 miles North of the port, mooring vessel in 7 fathoms water to special buoys and embarking a Pilot at Valparaiso Port. Delivery is at a rate of 180–200 tons per hour. There is also a barge with a capacity of 180 tons for delivery in Valparaiso Bay itself. Diesel oil can be delivered from tank cars by pipe at the quay.

GANGWAY/DECK WATCHMEN: Available and are to be used by Law.

OPENING/CLOSING HATCHES: To be carried out by the stevedores by Law.

CUSTOMS ALLOWANCES: No unusual restrictions.

IDENTIFICATION CARDS: Required.

CONSULS: General Consulates:

Argentina	Germany	Panama
Bolivia	Greece	Peru
Brazil	Guatemala	Spain
Columbia	Italy	Sweden
Ecuador	Norway	Venezuela

Consulates:

Belgium	France	Paraguay
Cuba	Haiti	Santo Domingo
Denmark	Holland	Switzerland
El Salvador	Honduras	United States
England	Monaco	Uruguay
Finland	Nicaragua	

REPAIRS: Several shipyards, workshops and foundries for repairs to hull, boilers, machinery and engines. The principles are Astilleros y Maestranza Las Habas which have their own quay, tugs, lighters and working equipment afloat, and Asmar, belonging to the Navy. There are several other smaller shipyards for construction and repair of minor craft.

DRY DOCKS: Floating dock, vessels up to 4,500 tons, 365 ft. length by 56 ft. breadth and a depth of 20 ft.

REPATRIATION: Facilities available.

AIRPORT: International airport at Pudahuel, 90 km. from Valparaiso. Los Cerrillos is the nearest airport. From Cerrillos, Lan-Chile maintain daily services to Arica to the North and to Punta Arenas with stops at all the principal towns.

TIME: Local time October to March, GMT minus 5 hours. March to October, GMT minus 4 hours.

HOLIDAYS: January 1st; April 4th and 5th; May 1st and 21st; August 15th; September 18th and 19th; November 1st; December 8th and 25th. No work on January 1st and May 1st.

SERVICES: Compasses, radars, meteorological instruments and other nautical equipment can be tested and fixed. Charts and maps can be obtained from the Chilean Navy Navigation and Hydrographic Department.

SHORE LEAVE: Allowed.

PORT REGULATIONS: It is strictly prohibited to dismantle the main engine or effect repairs to the engines without previous notification and authorisation from the Maritime Authorities. Also, to unballast petroleum pump bilges, throw overboard waste, or refuse in the artificial port.

PORT AUTHORITY: La Empresa Portuaria de Chile, Casilla 133–V, Valparaiso.

CHINESE PEOPLE'S REPUBLIC

Up-to-date information of port entry requirements for Ports in the Chinese People's Republic is unobtainable.

We have been advised by the Head Office of the China Ocean Shipping Agency at Peking that Shipmasters of foreign vessels calling at Chinese Ports should contact the Branch Office at the Port concerned (cable address "Penavico") in order to be provided in due time with necessary information relating to port entry requirements.

We hope that in due course all necessary information will be passed to us by the Authorities and should this be the case, such information will be included either in Supplements to this Guide or in later editions.

DOCUMENTS:

First Port
1 Maritime Declaration of Health.
2 Reports of Entry for foreign ships.
6 Crew Lists.
1 List of Specified Articles (money, gold and silver).
1 Report of Articles Restricted for use in port.
4 Passenger Lists (if carrying passengers).

Subsequent ports
1 Report of Entry for Foreign Ships.
5 Crew Lists.
1 Report of Articles Restricted for use in Port.

The list of money, etc., is carried with the ship from the first port.

All forms used to be Chinese. Navigational charts to be put away when boarded by Pilot and examination officer and boarding party.

Christmas Island

CHRISTMAS ISLAND, Indian Ocean: 10.25 S. 105.43 E.

PORT LIMITS: There are no officially defined port limits. A vessel is deemed to have arrived when she reaches the Pilot's boarding position.

DOCUMENTS:
Port Clearance.
2 Crew Lists.
2 Passenger Lists.
2 Manifests.
Health Certificate.

PILOTAGE: Pilot boards one mile West of Smith Point.

ANCHORAGES: Nil.

RESTRICTIONS: Daylight entry only.

MAX. SIZE: Length 630 ft., breadth 90 ft., draft 35 ft.

HEALTH: Radio pratique granted whenever possible. Information required: date of departure, last port of call, number of persons aboard, number of passengers disembarking, state of health. Contact port health before arrival in event of suspected disease. No automatic pratique.

RADIO: All cables to Christmas Island Radio, VIY.

VHF: Channel 16, 156·8 megacycles, range 35 to 45 miles. Harbour Master may also be contacted on 2182 or 2201 megacycles by arrangement through VIY.

TUGS: None.

BERTHING: Berthing daylight hours only. In most cases port anchor to be disconnected from cable prior to arrival; mooring gangs provided.

BULK CARGO HANDLING: The bulk loading berth is served by

two cantilevers each capable of delivering rock phosphate at an average rate of 1,500 tons per hour. Bottom of telescopic chutes when fully raised are 50 ft. above sea level at high water springs.
STEVEDORES: Supplied by Agents.
MEDICAL: No notice required for medical attention. Hospital facilities available throughout 24 hours. Inoculations required: smallpox, yellow fever (from endemic areas), cholera (from S.E. Asian ports). International Vaccination Certificates required.
TANKERS: Furnace and diesel oils pumped ashore simultaneously through floating pipe-lines, 8 in. and 6 in. diameter respectively.
DENSITY: 1025 constant.
FRESH WATER: Very limited quantities supplied, only in emergency.
FUEL: Very limited quantities supplied, only in emergency.
DEVELOPMENTS: None in near future.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: All beams and hatches to be handled by ship's crew.
CERTIFICATES: Register of Cargo Gear and associated Test Certificates.
CARGO GEAR: To comply with requirements of the Australian Navigation Act, 1912–58.
IDENTIFICATION CARDS: Not required.
CONSULS: Administrator's Office performs some consular functions.
REPAIRS: No facilities exist.
REPATRIATION: No facilities exist.
AIRPORT: None.
TIME: Local time GMT plus 7 hours – constant.
HOLIDAYS: New Year's Day; Australia Day (26th January); Hari Raya Haji; Chinese New Year – two days; Good Friday; Easter Monday; Queen's Birthday; Territory Day (1st October); Hari Raya Puasa; Christmas Day; Boxing Day.
No work performed on New Year's Day, Hari Raya Puasa, Good Friday, 1st day of Chinese New Year and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 90; Ambulance 99; Fire 88.
TELEPHONES: Placed aboard when required by port authorities. No charge.
GENERAL: Ships may be ordered to leave berth at short notice if weather deteriorates.
AUTHORITY: Harbour Master, appointed by the British Phosphate Commissioners, Christmas Island.

Colombia

BARRANQUILLA: 10.58 N. 74.47 W.

DOCUMENTS:
5 Crew Lists.
5 Store Lists.
5 Passenger Lists (local, in transit or negative).
1 Sanitation Declaration.
12 complete sets Manifests.
3 Mail Certificates (when not included in Manifest).
PILOTAGE: Cable Agent 24 hours prior arrival advising ETA. Pilot boarding position Latitude 11° 06′ 50″ N. Longitude 74° 52′ W. Radio telephone frequency of pilot station 2738 alternative 2638 or 2182 kc/s. 2 pilot boats speeds 7–9 knots. Sufficient depth to allow vessel's wait for Pilot in boarding position, including trade wind season end November to beginning April.
ANCHORAGE: If awaiting Pilot, anchor 1 or 2 miles West of West breakwater. After Pilot boards and when no berthing space at the quay, anchorage is made in the river, about 1,500 ft. off the dock in approximately 40 ft. of water. Three shackles of chain required in good holding ground.
RESTRICTIONS: Depth at the river bar is being maintained at a minimum of 32 ft., however, the actual permissible draft has been curtailed to 26 ft. on account of silting conditions of the river, particularly around the area known as Siape, approximately 4 miles from the dock area.
On approaching the entrance there is a shallow area in North-east direction some 1·5 to 2 miles outside the end of the breakwaters with an extension of 1 mile towards the centre of the river and some 500 metres distant at the nearest part from the West breakwater, leaving a clear entrance on this side of some 1,500 ft.
MAX. SIZE: Recommended maximum LOA 540 ft. due necessity for turning vessel before sailing. Also see "Restrictions". Rate of current 2·5 knots during dry season, 4 knots in rainy season.
HEALTH: On arrival port doctor boards vessel to inspect crew Smallpox Vaccination Certificates and Uro Fever Certificates, also Deratisation Certificate. If any crew members suspected suffering contagious disease Master to radio prior arrival advising Agents accordingly. Port doctor visits vessel even if previous port was in Colombia.
RADIO: Messages to and from Agents routed through station HKB. Ship's messages should include call letters.
TUGS: Generally no tugs required for river entrance. Tugs assist berthing and turning vessels before sailing. Two tugs available of 1,200 and 800 h.p. respectively.
BERTHING: Pier length 2,375 ft. Vessels berth starboard side alongside.
STEVEDORES: Agents should receive advance copies of stowage plan and adequate notice ETA order arrange gangs.
Average capacity per hour per gang;
Bagged goods, loading 7·5 tons, discharging 13 tons.
General Cargo, loading 12 tons, discharging 14 tons.
Bulk grain, discharging 30 tons.
MEDICAL: Six hospitals. All facilities available.
TANKERS: No facilities.
FRESH WATER: Available. Rate about 20 tons per hour.
FUEL: All grades available for delivery by barge.
FIRE PRECAUTIONS: No vessel requirements. Terminal has own fire-extinguishing equipment.
DEVELOPMENTS: Proposal for increasing pier size, date completion unknown.
GANGWAY/DECK WATCHMEN: Gangway watchman placed aboard by authorities immediately upon arrival. Advisable arrange additional watchmen through Agent. Additional watchman recommended especially during night.
CUSTOMS ALLOWANCES: No limitations for individual consumption.
IDENTIFICATION CARDS: Supplied by Agents.
CONSULS: Argentina, Austria, Belgium, Bolivia, Brazil, Costa Rica, Chile, Denmark, El Salvador, Ecuador, France, Gt. Britain, Guatemala, Greece, Italy, Jordan, Lebanon, Mexico, Nicaragua, Norway, Panama, Peru, Portugal, Sweden, Switzerland, Spain, Uruguay, U.S.A., Venezuela.
REPAIRS: Good facilities for mechanical or electrical and radio repairs.
DRYDOCKS: Only one dry dock for very small vessels.
REPATRIATION: Good facilities available.
AIRPORT: 6 Kms. from City. Airport served by major airlines.
TIME: GMT – 5 hours.
HOLIDAYS: 1st January, 6th January, 8th April, 9th April, 1st May, 23rd May, 2nd June, 13th June, 29th June, 20th July, 7th August, 15th August, 12th October, 1st November, 11th November, 8th December, 25th December. No work on 1st January, 12th April, 1st May and 25th December. Overtime arranged on remaining holidays and Sundays. Working hours 07.00–11.00 and 13.00–17.00. No work performed after 16.00 24th December and 31st December. Local holidays on 26th and 27th February (Carnival) when no work after 16.00. Labour available during Carnival but generally erratic.
TELEPHONES: Fire, 12341 or 12345 or 62511; Ambulance, 40757; Police (radio patrol), 04; Department of Security, 16202 and 25873. Arrangements available for placing telephones on board.
SPECIAL RECOMMENDATION: Masters to warn crew to close and lock cabins.
PORT REGULATIONS: No special facilities for discharging explosives. If explosives on board vessel not allowed berth.

AGENTS: Eduardo L. Gerlein & Co. S.A. Carrera 44 Calle 34. PO Box (Airmail) 132 (Ordinary Mail) 779. Telex: 03–333. Tel. Management 11–024, Marine Dept. 15–156. After Office Tel. Management 42950.

BUENAVENTURA: 03.53 N. 77.05 W.

DOCUMENTS: At vessel's arrival, Master must present following documents to Port Captain's Office:
Travel Memorandum.
Sole document or Consular despatch from the last port or ports where vessel disembarked or embarked passengers.
3 Crew Lists.
3 Provision Lists.
3 Lists Crew's Personal Effects.
3 Lists Passengers in transit (or negative).
3 Lists disembarking Passengers (or negative).
3 Lists port mail (or negative).
1 Sobordo or Manifest of cargo for the port.
2 Declarations of Passenger baggages, if any.
Destined to Maritime Terminal:
3 Sets Sobordos or Manifests covering port cargo (or negative).
1 Set of Bills of Lading, covering discharge cargo.
20 Tally Books for discharge cargo.
Destined to the Custom House:
3 Sets of Sobordos or Manifests for cargo destined to the port.
1 Set of Bill of Lading for port of destination.
1 Tally Book for cargo to be discharged in port.
2 Declaration Lists for Passenger baggages, if disembarking.
Destined to the Health Doctor:
Vessel's Travel Memorandum.
International Health Certificate.
1 Crew List.
List of Passengers in transit (or negative).
1 Vessel's Fumigation Certificate (for presentation only).
1 Port Passengers List (or negative).
Certificate of Exemption of Deratisation (for presentation only).
Destined to Immigration Authorities:
1 Crew List.
1 List of Transit Passengers (or negative).
1 List of Port Passengers (or negative).
Destined to Agents:
1 Travel Memorandum as above mentioned.
12 Crew Lists for Consular despatch and handling of sailing permit.
12 Lists of Passengers in transit (or negative), for Consular despatch.
6 Lists of personal effects for Consular despatch.
12 Lists of Passengers in transit (or negative), for Consular despatch.
2 Mail Lists for the port (or negative).

3 Sets of Sobordos or Manifests covering port discharge cargo (or negative).
4 Sets of Bills of Lading covering port discharge cargo.
10 Tally Books covering discharge cargo.
2 Lists of Passenger baggage declaration for the port, if any baggage.

PILOTAGE:
(*a*) Entry marked by channel having minimum depth of 3¼ fathoms low tide. Advisable enter channel or leave wharf one hour after low tide and two hours after high tide, restricting departure during any other periods, particularly when draft exceeding 20 ft. Entry to channel marked by Buoy No. 1 located at Latitude 3° 47′ 45″ N., Longitude 77° 10′ 10″ W.

(*b*) 24 or 20 hours before reaching port, Master must cable separately to Agents, to port Captain and to port doctor confirming hour of arrival Punta Bazan (pilot station). Message to Agency must indicate, in addition to ETA, quantity of cargo destined for the port, number of disembarking or in-transit passengers, number of gangs required for operations, draft, mail for the port, if fresh or running water is required; fuel-oil, cash to Master or any other special requirement; whether special side of wharf is required for berthing, and whether dangerous cargo (explosives) or inflammable cargo, and what quantity. Message to port Captain must also indicate arrival time, quantity of cargo destined to the port, number of disembarking or in transit passengers, mail, whether dangerous or inflammable cargo is brought and in what quantity, and any other data that may be considered useful in accordance with International Regulations. Message to doctor must indicate arrival time, number of disembarking or in transit passengers, and whether there are sick persons on board.

(*c*) Radio beacon at Punta Soldado, characteristics: Frequency, 317 kc/s. Letters, B.P. Time, 17.00 to 06.00 hours every day and every 10 minutes with 20 of rest during 30 minutes work. Flashes 30 seconds duration.

(*d*) Radio-telephone in pilot station of Punta Bazan (opposite to Punta Soldado), characteristics: Frequency, 2738 every day, particularly when vessels are expected.

(*e*) Since Master's advice to Agency serves as notification to pilot station, Pilot will be at Punta Bazan ready for vessel. In case of delay due to any circumstance, vessel may anchor and request Pilot by 4 short blasts.

(*f*) Port has 9 pilots.

(*g*) Pilot ladder must be lowered a few feet from the surface. Vessel must proceed slowly in order facilitate boarding.

(*h*) Pilotage compulsory.

ANCHORAGE: Marked by Buoy No. 13, located Latitude 3.54 North, Longitude 77.05 West; depth from 33 to 70 ft. and distance from wharves approximately 1,000 yards.

RESTRICTIONS: Maximum draft for crossing bar is 28 ft. one hour before/after high water. Bar is located in position 03.48 N., 77.19 W.

MAX. SIZE: No restrictions on the length of vessel, depth alongside wharf approximately 24 ft. low tide, up to over 26 ft. high tide.

HEALTH:
(*a*) As soon as vessel anchored by Pilot within bay, port authorities including doctor, will board by means of ladder which must be lowered when port area entered.

(*b*) In case of sickness on board, Master must advise order doctor may determine whether vessel will be under quarantine or not. This will apply even if vessel arriving from a port of the same country.

(*c*) Time-table for meeting vessel: Ordinary or regular time – ordinary time: 0800/1200–1400/1800; overtime – 0700/0800–1200/1400–1800/2200. Sundays and holidays, overtime.

(*d*) After 2200 hrs. and up to 0700 of following day it is not possible to make arrangements for meeting vessels, unless in emergency.

RADIO: (Also see "Pilotage".) Port has receiving-transmitting radio station Buenaventura/Colradio HKC. For listening and transmitting there are following frequencies:

Listening	*Transmitting*
8354 to 8374 kc/s.	8574 kc/s.
12531 to 12561 kc/s.	13087·5 kc/s.
6265 to 6280 kc/s.	6386·5 kc/s.

In emergency: Listening: 500 kc/s. Transmitting: 441 kc/s. Station operates 24 hours a day.

TUGS: Normally only required for berthing. Tug operation handled by Pilot. Generally tug service consists of pushing from stern or bow as required. When necessary to use ropes, they must be supplied by vessel. 4 tugs of 1,200 h.p. each, 1 of 350 h.p. and 1 of 60 h.p.

BERTHING: Main wharf 2,126 metres long, divided into two sections, one for import cargo and one for export cargo. Facilities exist for handling container traffic.

Berthing arranged by turn according to time of anchoring in bay for each vessel. Tidal currents exist alongside berths.

STEVEDORES: (See "Pilotage".) Port has at present time 80 gangs of 16 men each. The working hours during ordinary or regular time are from 0800/1130 and from 1400/1730. Overtime from 1800/2400 and from 0000/0800, and 1200/1400 (24 hours are worked).

MEDICAL: Agent must be given advance notice of urgent medical attention. Properly equipped hospital. All members of crew and passengers must have International Certificates of vaccination against smallpox.

TANKERS: Independent oil pier with capacity to accommodate vessels of medium size. Four 8 in. hoses for discharge of petroleum products, and two 6 in. hoses for unloading chemicals. Average rate of discharge of gasoline is 5,000 barrels/hour (approx.). Fuel oil and chemicals 1,500 barrels/hour.

DENSITY: 1,012 (approx.) average.

FRESH WATER: Drinking water unlimited quantity. Delivered through hose from end of wharf. Rate of delivery: 6 tons per hour.

FUEL:
(*a*) Two kinds of fuel, marine gas oil and bunker "C" fuel. Characteristics of gas oil: gravity 33·0 to 60°F. Specific gravity: 8602. Characteristics of bunker "C" fuel: gravity, 13·2 to 60°F. Specific gravity, 9779.

(*b*) To take bunkers vessel must berth between warehouse 2 to 9, and for delivery of gas oil between warehouse 1 to 5.

(*c*) Rate of delivery (approx.), 250 barrels/hour for bunkers and 700 barrels/hour for gas oil.

(*d*) Deliveries depend on quantity available when order placed, consequently Agent must know well in advance vessel's requirements.

(*e*) Cash payment according to prevailing prices at time of delivery; otherwise, according to contracts between Ship owner and supplier.

FIRE PRECAUTIONS: Fire station within port installations with proper equipment. In city also another fire station, co-operating if necessary.

DEVELOPMENTS: Improvement in wharf installations, warehouses and equipment and dredging is scheduled to deepen the depth alongside wharf.

WATCHMEN: Service necessary both by crew members and Agents personnel. There is not an established body of watchmen; the steamship agencies carry out this work with their own personnel with previous request by Master. The port has a port police body and Custom house guards which co-operate in vessels' watch.

OPENING/CLOSING HATCHES: All Agents have special gangs to handle this operation and to fix the vessel's rig for discharge and/or loading. These personnel permanently stand by on board on account of climateric conditions of port with frequent and sudden rains. No prohibition against crew carrying out such operations when charter parties are involved and which stipulate that such operation must be done by crew. It is known from experience, however, that vessel's personnel are not, on occasions, sufficient to do this work.

CUSTOMS ALLOWANCES: No regulations establishing quantities which each crew member may have outside bond, but must not be excessive order avoid problems with authorities.

CARGO GEAR: Ship's gear used. Also see "General".

IDENTIFICATION CARDS: Agent will supply special cards to crew and passengers in transit so that they may go ashore. Cards valid for entering and leaving port installations and for identification with the Immigration authorities. Must be returned before vessel departure.

CONSULS:

United States	tel. 29–87	Holland	tel. 26–31
Panama	,, 25–89	Bolivia	,, 25–89
Ecuador	,, 26–71	Mexico	,, 22–92
Peru	,, 26–90	Spain	,, 25–17
Sweden	,, 32–70	Guatemala	,, 25–98
Vice-Consulate:			
Norway	tel. 29–70		

REPAIRS: According port regulations vessels must at all times be ready with engines to sail, consequently repairs of engines not allowed when ship berthed at wharf. No prohibition against minor repairs on deck. When engine or deck repairs taking a long time are necessary, vessels not being loaded and/or discharged simultaneously with repairs must go to anchoring ground, since crowding of vessels at port does not permit vessel being inactive occupying space while other vessels are anchored waiting for berth.

REPATRIATION: Authorities render co-operation for change of crew and arrangements of repatriation in co-ordination with ship's Agent.

AIRPORT: Located 18 kilometres from Buenaventura. Serviced by a regular airline, Aerotaxi, which has several daily flights from Buenaventura to Cali and a daily flight from Buenaventura to Bogota. Small planes which take 40 minutes from Buenaventura to Cali and 1½ hours from Buenaventura to Bogota. Airport is small and has no facilities for international flights. Agent in charge of the repatriation of a crew member must handle necessary connection in Cali or Bogota, where there are international airports.

TIME: GMT minus 5 hours. Permanent.

POLICE/AMBULANCE/FIRE: A voluntary firemen corps in the city. Alarm, tel. 22–22; Guard, tel. 22–23; Firemen of the Maritime Terminal, tel. 28–30; Ambulance, tel. 2830; Police, tel. 27–38.

GENERAL: Provisions available. Cable service to all parts of the world. Telephone and telex service inside country and to foreign countries through Bogota. Weather conditions: generally rainy. Explosives: if the vessel is transporting dynamite and detonating caps they are placed in separate lighters, and armed guards are required on board any vessel transporting explosives. In such cases, the vessel must anchor in front of Buoy No. 9 and discharge to lighters during daylight. No vessel can berth at the wharf if transporting explosives, and only permitted with dynamite in closed hatches, which will not be opened at the wharf according to government regulations. Port is equipped with following shore cranes: 2 × 80,000 lb. capacity (mobile), 1 × 60,000 lb. capacity (mobile), 3 × 20,000 lb. capacity (mobile), 2 × 14,000 lb. capacity (mobile), and 4 × 10,000 lb. capacity (2 mobile and one fixed). Floating cranes: 1 × 45 tons capacity.

Lighters available: 3 with following characteristics:

Size *Length/width*	*Capacity*	*Type*
1–24·40 × 9·45 m.	200 tons	Flat surface
2–34·40 × 7·60 m.	150 tons	Flat surface
3–38.80 × 10·60 m.	150 tons	Flat surface

No refrigeration space available.
SHORE LEAVE: Permitted (with ID cards).
DELAYS: At anchorage in Bay average delay of one day while waiting for berth. On account of the rainy condition of the port, discharge or loading is at times stopped up to 12 hours.

AGENT: Eduardo L. Gerlein & Co. S.A. Cable Address: Gerleinco. Tel. in Buenaventura: 2797–2922–2970. Telex: 052–73. Custom House Brokers: Representatives of Steamship Companies.

CARTAGENA (incl. Mamonal and Ecopetrol): 10.26 N. 75.33 W.

DOCUMENTS:
Sailing Permit from previous port.
1 Sole Document.
5 Crew Lists (one bearing expiration date of vaccination against smallpox, for Health Dept.).
4 Lists Crew's Personal Effects.
4 Lists Provisions and Equipment.
5 Lists Passengers disembarking (if any), or List of Passengers (negative).
5 Lists Passengers in transit (if any) or otherwise (negative).
4 Lists Mail, if any, or negative.
5 Sets Sobordos or Manifests of each port with respective Bills of Lading.
3 Sets Sobordos of each port with 2 freighted Bills of Lading, in U.S. $.
2 Sets Sobordos of each port without Manifests.
3 Tally Books of cargo for each port.
4 Manifests in ballast (when there is no cargo for the port).
For inspection: Registration Certificate, Certificate of Health.
PILOTAGE: Name of pilot station: "Estacion de Pilotos en Bocachica." Radio: frequency: 2,738 kc/s. From 0800 to 1100 and from 1400 to 1700. Contact can be made with Master of Terminal Wharf by radio, same frequency of pilot station, from 0700 to 2100. ETA advice must be given 24 hours in advance. Advisable give ETA to Agents by radio to Telecom Estacion Maritima, letters HKA, Frequencies 500, 4316, 8666, 12719 kc/s., 8 to 12 mc/s. Service: 24 hours.
Pilot boat: 2 steel launches of 135 h.p.
Sound signals: merchant vessel, three blasts (whistles). Tankers, four blasts (whistles).
Pilot's area of approach: ½ mile from Buoy No. 1.
Anchorage area in foul weather: anchor at Zone No. 1 off Buoy No. 5.
Dimensions of entry channel: width 500 ft., depth 40 ft.
ANCHORAGE: Anchorage zones available at Castillo Grande and at Manzanillo. Depths up to 90 ft.
RESTRICTIONS: Entry day or night.
MAX. SIZE: Cartagena: length 600 ft., beam 79 ft., draft 30 ft. (for berthing).
Tankers: length 850 ft., beam 110 ft., draft 38 ft. Tankers anchor and berth in port of Mamonal, within bay, using same approach.
HEALTH: Doctor requires the Crew List with data of vaccination against smallpox. International regulations in cases of contagious sickness or epidemic are carried out.
RADIO: See "Pilotage".
TUGS: Escort vessel when berthing and will assist if required. Use of tugs compulsory for all vessels over 250 net tons.
No tugs required for tankers berthing at Mamonal.
BERTHING: Port has two piers: Berth No. 1, outside length 202·60 m., depth 31 ft.; inside length 184·76 m., depth 30 ft.; Berth No. 2, outside length 184·76 m., depth 28 ft.; inside length 184·76 m., depth 28 ft. 24 hours service. Berthing shifts or turns: 1st, warships with previous request. 2nd, passenger vessels (tourist). 3rd, cargo vessels with mail. 4th, cargo vessels according arrival at port.
STEVEDORES: Agents must request stevedores 24 hours in advance. Working hours during normal time: 0700 to 1100 and from 1300 to 1700. Overtime with 50% surcharge. Gangs work continuously during 23 hours, from 0700 to 0600 of following day. Work can be started at following hours: 0700 each two hours – until 1900. Work can be cancelled giving notice 2 hours in advance. If work required on Sundays, stevedores must be requested before 1030 on Saturdays, the same for vessels starting work on Mondays at 0700. Average rate for general cargo is 10 tons per hour/gang. Terminal stevedores used. Agents can contract for own gang in order separate parcels, cleaning, shifting of cargo, etc. Cost of this gang lower than of terminal gang.
MEDICAL: Requests for medical service through Telecom Radio Station. Three hospitals. Medicine faculty and medical personnel first class. Also dental services. Vaccinations can be given.
TANKERS:
(*a*) *Ecopetrol: Empresa Colombiana de Petroleos.* Position: within bay of Cartagena, 5 miles N.E. of bay entry (Boca Chica). Port formed by two ocean platforms, with two protections at each side, ½ mile distance from Mamonal Bay. Depth 54 ft. with 6 interconnecting lines. Pilotage: through "Mooring Master" of port. Anchorage: Mamonal Bay 4 miles from Bocachica; depth 54 ft. Entry restrictions, none; 24 hours service. Tankers dimensions: length 850 ft., beam 110 ft., draft 38 ft., tonnage 40,000 dwt. Tugs: not used. Tide: 1 ft. 6 in. fluctuation. Fresh water: can be obtained when berthed, 4 in. diameter pipe-line; pressure, 130 lts. per hour 94.6333. Precautions against fire: fuel cannot be delivered by barges when vessel is berthed. Pipeline delivery of bunker fuel oil available. General: requested that vessel arrive with minimum ballast (clean if possible). No dirty ballast be pumped into the bay. Violation subject to fine. If impossible to arrive with clean ballast, dirty ballast will be discharged through cargo line. Rate of pumping: fuel oil 10.000 B/H; diesel oil 11.000 B/H.
(*b*) *Mamonal.* 7 miles (approx.) South of Cartagena Town and 5 miles east of Boca Chica entrance channel. Approaches and Pilotage: same as for Cartagena (see above). Mooring Master boards about ½ mile off dock and remains aboard whilst vessel at Mamonal. Mooring Master has to be provided with own cabin and victualling. Max. Size: length 850 ft., beam 110 ft., draft 38 ft. Berth: "T" shaped platform with dolphins. Lines to buoys off both bows and from stern, two mooring lines should be joined together for starboard quarter line. Ballast: no dirty ballast to be pumped into bay. If possible arrive with clean ballast; dirty ballast can be discharged ashore. The shore deballasting facilities consist of one tank with 75,000 bls. capacity; the pipeline is 2,835 ft. long and of 16 in. diameter. Three hoses of 8 in. diameter are connected for deballasting. Fresh water: not available except at Cartagena. Fuel: available, Bunker "C" and diesel oil.
FRESH WATER: Obtained while vessel berthed. Hoses of various diameters. Pumping 20 tons per hour.
DEVELOPMENTS: Draft increase; periodical cleaning of bay and basin. Enlargement of Marginal No. 1. Paving of yards and construction of new warehouses and workshops.
WATCHMEN: Watching service at the gangway and deck. Officially this service is done by port's guards. It is recommended that members of crew assist in this service.
CLOSING/OPENING HATCHES: Undertaken by port stevedores.
IDENTIFICATION CARDS: Agents supply cards signed by port Captain and Master.
CONSULATES:

Germany	tel. 20–160	Haiti	tel. 10–881
Belgium	,, 10–845	Italy	,, 11–583/11–279
Costa Rica	,, 12–912	Mexico	,, 11–447/10–670
Denmark	,, 12–286/10–855	Nicaragua	,, 10–334
Ecuador	,, 10–510	Norway	,, 10–510
Spain	,, 22–685	Panama	,, 11–501/13–058
El Salvador	,, 20–246/12–867	Netherlands	,, 13–021/10–830
France	,, 11–290	Peru	,, 12–388
Finland	,, 13–951		

DRY DOCK: Commercial Shipyard "CONASTIL" with slipway facilities for ships up to 1,300 dwt. 9 ft. max. draft. Floating dock capacity for vessels of up to 400 ft. length, 55 ft. beam, 19 ft. draft and 3,000 dwt.
REPATRIATION: Facilities available for crew changes.
AIRPORT: Crespo Airport very near to city (3½ km.). Runways for small jets and is being enlarged for larger jets. Operates at present with Avianca (Cartagena–Miami per jet). A weekly round trip on Saturdays. Domestic flights are operated by Avianca, Aerocondor, Sam (from Cartagena). Barranquilla: Soledad Airport. 2 hours by road and 22 minutes by plane. This airport has international connections with Panama, Miami, Maracaibo, Curacao, Caracas. Cartagena Airport has daily connection with Bogota (El Dorado), the main Colombian airport for servicing main international air lines: Avianca, BOAC, Iberia, KLM, Panamerican, Braniff, Air France, Lufthansa, APSA, AREA. Flight to Bogota by jet takes 55 minutes, and 2 hours by propeller aircraft. Cartagena Airport connects with main Colombian cities: Medellin, Cali, Barranquilla, Santa Marta, Cucuta, Bucaramanga. Daily service.
TIME: Colombian official time: 5 hours behind GMT. Permanent.
HOLIDAYS: Eighteen days of holidays during year, but at terminal there is no service on following dates only: New Year Day (January 1); Good Friday (Viernes Santo); Labour Day (May 1); Cartagena Independence Day (November 11); Christmas Day (December 25). During the days December 24 and 25 work is done only until 1100. During other holidays and Sundays there is 24 hours service with 50% surcharges.
POLICE/AMBULANCE/FIRE: Police, Radio Patrol, tel. 04, Barracks 10173, DAS 10211; Ambulance, Terminal, tel. 10291, Naval Hospital 10248, Sta. Clara Hospital 10380; Fire, 12222.
TELEPHONES: May be placed aboard.
GENERAL: Cartagena can be entered or left at any time day or night. Vessels can also berth or unberth in dry season or rain seasons, and services are rendered during 24 hours.
SHORE LEAVE: Crew allowed disembark. Every member of crew is given card signed by Port Captain and Master of the vessel.
PORT REGULATIONS: To clear the wharf if required for tourist vessels or export cargo vessels.
AUTHORITY: Gerente del Terminal, Maritimo y Fluvial.

AGENT: Eduardo L. Gerlein & Co. S.A. Address. Calle Roman No. 5–18, 20. Piso, Cartagena, Colombia, S.A. Tel: 10802–10803. Telex: 03773. PO Box 127. Air PO Box 42. Cable: Gerleinco. Activities: Customs Agents, Maritime Agents, Transport Agents.

COVENAS (Gulf of Morresquillo): 09.25 N. 75.42 W.

DOCUMENTS:
3 Crew Lists.
Passenger List.
Customs Documents.
Manifests.
Bill of Lading.
Ships Papers.
Clearance Ballast Manifest.
Crew's Personal Effects Declaration.
Vaccination Certificates.
Stores List.

PILOTAGE: Advise ETA 72, 48, 24 hours in advance. Pilot leaves dock on sighting vessel. Ship boarded approx. 1 m. N.W. of sea buoy or at anchorage. Pilot boat is 25-ton tug, 60 ft. length, 500 h.p., steel hull.
ANCHORAGE: Vessels arriving at night anchor 1 mile N.E. of lighted marker buoy. Bottom – mud.
RESTRICTIONS: Docking only during daylight 0500–1730. Undocking – any time.
MAX. SIZE: Length 800 ft., draft 42 ft. 6 in. Depth in approach channels 42 ft. Mean tidal range 18 in. Current 3 knots (max.).
HEALTH: Quarantine officials board ship at berth or at anchor. Accommodation ladder should be rigged for Quarantine and Customs Officials. From December to March ladder should be rigged on port side due to prevailing North wind.
RADIO: Radio traffic addressed "Sagoc Tibu" via Barranquilla or Cartagena radios.
TUG: Tug-pilot-boat leaves dock on sighting vessel.
BERTHING: Vessels use stb. anchor with approx. 5 lengths of chain, and 2 stb. mooring buoys aft; two port mooring buoys aft and 2 port mooring buoys forward. All mooring lines should be 120 fathoms. Prevailing wind 310°. Terminal is a sea-berth approx. 1 mile from illuminated marker buoy.
MEDICAL: Doctor on call at any time. Twelve-bed hospital.
LOADING: Hoses connected on port side 2×10 in., each 2½ tons, to be lifted by ship's boom and winch. Pipeline 20 in. 7,300 ft. from pump station to berth. Average pumping rate: 2,000 tons per hour. Max. pressure ashore: 120 PSI. 3 grades of oil handled by same pipeline. Approx. API gravity of crudes: heavy Barco 32·5, Cicuco 45·5, Valasquez/Barco mix 24·0°.
DENSITY: 1·021.
IDENTIFICATION CARDS: If required by Customs, issued by Sagoc.
CONSULS/REPAIRS/DRYDOCKS/FUEL/FRESH WATER: None.
REPATRIATION: Only if sick crew member left ashore after vessel sails.
AIRPORT: Barranquilla. Flights to U.S.A., Europe and other S. American countries.
TIME: Eastern standard time. G.M. T. – 5.
HOLIDAYS: Loading carried on during holidays and week-ends.
SHORE LEAVE: At discretion of Captain. Crew uses private motor vessel at own risk.
REGULATIONS: Vessels should arrive with clean ballast. No dirty ballast to be pumped into bay, violation subject to penalties. If impossible to arrive with clean ballast, dirty ballast will be discharged through cargo lines and 3,000 barrels of dirty water displaced into vessel. Capacity of slop receiving facility unlimited.
DELAYS: Only when other vessels occupying mooring.
AUTHORITY: South American Gulf Oil Company, Covenas.

POZOS COLORADOS TERMINAL: 11.09 N. 74.15 W.

DOCUMENTS: See "Santa Marta".
LOCATION: North Coast of Colombia, approx. 6 miles South-west of Santa Marta.
MAX. SIZE: Berth in approx. 55 ft. of water and can accommodate vessels of up to 69,000 dwt. with max. draft 45 ft.
PILOTAGE: Mooring Master will meet vessels approx. 1 mile seaward of terminal location.
CLEARANCE: Port authorities board with Mooring Master to enter ship and attend all formalities.
BERTHING: Vessels lie in berth in approx. due North heading; vessel's lines run by means of mooring launch to stern, quarter, and breast buoys. Vessels up to 20,000 dwt. require at least five good manila lines; vessels in excess of 20,000 dwt. require at least seven good manila lines. These lines must be of not less than 120 fathoms length. Synthetic lines of equivalent strength may be used. Vessels equipped with wire mooring winches may use wires in lieu of fibre lines. When mooring, required use both bower anchors, each having at least 150 fathoms of chain and be prepared handle five-ton lift on starboard side at ship's manifold. Because of rigidity of submarine hose, a small movement of vessel out of correct position could damage submarine equipment. Extreme caution must be exercised to assure that vessel is correctly moored. During loading operation slack must be kept out of submarine hose by adjustment of vessel's anchor and lines.
HOSES: Submarine hose 16 in. with 16 to 12 in. reducer for connection to vessel's 12 in. deck hose. For vessels not equipped with 12 in. deck hose, a 12 to 10 in. reducer is available. A 25 ft. length of 10 in. deck hose is also available for vessels not having a deck hose on board. Ship's crew performs all hose connecting, disconnecting, etc.
CARGO HANDLING: Rio Zulia Crude Oil has following specifications: Gravity, approx. 41·2° API. Flash, below atmospheric temperature. Reid vapour pressure, 5 to 8 PSI. Pour point, +85°F. Sulphur, wt. %, 0·3. Wax, wt. %, 16.

Rio Zulia Crude has high wax content (about 16% by weight). Above 90°F. Rio Zulia Crude will flow easily and is about same viscosity as heavy No. 2 oil. Below 90°F. it rapidly becomes more viscous until it is similar to petroleum jelly or heavy lubricating grease.

Temperatures: Loading temperature of this cargo at Pozos Colorados between 85 and 90°F. Vessel should maintain loading temperature in wing tanks or if necessary gradually raise temperature to approximately 85° to 90°F. Approx. 2 to 3 days prior arrival discharge port, vessel should start to heat cargo in centre tanks so that upon arrival discharge terminal, average cargo temperature is between 100° and 105°F. for both wing and centre tanks. This temperature should be maintained throughout discharge. When discharge is through a submarine line in cold waters or over docks, when ambient temperatures are extremely cold, it is recommended that above temperature be increased 5° to 110°F.

Tank preparation: Cargo tanks which on previous voyage contained sour crudes (similar to those loaded in Arabian Gulf) should be machine washed with hot water at maximum pressure order remove from tank bottoms all free oil remaining from previous voyage. Machines should be spotted low in tanks so as obtain maximum washing over tank bottoms. Upon completion of deballasting, cargo tanks should be stripped dry and cargo pumps and lines drained so that tanks, pumps and lines free of pumpable water when cargo loaded into them.

Cargo discharging: When discharging Rio Zulia Crude, each cargo system should be discharged by main cargo pump directly connected to that system and forward tank on each system should be discharged first. Operations should then work aft with tanks on each system being discharged in rotation. This will keep vessel trimmed by stern throughout discharge and keep tanks being stripped draining to suction lines. This will also permit stripping operations to be carried out while main cargo pumps are discharging cargo in remaining tanks.

By discharging cargo tanks as recommended above, cargo loss resulting from crude congealing on bottom surfaces will be minimised. Each tank should be discharged as quickly as possible using main cargo pump, then stripped as well as possible. About 20 minutes after stripping each tank should be stripped again. Then in about 20 minutes each tank should again be stripped. During discharge of each tank, cargo heating coils should be left on until completion of stripping operation. When initial stripping operation is started, steam-to-steam heating coils should be reduced sufficiently so that cargo temperature will not rise above 120°F. If cargo temperature rises much above 120°F., there is danger that stripping pumps will become vapour locked.
BALLAST: Facilities for receiving a limited quantity of ballast.
FUEL: No bunkers available at terminal.
REPAIRS: Limited repair facilities available in Santa Marta, approximately 6 miles from terminal.
MEDICAL: Doctor and hospital located at Santa Marta.
CONSULS: No consular office in vicinity of terminal. Nearest Consuls, located in Barranquilla, approx. 35 miles distant.
GENERAL: No petroleum inspection services. No shore leave for crew members. No ship's stores.
AGENTS: See "Santa Marta".

SANTA MARTA: 11.15 N. 74.14 W.

DOCUMENTS:
14 sets Sobordos (Manifests) of each loading port.
6 sets Bills of Lading.
2 Cargo Plans.
Also: length overall, beam, depth main deck to keel, net tonnage, gross tonnage, number crew, Master's name and vessel's call letters.

On arrival advisable have extra copies B/ladings and Sobordos, also 5 Passenger Lists; if no passengers aboard, 5 statements to that effect. Vaccination Certificates, Health Declarations, curio lists, bazaar lists, crew lists, main lists (mail as cargo); if no mail, 5 written statements to that effect, 5 passengers in transit lists; if none, 5 statements. When passengers to be landed, they should possess valid passport and visa, 2 lists personal effects and Vaccination Certificates, etc.
PILOTAGE: Locate Morro Grande Islet and lighthouse, proceed then to location 0·7 miles South of Westernmost point this islet where Pilot will join ship. Information regarding ETA should be relayed to Agent, who will advise port authority.
ANCHORAGES: When no berth available proceed anchorage between Morro Grande Islet and entrance channel to inner harbour. Depth about 120 ft., rock bottom.
RESTRICTIONS: None. Good visibility throughout year. Difference in tides negligible.
MAX. SIZE: 730 ft. length, 40 ft. draft. No limit to beam. Oil carriers: refer to Pozos Colorados.
PRATIQUE: Pratique granted by port captain who visits vessel immediately on arrival. Doctor also attends on this visit.
RADIO: Barranquilla Radio or Cartagena Radio; radio stations messages relayed by telex to Sta. Marta. Ship's Agents use same system. Terminal Office may be contacted on radiotelephone, 2738 kHz.
TUGS: Join vessels just before entrance to inner harbour; they may use own lines or vessels lines.
BERTHING: Three wharves, with total length 3,170 ft. provide berths for six ships simultaneously. Facilities exist for container traffic. 30,000 tons silo for grain storage and discharge facilities for up to 5,000 tons per day.
STEVEDORES: – ETA To be given 72 and 24 hours before arrival, indicating number of gangs required. Unloading rate of general merchandise 10 tons per hour, and homogeneous cargoes around 15/20 tons.
MEDICAL: Advance notice required whenever special medical attention needed on arrival; hospital available.
TANKERS: See "Pozos Colorados".
DENSITY: Tropical sea salt water density.
FRESH WATER: Available alongside docks; delivery (approx.) 10 tons per hour.

FUEL: Not available. Nearest supplies at Barranquilla.
GANGWAY/DECK WATCHMEN: Deck watchmen supplied by Agent.
OPENING/CLOSING HATCHES: By special gang ordered by Agent.
SHIP CERTIFICATES: Load Line, Cargo Gear, Classification, Lifeboat, Main Engines, Radio Equipment, Fire Fighting Equipment, Ship's Register, Officers' Tickets (licences).
CUSTOMS ALLOWANCES: (Tobacco), 2 cartons of cigarettes per man. All other tobacco will be sealed by Customs. (Wine and/or Spirits), 1 open bottle of liquor permitted per crew member. All other spirits will be sealed by Customs.
IDENTIFICATION CARDS: Given by Port Captain once quarantine is cleared.
CONSULS: Spain, Venezuela, France, Ecuador. Other Consuls in Barranquilla.
REPAIRS: Only minor welding.
REPATRIATION: Facilities available.
AIRPORT: 19 miles from town.
TIME: 75th Meridian time, Eastern standard time. GMT−5.
HOLIDAYS: New Year (January 1st); Church Holiday (April 12th); Labour Day (May 1st); Local Holiday (July 29th); Church Holiday (December 24th); Christmas Day (December 25th); Church Holiday (December 31st). No work on New Year's Day, Labour Day, Local Holidays, Christmas Day. Work until 1600 on other holidays.
POLICE/AMBULANCE/FIRE: Contact Agent or his representative in view of language difficulties.
SHORE LEAVE: Granted after quarantine cleared.
DELAYS: Up to 12/14 hours because of shortage of docking space.
AUTHORITY: Port Captain, Edif. de los Bancos Of. 405. Cables: "Capipuerto". Tel.: 5774 – Santa Marta.

AGENTS: Eduardo L. Gerlein & Co. S.A., Apartado Aereo 752, Sta. Marta, Colombia. Telex 038–43. Cables Gerleinco Santa Marta.

TUMACO: 01.49 N. 78.45 W.

DOCUMENTS:
5 Crew Lists.
5 Stores Lists.
5 Passenger Lists (local, in transit, or negative).
1 Sanitation Declaration.
12 Complete sets Manifests.
3 Mail Certificates (when not included in Manifest).
PILOTAGE: Compulsory.
ANCHORAGE: Sufficient area available in depths of 25 to 35 ft.
RESTRICTIONS: Entrance channel depth 20 ft. Height of tide varies from 8 to 12 ft.
HEALTH: On arrival, port Doctor boards vessel to inspect crew Smallpox Vaccination Certificates and Yellow Fever Certificates, also Deratisation Certificate. If any crew members suspected suffering contagious disease Master to radio prior arrival advising Agents accordingly. Port Doctor visits vessel even if previous port was in Colombia.
BERTHING: Wharf is 310 metres long. Depth alongside averages 30 ft.
FRESH WATER: Available from wharf.
FUEL: Supplied by Esso Colombia, by barge.
CARGO GEAR: Terminal owns three cranes of 5 to 15 tons capacity
AIRPORT: Suitable for DC.4 type aircraft, situated 4 km. from port.
AUTHORITY: Empresa Puertos de Colombia, Terminal Maritimo.

Congo (Republic of)

POINTE NOIRE: 04.47 S. 11.49 E.

DOCUMENTS: On arrival, the Captain must hand over to:
The Agents:
4 Crew Lists.
4 Lists of Crew Boys.
4 Passenger Lists or negative.
4 Lists of Ports of Call.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 copies of Cargo Manifest.
Captain's copy of B/L.
Harbour Authorities:
1 Arrival Form issued by Port of Pointe Noire.
1 Departure Form issued by Port of Pointe Noire.
Health Authorities:
1 Vaccination List for crew members.
1 Declaration of Health (form issued by the port of Pointe Noire).
Vaccination cards for the whole crew.
PILOTAGE: Compulsory. Telegraphic address: Harbourmaster's Office of the Port of Pointe Noire. Pilot station can be contacted by VHF Channel 16; 24 hr. service.
RESTRICTIONS: Minimum draft allowed for ore-carrying vessels of more than 130 metres drawing alongside at quay G: 15 ft. aft and 15 ft. forward. Maximum draft allowed for all vessels: 31 ft. Between 29 ft. and 31 ft. entry into the port is possible only for 2 hours before high tide. Tying to mooring buoy can be done only between sunrise and sunset.
HEALTH: Port Health Officer boards immediately on berthing. Compulsory vaccinations: smallpox, yellow fever and cholera.
RADIO: Pointe Noire Radio, call sign TNA. Continuous service on 500 and 2182 kc/s from 0600 to 1800 GMT. Transmission on 8722 kc/s TNA from 0930 to 0945, 1030 to 1045, 1330 to 1445, 1530 to 1545, 1730 to 1800 GMT; on 13101 kc/s TNA from 0630 to 0645, 0730 to 0745, 0830 to 0900, 1700 to 1715.
RADAR/VHF: The Harbourmaster's office has a VHF set (call Channel 16) but no radar.
TUGS: Two tugs 1,135 hp, 600 hp, normally join the vessel as soon as it crosses the passage. The vessel's own lines are usually used.
BERTHING:
Quay D: Berth 1, 720 metres, 24 ft. draft permitted
,, 2, ,, 29 ,, ,,
,, 3, ,, 29 ,, ,,
,, 4, ,, 30 ,, ,,
,, 5, ,, 30 ,, ,,
Quay G: Ore Berth, 210 metres 31 ft. draft permitted
Tanker Berth, ,, 31 ,, ,,
Mole 1: Timber Berths, 450 metres 31 ft. draft permitted
STEVEDORES: The Agent requires the following information 48 hours in advance, in order to arrange gangs: precise ETA; number of gangs required for unloading/loading; distribution per hold unloading/loading; draft, fore and aft – before 0600 in the morning on weekdays counting as overtime; before 0600 Saturday mornings for the weekend or day before holiday also counted as overtime.
MEDICAL: Notice for medical attention not needed. There are two private clinics with European doctors.
TANKERS: Diameter of loading/unloading lines: 6 in. = aircraft fuel. 10 in. = "white product". 12 in. = 1500 fuel. Hoses = 8 in. 1 tanker berth – 31 ft. acceptable draft.
DENSITY: 1·025 on average. Only slight variations according to tides.
FRESH WATER: Two hoses can be connected at each berth. Rate: 5 tons per hose per hour.
FUEL: Ordered from suppliers: Shell, Agip, Total, Texaco. Pipe-line supply to all berths. Agip supply Berth 8 only.
FIRE PRECAUTIONS: The port must be informed of ETA of tanker 24 hours in advance.
GANGWAY/DECK WATCHMEN: There are none at Pointe Noire, as it is unnecessary.
OPENING/CLOSING HATCHES: Usually the crew's responsibility. Can be carried out by the stevedore for payment.
CUSTOMS ALLOWANCE: No limit – must be stated on crew declaration, and quantities must be accurately stated.
CARGO GEAR: Derricks to be in good condition. There are no cranes in the port.
IDENTIFICATION CARDS: Sailors' cards or passport needed.
CONSULS:
France Tel. 20–01 20–02
West Germany ,, 29–10
Great Britain ,, 21–60
REPAIRS: Most repairs for the deck and engines are possible. Also facilities for electronic repairs. Floating crane, capacity 65 tons.
DRY DOCKS: There are none at Pointe Noire. Only a floating dock for vessels of up to 1,500 tons.
REPATRIATION: Every facility for crews equipped with a crew card and passport.
AIRPORT: 6 kilometres from the port. 1 to 2 flights per day to Brazzaville. 1 to 2 flights per day from Brazzaville to Europe.
TIME: Local time is GMT plus 1 hour.
HOLIDAYS: 1st January (1 day's holiday); 1st May (2 days' holiday); 31st July (1 to 2 days' holiday); 15th August (2 to 3 days' holiday); 25th December (1 day's holiday).
POLICE/AMBULANCE/FIRE: Police 17; Fire 18; Ambulance 33–33.
TELEPHONE: Cannot be connected on board ship but there is one in the middle of Quay D for the use of vessels.
GENERAL: As the Congolese customs are very strict, the drawing up of the store list and crew declaration should be carried out very carefully, as the slightest error is penalised and a fine imposed.
SHORE LEAVE: No restrictions.
PORT REGULATIONS: In the event of congestion, vessels are obliged to work at night and on Sundays, and if they refuse to do this, they may be relegated to the roadsteads and thereby lose their turn to draw alongside.

AGENT: Socopao-Congo, BP 714, Pointe Noire, Federal Republic of Congo. Cable address "Freight". Telex: 8201. Tel. 28/78–29/10. Director of agency 35/53. Agent 28/32.

Cook Islands

AVARUA, Rarotonga 21.12 S. 159.47 W.

DOCUMENTS:
Health: International Maritime Declaration of Health.
Customs: (Immigration)
2 Manifests of Cargo showing weight or measurement (basis on which freight calculated).
2 Crew Lists.
2 Passenger Lists (landing and transit). Each disembarking passenger to complete a landing card and baggage declaration.
Clearance from Last Port.

Agent: 5 Manifests of Cargo.
1 Crew List.
1 Passenger List.

PILOTAGE: No pilot available.

ANCHORAGES: As shown on Admiralty Chart No. 1264. Prevailing wind is South-east and the anchorage is safe except in some instances when wind and/or sea are fresh from North-west through North-east. 4½ to 5 shackles of cable in the water has been found the most satisfactory in normal circumstances.

RESTRICTIONS: None. Anchorage, in 25 fathoms, is well defined with cross leads and a vessel may anchor at any time.

MAX. SIZE: No restriction.

HEALTH: Vessel should radio Porthealth Rarotonga not more than 24 hours, or less than 12 hours, before arrival giving ports of call for preceding three weeks, number of crew, number of passengers, state of health and requesting free radio pratique.

RADIO: Radiorarotonga ZKR, 500 kilocycles, single operator watch; 2182 kilocycles, continuously.

Continuous speaker watch is also kept on Channel 16 of the VHF Maritime mobile band. Weather forecasts are broadcast daily by radio-telephone on 2206 kHz and 8732·1 kHz at 0615 GMT and 1815 GMT after a preliminary call on 2182 kHz.

VHF: Union Steam Ship Company have VHF radiotelephone for communication between vessel and office when working cargo. Base station channels 6, 8, 12, 13, 14, 16. Three portable sets, channels 6, 12, 16.

TUGS: Not available.

STEVEDORES: Cargo is lightered ashore by Union Steam Ship Co. plant. Consisting of 8 double-ended lighters, 35 ft. in length of 5 tons deadweight capacity. Heavy lifts up to 10 tons can be accommodated by building a platform over two lighters but prior advice should be given: in particular if the lift is on wheels or skids or of exceptional height. Two launches provide towing power. Hours of work: 0700–1200, 1300–1800, 1900–2200. Average discharge rate 400 tons per day. Agents should have full particulars of tonnage to be discharged and number hatches to be worked.

MEDICAL: Medical and hospital facilities available. Usual international vaccinations/inoculations required depending on prior ports of call.

TANKERS: Petroleum products landed from small coastal tanker from Fiji, or in drums.

DENSITY: 1025.

FRESH WATER: Available in limited quantities. Lightered 1,000 gallons per load. Cost: as current rate for lightering cargo. If a lighter is diverted from handling cargo to carry water the cargo handling rate will be affected.

FUEL: Not available.

DEVELOPMENTS: Harbour development at Avatiu (one mile from Avarua) although not completed, is currently in use and accommodating vessels of about 1,000 tons (250 ft. length; 16 ft. draft).

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: By crew or stevedores to vessel's convenience.

TOBACCO ALLOWANCE: 200 cigarettes, or ½ lb. tobacco or 50 cigars.

WINE AND/OR SPIRIT ALLOWANCE: A reasonable amount for consumption during vessel's stay in port. Under no circumstances may wine, beer and/or spirits be brought ashore.

CARGO GEAR: International standards acceptable. It is customary to work cargo from starboard side and a guest-warp should be rigged to starboard.

IDENTIFICATION CARDS: Not required.

CONSULS: New Zealand only is represented by a High Commissioner.

REPAIRS: Not available.

REPATRIATION: Confined to repatriation of crew landed for hospitalisation.

AIRPORT: Two miles away. Rarotonga International Airport is nearing completion and will be fully operational late in the year (1973).

TIME: GMT plus 10½ hours. No alteration during year.

HOLIDAYS: Cargo cannot be worked on any Sunday or on Good Friday and Christmas Day. Other Holidays: Boxing Day (26 December); New Year's Day; Easter Monday; ANZAC Day (25th April); Queen's Birthday (1st Monday in June); Constitution Celebrations (1st Friday and Monday in August).

POLICE/AMBULANCE/FIRE: Fire service not available although Union Steam Ship Company have portable fire pump and approximately 600 ft. hose. Police and Ambulance: contact Union Steam Ship Co. on VHF radio telephone.

TELEPHONES: VHF radio telephone only.

GENERAL: Green vegetables are always difficult to get. Tomatoes available May to November. Oranges, lemons, grapefruit, manderins, tangerines, available March to August. Pineapples available November to February.

Limited quantities meat and fish available but these must be imported from New Zealand and a large order could not be met.

AUTHORITY: The Collector of Customs, Rarotonga.

AGENT: Union Steam Ship Company of New Zealand Limited is the only company who stevedore vessels at the anchorage. They must be requested to accept the Agency for a particular vessel. Cable address "Union", PO Box 54. Ships' Agents, Stevedores and Travel Agents.

Costa Rica

GOLFITO: 08.37 N. 83.10 W.

DOCUMENTS:
2 certified copies of Clearance from Last Port.
6 ,, ,, Crew List and 6 copies for distribution.
6 ,, ,, Passenger List and 6 copies for distribution.
2 ,, ,, Cargo Manifest and 25 copies for distribution.
4 ,, ,, Stores Provisions List and 6 copies for distribution.
3 sets of Bills of Lading.

NOTICE OF ARRIVAL: Radio Agent at least 24 hours before arrival advising date and time of arrival, number passengers disembarking, if any, amount of cargo to discharge in metric tons, number of gangs required to work on board. This information is required by Port and Customs Authorities.

PILOTAGE: No Pilot in port. Bananera Company sends a launch to pilot vessel to quay if requested. Arrival has to be notified at least 24 hours in advance.

ANCHORAGES: Anchorage area to South-east, diagonal towards end of quay. Depth: 35 ft. – 50 ft. Area 1,000 metres by 300 metres approx. Quay distance: approx. 500 metres.

RESTRICTIONS: Vessel allowed to enter at any time, day or night.

MAX. SIZE: Length of quay is 1,040 ft., enough for 2 steamers to berth, 1 in banana berth and the other in cargo berth, each one of 450 ft. Depth 35 ft. alongside.

HEALTH: Any vessel that enters this port has to be in possession of a Sanitary Manifest (Sanitary Maritime Declaration) signed by Captain of vessel. In case of any suspected disease or fever aboard, Captain to notify by radio to Port Authorities and vessel to wait outside the limit of territorial waters until clearance is given.

RADIO: Station call sign TIM, Frequencies 8478 and 500 kc/s. Working hours 0400–1300 GMT.

TUGS: No tugs. A launch from the Cia. Bananera takes lines from vessel to quay.

BERTHING: Vessels berth starboard side to. Vessels of Compania Bananera have preference.

STEVEDORES: Bananera Company controls gangs. Advance notice required.

MEDICAL: Bananera Company has a hospital for its employees. They can give assistance if a request through the Agency has been made 24 hours in advance. On arrival of vessel a valid vaccination certificate of each member of crew has to be shown.

TANKERS: Can berth in cargo area if length is less than 450 ft., depth is 35 ft. Diameter of pipe-lines 8 in and 6 in.

FRESH WATER: Bananera Company supplies any quantity at a rate of 50 ton/hour through shore hoses.

FUEL: No supply for vessels.

GANGWAY/DECK WATCHMEN: Available but not compulsory. Customs guard on gangway.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: No limit on board but only one packet cigarettes when going ashore. No alcohol may be taken ashore.

IDENTIFICATION CARDS: Required.

CONSULS: Nicaragua, Honduras and Panama represented locally.

REPAIRS: Company Bananera of Costa Rica has a workshop that can do small repairs such as soldering or small winch repairs.

REPATRIATION: Can be arranged.

AIRPORT: One airport 1 mile from port. Serviced by 2 airlines "Lacsa Airlines" with 2 daily flights, one at 7 a.m. and the other at 10.30 a.m. "Ave Airlines" offer only one daily flight, Sundays included, at 7 a.m. "Lacsa" has no Sunday flights.

TIME: GMT minus 6 hours.

HOLIDAYS: 1st January, no work can be arranged; 19th March, work at double time; Easter Thursday, no work can be arranged; Easter Friday, no work can be arranged; 11th April, work at double time; 1st May, no work can be arranged; Corpus Christi, work at double time; 29th June, work at double time; 2nd August, work at double time; 15th August, work at double time; 15th September, no work can be arranged; 12th October, work at double time; 8th December, work at double time; 25th December, no work can be arranged. Stevedores are not obliged to work Sundays and holidays if not voluntary.

POLICE/AMBULANCE/FIRE: It is sufficient to ask operator for connection with the desired department.

TELEPHONES: No facilities on board vessels.

SHORE LEAVE: Crew are allowed on shore.

DELAYS: Only when quay is occupied by vessels of Compania Bananera de Costa Rica, which have preference.

AUTHORITY: Comandante de Puerto.

AGENT: Felipe J. Alvarado e Cia. Apartado 474, San Jose, Costa Rica. Tel. 21.41.11 and 21.25.50.

PUERTO LIMON: 10.00 N. 83.01 W.

DOCUMENTS: Required by Port Authorities at Port Limon:
2 certified copies of Clearance (Zarpe) (original and dup.)
6 ,, ,, Crew List ,, ,,
6 ,, ,, Passenger List ,, ,,
2 ,, ,, Manifest (Sobordo) ,, ,,
4 ,, ,, Stores List ,, ,,
to Agents for distribution

6 Copies of Crew List.
6 ,, Store List.
6 ,, Passenger List.
3 ,, Bills of Lading (if vessel loaded/brings cargo).
25 ,, Manifest or Sobordo (Cargo).

NOTICE OF ARRIVAL: Radio Agent at least 24 hours before arrival, advising date and time of arrival, number passengers disembarking (if any), amount of cargo to discharge in metric tons, number of gangs required to work on board. This information is required by Port and Customs Authorities.
PILOTAGE: Pilot boards ship with Port Authorities about 1 mile from pier.
ANCHORAGES: 1 mile off piers.
MAX. SIZE: Maximum 500 ft. long, 28 ft. draft. Tankers up to 30 ft. draft.
HEALTH: In the event of suspected disease or fever on board, agency should be advised in advance.
RADIO: Call letters TIM, frequency 500 kc/s. and 8478 kc/s. – working hours 0400 to 1300 GMT.
TUGS: None available and not required.
BERTHING: *Muelle Metallico:*
Berth No. 1 33 ft. depth. Max. length 550 ft. draft 28 ft.
,, 2 30 ft. ,, ,, ,, 550 ft. ,, 26 ft.
,, 3 29 ft. ,, ,, ,, 400 ft. ,, 22 ft.
Muelle Nacional: One berth: 18 ft. depth.
Muelle 70. Two berths, depth 27 ft.; one berth, depth 14 ft. Roll-on/roll-off berth, depth 25 ft.
STEVEDORES: ETA should be sent to Agent in due time.
MEDICAL: Medical attention and hospital facilities available.
TANKERS: Mooring outside port (Moin Bay) vessels up to 30 ft. draft.
FRESH WATER: Available and obtained alongside pier delivered by hose, 1½ to 2 tons per hour.
FUEL: Can be had only in small quantities.
DEVELOPMENTS: Constructing new pier with capacity of four berths and a possibility to extend the National Pier in the form "L". Depths to be increased to 30 ft.
GANGWAY/DECK WATCHMEN: Gangway watchmen recommended.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: One package cigarettes to take ashore. Not allowed to take alcohol ashore.
IDENTIFICATION CARDS: They are needed and supplied by the Agent.
CONSULS: Colombia tel. 580091; Ecuador; Nicaragua; Honduras tel. 580313 and Norway 580183.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities available.
AIRPORT: 5 miles from city. Three daily flights to San Jose International airport.
TIME: Local time minus 6 hours.
HOLIDAYS: 1st January, no work can be arranged; 19th March, work at double time; Easter Thursday, no work can be arranged; Easter Friday, no work can be arranged; 11th April, work at double time; 1st May, no work can be arranged; Corpus Christi, work at double time; 29th June, work at double time; 2nd August, work at double time; 15th August, work at double time; 15th September, no work can be arranged; 12th October, work at double time; 8th December, work at double time; 25th December, no work can be arranged. Stevedores are not obliged to work Sundays and holidays if not voluntary.
POLICE/AMBULANCE/FIRE: Police tel. 117; Red Cross tel. 580125; Fire tel. 118.
TELEPHONES: No arrangements for placing on board.
SHORE LEAVE: Crew members are allowed to go ashore.
DELAYS: Port congestion, shortage of railroad cars, etc.
AUTHORITY: Comandante de Puerto.

AGENT: Felipe J. Alvarado e Cia, Sucs., SA, PO Box 112, Puerto Limon. Tel. 58.02.21. Cables "Alvarado", San Jose.

PUNTARENAS (including Caldera Bay): 09.58 N. 84.49 W.

DOCUMENTS:
2 certified copies of Clearance from Last Port.
6 ,, ,, Crew List and 6 copies for distribution.
6 ,, ,, Passenger List and 6 copies for distribution.
2 ,, ,, Cargo Manifest and 25 copies for distribution.
4 ,, ,, Stores/Provisions List and 6 copies for distribution.
3 sets of Bills of Lading.

NOTICE OF ARRIVAL: Radio Agent at least 24 hours before arrival advising date and time of arrival, number passengers disembarking, if any, amount of cargo to discharge in metric tons, number of gangs to work on board. This information is required by Port and Customs Authorities.
PILOTAGE: Pilots are available and compulsory, arranged by Agent. Signal for Port Captain and other officials is two long blasts.
MAX. SIZE: Length 500 ft., max. draft 26 ft.
RESTRICTIONS: Vessels bound for Caldera must first call at Puntarenas for clearance. Recommended that vessels not equipped with radar enter in daylight only.
ANCHORAGE: Vessels should keep Eastward of four submarine cables originating at Puntarenas where suitable anchorage may be found in 6–7 fathoms depth. Vessels should anchor as near the pier as safety permits to facilitate boarding by port officials.
HEALTH: Any vessel that enters this port has to be in possession of a sanitary manifest (Sanitary Maritime Declaration) signed by Captain of vessel. In case of any suspected disease or fever aboard, Captain to notify by radio to Port Authorities and vessel to wait outside the limit of territorial waters until clearance is given.
RADIO: Station call sign TIM, frequencies 8478 and 500 kc/s. Working hours 0400–1300 GMT.
TUGS: None available.
BERTHING: Vessels usually moor in daylight only. Unmooring night and day.
Muelle Nuevo: Pierhead runs East/West, connected to shore by 350 ft. gangway. One special heavy mooring line supplied from pier in addition to ships ropes. Heavy surge experienced at the berth.
Caldera Bay: Buoy mooring for tankers about 1,000 ft. offshore. Vessels moor using starboard anchor and lines to 3 buoys astern. Hoses connected on port side by ship's crew.
MEDICAL: Facilities available at Puntarenas.
FRESH WATER: Available only from pier at Puntarenas.
FUEL: Not available.
IDENTIFICATION CARDS: Required.
TIME: GMT minus 6 hours.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed at Puntarenas, not allowed at Caldera Bay.
AUTHORITY: Comandante del Puerto, Puntarenas.

AGENT: Felipe J. Alvarado e Cia, Sucs. SA, Apartado 25, Puntarenas. Telex Fejalco–54, Cables "Alvarado Puntarenas". Tel. 610235 and 610529.

Cuba

ANTILLA (and sub-ports of Felton, Nicaro and Preston) 20.50 N. 75.44 W.

Port situated on north side of Nipe Bay, on North Coast of Cuba.
APPROACHES: Safe approach without sharp turns. Width of approach about ¾ mile with mud bottom. Depth of water between entrance and Saetia anchorage about 150 ft.
PILOTAGE: Pilots board vessels proceeding to Antilla Port or to sub-ports of Preston, Nicaro and Felton, one mile North East of Punta Mayari Lighthouse.
All vessels proceeding to Antilla or to sub-ports must proceed to a position no more than one mile North of the Line E/W with Punta Mayari.
Lighthouse position: 20° 47′ 45″ N. 75° 32′ 00″ W.
Pilot station is at Saetia. There is a telephonic communication between Antilla and Saetia, though rather deficient. On many occasions it is impossible to communicate with Pilots when there is any sudden change in vessel's ETA. Therefore advise Antilla Agency soonest of any change in ETA.
Distance from position where Pilots board vessels to Antilla Piers is about 15 miles.
ANCHORAGES: Corojal, 14 miles. Can accommodate vessels drawing up to 20 ft. with a length up to 557 ft. Sufficient swinging area.
Punta Salinas, 10 miles. Can accommodate vessels drawing up to 31 ft. without length limitation.
Preston, 7 miles. Can accommodate vessels drawing up to 30 ft. without length limitation. Swinging area unlimited.
Saetia, 3 miles. Can accommodate vessels of any length and draft.
Cajimaya, 6 miles. Can accommodate vessels drawing up to 32 ft. with length up to 600/700 ft.
La Chiva, 5 miles. Can accommodate vessels of any length and draft.
RESTRICTIONS: Vessels can enter/sail only during daylight hours.
MAX. SIZE: Vessels of any length and draft can enter Antilla but only up to Saetia anchorage, where the mouth is about ¾ miles wide with a depth of 150 ft.
Vessels must not enter or sail from this port with a draft more than 20 ft. forward, 23 ft. aft, as depth at piers limit draft either entering or sailing.
Length is limited by length of piers to 450 ft., otherwise one hatch would remain outside pier, which would result in delay loading or discharging.
There is an average of 3 ft. between high and low tides.
CLEARANCE: All Port Authorities, Port Doctor, Customs, Immigration and Captain of the Port have their offices at Antilla. Vessels may proceed directly to sub-ports without entering Antilla for clearance. Port Authorities clear ships at subport when necessary.
Launch service is the preferable means of transportation used by the Port Authorities to the various sub-ports under Antilla jurisdiction.
There are Custom House Delegations at sub-ports of Preston, Nicaro, but no Immigration. The Custom House Delegate at the sub-port of Nicaro also acts as Delegate for the Captain of the Port.
Although there is no Port Doctor Delegate at the sub-ports, the General Hospital Doctors may act as such, if requested, in order to give a quick entry to the ship.
Notwithstanding the above, in those cases when a ship is coming from a Cuban or foreign port, destined to Nicaro, and happens to lose the slack water tide, it will be necessary for the ship to anchor at Saetia (Antilla) and to wait the next tide. In these particular cases the Port Authorities give entry to the ship at Saetia anchorage, and

it is not necessary for another Port Authority visit at the sub-port of Nicaro.

RADIO: When vessels proceed to Antilla, or to any sub-ports, Preston, Nicaro or Felton, or to the port of Banes, ETA messages should be sent to "Mambisas Antilla", simultaneously advising the main office, "Mambisas", Havana.

Ships can communicate with Mambisas Antilla's Agency by wireless via CLA.

TUGS: No tug is required for entry to Antilla. There is a tug available 24 hours of the day, but service must be requested at least 24 hours in advance. Name, Macabi; length, 81 ft. 1 in.; width, 24 ft. 0 in.; gross tonnage, 183·53; net tonnage, 86·00; motor, one diesel; h.p., 750; speed, 8½ knots.

BERTHING: Pier No. 4 (north side). Length 458 ft. Can accommodate vessels drawing up to 17 ft. forward, 23 ft. aft, with a length up to 557 ft.

Pier No. 4 (south side). Length 458 ft. Can accommodate vessels drawing up to 20 ft. forward, 23 ft. aft, with a length up to 557 ft.

Coast Pier: Can accommodate vessels drawing up to 20 ft. even keel.

At these piers, operations of loading sugar and discharge of jute bags. Shipment of molasses can only be performed at No. 4 pier (north and south side) where there is a pipe-line of 16 in. diameter.

The three piers have railroad tracks of standard guage. Each pier is connected with one railway which is independent of the others, but has no separate outlet at the end of the piers; consequently to perform any movement it is necessary to take out the remaining cars.

Operations at anchor in the bay cannot be performed, as there are no lighters or tugboats available.

STEVEDORES: Working periods – loading sugar: Monday to Friday – 0700/1100–1300/1700. Saturday – 0700/1100–1300/1700. Sunday – no work performed.

Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.

Capacity: Three ships can be performing sugar loading operations simultaneously, although the labour force available is for a total of 12 gangs.

1. Raw Sugar: (*a*) Loading rate: 1,330 bags of raw sugar (of the 220-pound type) per four hours per gang. (*b*) Bags per sling: 6 bags of raw sugar (of the 220-pound type).

2. Refined Sugar: (*a*) Loading rate: 2,100 bags of refined sugar (of the 100-pound type) per four hours per gang. (*b*) Bags per sling: 12 bags of refined sugar (of the 100-pound type).

No shore crane available at this port, but there are six machine throwers for bulk sugar operations, grates and canvas funnel, etc. These machines function with diesel motors.

Sugar bags are opened in the square of the hatch.

TANKERS: Molasses pumping rate is at an average of 35,000 gallons per hour.

Coast dock has been equipped by ECP for vessels to discharge gasoline and gas oil and where vessels can berth with draft 20 ft. even keel. Fidelity tanks, presently operated by ECP, one for storing gasoline and the other for gas oil.

Capacity of each tank about 53,000 barrels. Average discharging rate, each product about 300 tons per hour.

Due to the fact that there is only one pipe-line, when vessels carry both products gasoline is discharged first, after which the pipe-line is cleaned by pumping water. The gas oil is then discharged.

MEDICAL: There is a hospital where crew members may be hospitalised.

FRESH WATER: Can be obtained. The water is brought from outside in railroad tank cars and pumped to the ship by means of a portable turbine. Any amount of water can be delivered but only in partial quantiies of not more than 2 tank cars daily. Average delivery: 30 tons per hour.

FUEL: Not available.

REPAIRS: Minor repairs only.

AGENTS: Attending the port of Antilla, and the sub-ports of Preston, Nicaro and Felton, also the port of Banes.

Agency Address: Empresa Consignatarias Mambisas, 55 Avenue de Cuba, PO Box 62, Antilla, Oriente, Cuba. Cables: "Mambisas" – Antilla. Tel. 39. Night No. 247.

Crew mail should be sent to Antilla Agency address, even when ships are operating in sub-ports, and sent by "Registered Mail" for quick delivery. Letters of instructions or cables from owners should be sent to the main office: "Mambisas", Havana.

SUB-PORTS:

Distance from Antilla to:

Preston (Guatemala), 7 miles.

Felton, 11 miles.

Nicaro, 14 miles.

To the port of Banes, which is attended by Antilla Agency, 50 kilometres. From Antilla to Banes highway transportation is used.

Time from Antilla to:

Sub-port	*Launch*	*Highway*
Preston	1 hour	1 hour 45 minutes
Felton	1 hour 30 minutes	2 hours 15 minutes
Nicaro	2 hours	3 hours

There is only a regular launch service from Antilla to Nicaro, leaving daily from Coastwise pier Antilla at 0930 hours, arriving Nicaro at 1130 hours.

(*a*) **SUB-PORT OF PRESTON (GUATEMALA):**

LOCATION: On North coast of Cuba, 20° 46′ N. 75° 40′ W.

This sub-port situated Eastern side of Nipe Bay on a peninsula called Punta de Tabaco, South East of Antilla. Sugar and molasses produced by the sugar mill Preston (Guatemala) are shipped through this sub-port.

APPROACHES: Same as for Antilla – (Nipe Bay) where Preston is located. The depth from the entrance to anchorage at Preston of about 150 ft., gradually decreases to 60 ft.

PILOTAGE: See "Antilla". Distance from the point where Pilots board the vessels and Preston Pier: 8 miles; to Preston anchorage: 7 miles.

ANCHORAGE/RESTRICTIONS: See "Antilla".

MAX. SIZE: It is not necessary for ships to wait for slack or favourable tide. At sub-port of Preston, ships cannot enter or sail with a draft exceeding 11 ft. forward, 20 ft. aft, as pier is continuously losing depth due to the quantity of mud that Mayari River deposits.

CLEARANCE: See "Antilla". Port Doctor, Immigration and Port Captain travel from Antilla to Preston to give ships entry. Custom Delegation at this sub-port, only occasionally, and in order to avoid delay Preston Hospital Doctor clears the ship.

Vessel can proceed directly to this sub-port, since Port Authorities come from Antilla to give ship's entry.

RADIO: See "Antilla".

TUGS: See "Antilla". No tug required for ships to enter this sub-port. No tug available, but can be obtained from Antilla.

BERTHING: Wooden Pier (West side only) where vessels can be accommodated drawing up to 11 ft. forward and 20 ft. aft. This dock has about 1,100 ft. length, but the first 600 ft. (starting from shore to the head) is only about 12 ft. depth; from there on, draft for loading is 11 ft. forward and 20 ft aft..

Only one vessel can be berthed at this pier on West side. It is usually used only in loading sugar and molasses, and occasionally for discharging coastwise fuel oil for sugar mill consumption.

The pier has double railroad track of standard gauge which reaches to its end, but for performing any movement it is necessary to take out the remaining cars as there is no outlet at the pier's end.

No dry cargo discharging is carried out, and no cargo operations are conducted in the bay.

STEVEDORES: Loading sugar – working period (maximum 4 gangs). Monday to Friday: 0700/1100–1300/1700. Saturday: 0700/1100–1300/1700. Sunday: No work is performed.

General cargo: No discharging operation is performed at this port.

Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.

Raw sugar-loading rate. About 1,330 bags of raw sugar (of the 220-pound type) per four hours per gang.

Bags per sling: 6 bags of raw sugar (of the 220-pound type).

Operational capacity. At this sub-port only one vessel at a time can be operated.

Refined sugar. No refined sugar has been shipped by this sub-port.

Equipment. There is one movable shore crane available with lifting capacity of about 60 tons with 75° boom inclination. Boom length 50 ft. Crane is mounted on a railroad flat car which is acted by means of steam supplied by an adapted boiler. As the greater part of the year this crane remains idle, it is possible that its lifting capacity might have decreased. Five grates, but no thrower machines.

TANKERS: Molasses pumping rate average of 75,000 gallons per hour.

MEDICAL: There is a hospital at Preston which offers very good service to ship's crew. In cases requiring special attention, patients can be taken to Holguin, where there are reliable specialists.

FRESH WATER: Can be supplied to vessels. Pier has a 2-in. diameter pipe-line, through which water is delivered directly to ship, at an average of about 30 tons per hour. Any quantity of water can be supplied.

FUEL: Not available.

REPAIRS: A good repair shop operated by the sugar mill "Central Guatemala".

AGENTS: See "Antilla".

(*b*) **SUB-PORT OF NICARO (LENGUA DE PAJARO) LEVISA BAY:**

LOCATION: North Coast of Cuba in province of Oriente, 19° 43′ N. 75° 33 W.

APPROACHES: Entrance channel for sub-port of Nicaro is risky for vessels over 350 ft. length, due to its narrowness and because of having sharp turns, some of them forming angles of almost 90°. Bottom and banks are rock and coral.

Depths – 170 and 78 ft. maximum/minimum, respectively. Vessels exceeding 350 ft. length require tug for entering and sailing; all vessels over 450 ft. must be extremely careful. Entering or sailing must be effected during slack water, high or low. Simultaneous entry or sailing of two or more vessels is not permitted.

PILOTAGE: See "Antilla". Distance from the point where Pilot boards vessel and Nicaro anchorage, about 10.50 miles; to Nicaro Pier, about 11 miles.

ANCHORAGE: Can accommodate vessels with length up to 475 ft. and maximum draft up to 30 ft. The swinging area is limited to 800 ft. to permit access through the channel.

RESTRICTIONS: At sub-port of Nicaro, vessels not permitted enter or sail during night time. From beginning May until end August vessels can enter Nicaro from 0515 hours to 1800 hours, and sail from 0550 hours to 1840 hours. From end August to beginning May,

vessels can enter from 0615 hours to 1720 hours. For sailing from 0620 hours to 1810 hours.

In the above information, the time taken (1 hour, 20 minutes) to undock from pier and manoeuvre to entrance of channel, and vice versa, has been included.

MAX. SIZE: Permissible draft at North side of Nicaro pier at low tide must not exceed 27 ft. 6 in. forward and 29 ft. aft, with max. length not over 476 ft.

South side of Nicaro Pier, at low tide, has depth of 25 ft. towards shore and 28 ft. at its end, showing the marks for 26 ft. at a distance of 450 ft. from head of pier up to its end.

Both sides have muddy bottom about 3 ft. deep. Nicaro was dredged up to 32 ft., not having been dredged since that time. As a consequence of unloading of mineral (anthracite) which is carried out in this sub-port, anthracite can be discharged only at South side of pier, where crane is situated; a great quantity of mineral is deposited on the bottom, mainly close to piling which supports the pier plate. Owing to this, it is believed that there is an elevation of mud and coal which extends alongside of pier from the 50 ft. mark to 380 ft.

Because of this elevation, which forms an incline from stack pile of the pier, up to approximately 1½ metres out, vessels which submerge more than 26 ft. forward and 27 ft. aft tend to list to port.

Between months of August and December, variation of tide is from 3 ft. to 3·5 ft. During remaining months it is from 2·5 ft. up to 3 ft.

Also see "Approaches" and "Anchorage".

CLEARANCE: Vessels are cleared by a doctor of the Nicaro General Hospital. Immigration officials come from Antilla together with the Agent and Customs Inspectors.

Vessels proceeding to Nicaro can do so directly without having to call Antilla for Port Authorities' Clearance.

Vessels unable to proceed direct owing to unfavourable tide or night arrival are required to anchor at Saetia or Salinas. In such cases, and when ordered by the Chief Inspector, clearance on entry is carried out at these anchorages.

RADIO: Nicaro has following means of communication: telephone, post office, telegraph and radiograms via R.C.A. Ships can communicate with Nicaro using C.L.A., but it is suggested that ETA messages be sent simultaneously to Mambisas, Antilla, and Mambisas, Havana.

Also see "Antilla".

TUGS: Obtained from port of Antilla. Therefore it is recommended that when vessels are assigned to this sub-port, advice of their ETA be given with sufficient time prior to vessels' arrival. Particulars of tugboats are shown under "Antilla" information.

BERTHING: Nicaro Pier operated by Empresa Consolidada Nickel Industria Minera "Commandante Rene Ramos Latour", where following operations carried out: Sugar loading from mills Guatemala and Nicaragua; shipment of nickel; and also discharging general cargo, fuel, oil, ammonia and coal.

At North side of pier are two intakes for fuel, oil, one for ammonia and one for gas oil.

Liquid fuel can be discharged at South side of pier, but this operation prohibits any other operation being carried out at opposite side of pier, as hoses have to cross over pier from the vessel to connections situated at North side.

Pier has a railroad track of standard gauge. Truck transportation can also be used. Interruptions are experienced (mainly sugar loading) since there is only one railroad track. Operation of change and movement of flat cars takes approximately 10 minutes.

In discharging mineral coal, no interruptions occur and time is not lost.

Electric shore crane is installed at South side of pier and mounted on rails which run from one end to the other. The top end of this crane consists of a rotary structure from which is projected a boom about 50 ft. long. This boom can be suspended up to an angle of about 60°. In a horizontal position, it can lift weights of about 10 tons each and the loading capacity is gradually increased to 20 tons while raising the boom up to an angle of 45°.

Crane can also perform discharging operations on vessels which are docked on the North side, but operations are slower than when vessels are docked at South side.

Crane's accessories consist of two grabs for mineral coal of 1½ and 3 tons capacity each, steel slings, special slings for loading nickel, etc. This equipment (excluding ship's tackle) is the only gear available for loading or discharging at this sub-port.

Only two vessels can be loaded simultaneously, and operations of working two vessels simultaneously delays both operations owing to characteristics of this pier, which was constructed specifically for receiving mineral coal, general cargo, fuel, oil, ammonia, and to ship nickel or other type of heavy material. Pier lacks necessary railroad tracks to ship sugar as are found in other ports which have been assigned to this purpose.

No cargo operations are carried out in the bay.

STEVEDORES: Loading or unloading of general cargo, nickel, mineral coal, etc., is performed by port workmen of sub-port of Nicaro.

Raw sugar-loading rate. At present, average loading rate in a period of 4 hours per gang, is about 1,330 bags.

Bags per sling (Guatemala sugar): 6 bags of raw sugar (of 220-pound type) per sling. Nicaragua sugar: 6 bags of raw sugar (of 220-pound type per sling. Sugar bags from sugar mills Guatemala and Nicaragua are transported from respective mills to Nicaro in railroad flat cars, already slinged.

Refined sugar. No refined sugar is exported.

General cargo discharging rate. General cargo of a fragile nature and careful handling: about 5 tons per gang hour. General cargo of sturdy nature and easy handling: about 20 tons per gang hour.

Bagged cargo: about 30 tons per gang hour.

Mineral coal: at present the shore crane is averaging 110 tons per hour.

Nickel: at an average of 800 bags (26 tons) per gang hour.

Bulk sugar: no bulk sugar equipment available. In those cases when bulk sugar operations are performed, the necessary equipment is obtained from sub-port of Preston.

Working periods in loading sugar: Monday to Friday, 0700 to 1100 and 1300 to 1700; Saturday 0700 to 1100 only; Sunday, no work is performed.

Labour legislation presently in force provides that the numbers of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.

TANKERS: No molasses or alcohol are loaded. Only fuel oil, liquid ammonia and gas oil are discharged. Average discharging of fuel oil at present is about 400 tons per hour. Liquid ammonia discharge averages about 27 metric tons/hour.

MEDICAL: Hospital at Nicaro offers good service to ships' crew members. In case of special attention, the patient can be taken to Holguin, where there are reliable specialists.

FRESH WATER: Delivered at North side of pier through pipe-line at average of 30 tons per hour. Delivered only during night time.

FUEL: Not available.

REPAIRS: Very minor repairs only.

DISTANCES: The nautical distance between Nicaro and Antilla for vessels drawing over 6 ft. draft is 24 miles. For small craft drawing less than 6 ft. the distance is 14 miles. By highway, 130 kms. from Nicaro to Antilla.

Sea transportation takes 1 hour 45 minutes, and highway 2 hours 30 minutes. There is a daily launch service between Nicaro and Antilla. Launch leaves Antilla 0930 arriving at Nicaro at 1130, and a launch leaves Nicaro at 0930 arriving at Antilla at 1130.

AUTHORITY: Sub-port of Nicaro is under Antilla Custom House jurisdiction. There is a Custom House Delegate at this sub-port, who acts as a Delegate of the Captain of the Port.

Vessels at Nicaro are handled by personnel of Antilla offices who visit Nicaro, and are located at Oficina de la Marina, tel. 216. In case this office is closed, these personnel could also be contacted through Customs House telephone of Nicaro.

AGENT: See "Antilla".

(*c*) **SUB-PORT OF FELTON:**

LOCATION: This sub-port lies about 3 miles to East of Preston, and about 1 mile to East of mouth of Mayari River.

APPROACHES: See "Antilla".

PILOTAGE: See "Antilla". Distance from point where Pilot boards to Felton Pier, 6 miles; to Cagimaya anchorage, 5 miles.

CLEARANCE: Vessels can proceed directly to Felton, as Port Authorities from Antilla are taken by launch to visit vessel at Felton Pier, or at sea in Cagimaya Anchorage.

RESTRICTIONS: No entry or sailing at night.

MAX. SIZE: Vessels of any length and draft can enter, but due to depth at pier they are limited to maximum 25 ft. forward and 26 ft. aft. It is recommended that ships not exceed 480 ft.

It is not necessary for ships entering Felton to wait for slack water.

There is a variation of 3 ft. between high and low tides.

RADIO: Ships can communicate with Felton by wireless via C.L.A., but it is recommended that ETA messages be given to Mambisas Antilla and simultaneously Mambisas Havana.

The means of communication between Felton and Antilla are telephone and telegraph.

BERTHING: No wharf. Vessel is secured to 3 dolphins about 40 ft. from shore. Distance between end dolphins, about 350 ft. Loading of manganese is by crane grab, and loading rate about 200 metric tons per hour.

There is one electric shore crane mounted on rails with a loading capacity of about 10 tons. This crane is movable and has wide field of operation. The booms have a length of 60 ft. If the grab is removed, the crane can lift up to a maximum of 15 tons.

Loading manganese continues throughout 24 hours and 7 days a week.

Discharging operations consist of bulk fertilisers and fuel oil.

No cargo operations conducted in bay.

MEDICAL: No hospital available at Felton. Sick crew members are sent to Nicaro Hospital or to Hoguin.

FRESH WATER: Can be supplied, but it is recommended that requisition be made sufficiently in advance in order to store required amount in aqueduct tank. Any quantity can be supplied depending on time vessel remains in port. Average pumping rate about 20 tons per hour.

Delivered by pipe-line.

FUEL: Not available.

REPAIRS: Mechanic shop operated by mining industries, in which light work can be performed.

AUTHORITY: The Port Authorities are located at Antilla and visit Felton as necessary.

DISTANCES: Distance between Felton and Antilla is about 11 miles. Usual transportation is launch service. It takes about 1 hour 30 minutes from Felton to Antilla. No daily transportation between Felton and Antilla.

AGENTS: See "Antilla". Mail should be sent through Antilla's main office by registered mail. Spares by railway express to Antilla.

BANES: 20.54 N. 75.41 W.

PILOTAGE: Vessels should pick up Pilot at 20°.53′ N., 75°.29′ W., one mile N.E. of Banes Canyon Lighthouse. Pilot station located at Embarcadero (Banes). Agent informs Pilot of ship's arrival by means of local telephone. Distance from point where Pilot boards vessel to pier is about 6 miles.
RESTRICTIONS: Entrance is through narrow channel with sharp turns where there is a strong current. For this reason vessels can only enter on slack water tide and during daylight. Assistance of tug necessary for entering and sailing. Bottom and banks are rock and coral. Depth about 60 ft.
MAX. SIZE: Maximum length due to characteristic of channel is of 360 ft. Due to insufficient water at pier, and in bay, ships are limited to draft 19 ft. forward and 23 ft. aft.
Average of about 2 ft. 4 in. between high and low tides.
TUGS: At present no tug available, but when needed same is requested from Antilla. Particulars of tug shown under Antilla information.
RADIO: Ships can communicate with port by wireless via CLA, but recommended that ETA message be sent to Antilla Agency, simultaneously advising Mambisas Havana.
MEDICAL: There is a hospital where sick crew members may be hospitalised.
BERTHING: Nicaragua Pier is only one for shipping sugar. Through same pier molasses are exported by 16-in. pipe-line with two connections. Fuel oil also discharged at this pier through 22-in. pipe-line. Vessels always dock portside to pier.
Pier has seven railroad tracks which reach end of pier, but no outlets at other end and when performing any movement, remaining flat cars must be taken out. Five tracks used for loading sugar in forward hatches; remaining two supply sugar to after hatches. This work performed by means of overhead electrical crane which can move along pier with maximum five slings. Slings are laid on pier and hoisted by ship's tackles.
No cargo operations performed at anchorage.
STEVEDORES: General cargo: No discharging operations performed at this port.
Raw sugar – Loading rate: 980 bags of sugar (of the 250-pound type) per four hours, per gang.
Bags per sling: 6 bags of raw sugar (of the 250-pound type) per sling.
Operation capacity: Only one ship can operate at one time.
Refined sugar: No refined sugar shipped by this port.
Bulk loading equipment: No thrower machines for bulk sugar, only four grates which are placed on square of hatch.
Working periods – loading sugar: Monday to Friday, 0700 to 1100 – 1300 to 1700; Saturday, 0700 to 1100 – 1300 to 1700; No work performed on Sunday.
Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday; and 4 hours on Saturday, for a total of 44 hours weekly.
FUEL: Not available.
FRESH WATER: Fresh water supplied, delivered by 3-in. diameter pipe-line, with average delivery 4 tons per hour.
REPAIRS: Sugar mill Nicaragua has machine shop which can carry out light repairs.
AUTHORITY: All port authorities located at this port.
AGENT: See "Antilla".
For information regarding ship's operations, Antilla Agency should be contacted. Antilla office personnel travel to Banes to attend vessels operating there. Any mail should be addressed to Antilla Agency. Spare parts by railway express.

BARACOA: 20.21 N. 74.30 W.
(Sub-ports: Moa and Punta Gorda)

LOCATION: Situated on North coast and extreme East of Cuba in Oriente province.
PILOTAGE: Pilots board vessels 2 miles off port. Pilot station located in Baracoa City. Distance from point where Pilots board vessels to operation place (anchorage) is about 2 miles.
RESTRICTIONS: Vessels can enter port only during daylight.
MAX. SIZE: Entrance channel straight – without turns. Vessels up to 400 ft. length and 28 ft. draft can enter through channel. Two to three feet rise of tide.
TUGS: Not available.
RADIO: Vessels can communicate with Baracoa by radio through Havana and Santiago de Cuba.
STEVEDORES: No pier at this port. Vessels anchor in bay for operations. Several barges, capacity 100 tons.
Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100 – 1300/1700.
Labour legislation presently in force provides that the number of hours to be worked is 8 hours daily, from Monday to Friday, and 4 hours on Saturday, for a total of 44 hours weekly.
Discharge rate: about 80 tons daily per gang.
MEDICAL: There is a general hospital for sick crew.
FUEL/FRESH WATER/REPAIRS: Not available.
AUTHORITY: Port Authorities located at Baracoa. They have Delegation at Sub-port of Moa.
AGENTS (Sub-agency): Empresa Nacional de Cabotaje, Calle 1ro. de Abril No. 14, PO Box No. 27, Baracoa, Oriente, Cuba. Cable: "Simon Baracoa".
When needed to obtain information regarding ships operating at Moa or Punta Gordo, sub-agency at Baracoa should be contacted. When office closed, telephone number 81 should be called.

SUB-PORT OF MOA (MOA BAY): 20.41.15 N. 74.52.30 W.
Vessels can proceed directly to sub-ports of Moa and Punta Gorda where they are visited by Customs Authorities.
APPROACHES: Entrance channel is straight and bottom is sandy. At both sides of entrance there are reefs and shoals.
PILOTAGE: Pilots board vessels at Moa Port mouth which is distant about 2 miles from entrance. Pilot station located at Punta Gorda at distance of about 5 miles from port entrance. Distance from point where Pilot boards vessel to Darsena de Moa (pier) is about 4 miles; to Moa Anchorage about 2 miles.
RESTRICTIONS: Vessels can enter and sail from this sub-port only during daylight.
MAX. SIZE: Vessels can enter through channel up to Moa anchorage drawing up to 40 ft. and with length of 600 ft., but for docking at Moa pier, cannot enter with a draft over 28 ft. 6 in., and length of over 500 ft. At high tide vessels can enter drawing up to 30 ft.
Tidal variation: about 3 ft.
TUGS: Tug used at Moa for docking. Tug operated by Mining Enterprises.
RADIO: Government Radio Station at Moa with communication to Baracoa. At Baracoa there are long-distance telephone communications as well as Inalambrica service.
BERTHING: Only one pier (La Darsena) where vessels drawing up to 28 ft. 6 in. and with a length of about 500 ft. can be accommodated. This pier is used for discharge of raw material for the nickel plant and fuel oil, also for loading nickel.
No cargo operations in the bay.
STEVEDORES: Generally work is performed from 0700 to 2300.
Cranes: Several types of cranes: Bucyrious, Eric and Manitowk which have lifting capacity of about 75 tons.
Loading/discharging operations: Raw material for the nickel plant is imported as well as fuel oil. Nickel concentrate is exported.
Loading/discharging rate – Nickel (in containers): loaded at a rate of approximately 30 tons per hour-gang.
Sulphur: Discharging about 1,200 tons in the period from 0700 to 2300.
Fuel oil: Discharged at an average of about 3,200 barrels per hour.
MEDICAL: Industrial Hospital where crew members can be hospitalised. General Hospital at Baracoa.
FUEL: Not available.
FRESH WATER: Delivery at rate of about 15 tons per hour.
REPAIRS: There are machine shops at nickel plant where small emergency repairs can be performed.
AUTHORITY: Port Doctor, Customs and Port Captain Delegations at this sub-port. Immigration Delegate is the same one who attends vessels at Baracoa and other sub-ports. Vessels can proceed directly to Moa where they are cleared, by Port Authorities. Means of transportation from Baracoa to Moa or other sub-ports are: air, launch and overland (jeep). Customs House inspectors travel from Moa to Baracoa.
Baracoa to Moa about 32 miles distant. Following services used: by plane: 20 minutes; by launch: 6 hours; by jeep: 5 hours. No regular services.
AGENT: See "Baracoa".
When vessel at sub-port of Moa, instructions should be given through Baracoa Sub-agency (cable address: "Simon" Baracoa).

SUB-PORT OF PUNTA GORDA: 20.38.30 N. 74.51.15 W.
APPROACHES: Entrance channel for Punta Gorda same as for Moa channel, continuing to Punta Gorda, but following a winding course.
RESTRICTIONS: Vessels can enter only during daylight.
PILOTAGE: Pilots board vessels at Moa port mouth. Pilot station located at Punta Gorda at a distance of about 5 miles from port mouth.
Distance from point where pilot boards vessel to the anchorage (loading place) is about 4½ miles.
MAX. SIZE: Maximum draft permitted: 28 ft. and length not exceeding 440 ft. Tidal variation: 3 ft. maximum.
TUGS: One tug which tows 1 or 2 barges as necessary. Work performed day and night.
RADIO: Through Simon – Baracoa by Inalambrica (cable).
LOADING: Anchorage where vessels can load up to a maximum length of 440 ft.
STEVEDORES: Chrome, at average loading rate of 1,000 tons (approx.) per day of 24 hours. Loading operations carried out at anchorage. There are 4 barges which have total capacity 600 tons.
MEDICAL: No hospital at Punta Gorda. Crew members can be attended to at Moa or Baracoa Hospital.
FUEL/REPAIRS: Not available.
FRESH WATER: No water available but can be supplied at Moa pier (Darsena).
AUTHORITY: Customs Delegation at this sub-port. Vessels can proceed directly to Punta Gorda. Port Authorities from Baracoa travel to Punta Gorda for clearance. Moa Port Doctor clears vessels at Punta Gorda. From Baracoa to Punta Gorda, following ways of transportation used: air, launch and overland, which takes 20 minutes, 5 hours and 4½ hours respectively. No regular transportation.
AGENT: Baracoa sub-agency personnel attend vessels operating at Punta Gorda.
Instructions from Havana should be given through Baracoa Sub-agency (cable address: "Simon" Baracoa).

CAIBARIEN: 22.32 N. 79.28 W.

Operations carried out at Cay Frances anchorage by lighters, at distance of 16 miles from City of Caibarien.

PILOTAGE: Pilots board vessels ½ mile from Catalina buoy (entrance) of Cay Frances anchorage. Pilot station located at Cay Frances at place known as Punta del Asta. Usual means of communication is radio-telephone, which is available at Port Captain's Office in Cay Frances, close to pilot station. Advice also given by motor-launch.

Distance from point where pilots board vessels to:

Inner anchorage (La Caldera)	– 2 miles
Outer anchorage (La Poza)	– ½ mile
Outer anchorage (Port Buoy)	– at same place where Pilots board vessels.

ANCHORAGES: Cay Frances anchorage easily accessible, free of shoals and reefs. Bottoms at anchorage "Caldera" and "Poza" are mud and sand. Bottom at third anchorage (port buoy anchorage) is stone, but free of reefs.

Vessels can enter or sail Cay Frances anchorage with any length and with maximum draft up to 35 ft. When vessels draw less than 20 ft. they proceed to inner anchorage (La Caldera); over 20 ft. and up to 26 ft. to the outer anchorage (La Poza); and those over 26 ft. proceed to third anchorage (port buoy).

Following Regulations must be observed during vessels stay at Cay Frances road:

(1) Vessels arriving with draft of 19 ft. 6 in. or less:
(*a*) All ships arriving with draft of 19 ft 6 in. or less must proceed to inner anchorage and remain in this anchorage until reaching draft of 20 ft. even keel.
(*b*) Any Master refusing proceed to inner anchorage with draft of 19 ft. 6 in. or less, incurs penalty of extra charge of about seven cents on each bag of sugar delivered in port (payable to crew of sugar barges employed in transportation of cargo from shore warehouse to anchorage at Cay Frances).

(2) Shifting or changes of anchorages:
(*a*) Vessels must remain at place where official Pilot orders anchoring.
(*b*) Not permitted to shift or change from place indicated by official Pilot of the port without authorisation from Custom House Officer-in-charge on board the vessel. All shifts and changes to be done only under supervision and command of local Pilot.
(*c*) Master will notify Custom House Officer on board when shiftings or changes of anchorages places required.

In event aforementioned orders not followed or observed by Ship's Master and/or ship's officers, a penalty or fine minimum $500 (five hundred dollars) will be charged to the vessel, and will have to be paid by Master prior to departure from this port. Besides penalty, no cargo will be delivered to ship anchored in any other place, other than indicated by local Pilot.

Vessels can enter during day and night time.

TUGS/BARGES: It is not necessary to use tug for entering/sailing, but following tugboats which used for towing barges.

Tug Name	*Length*	*Speed*	*H.P.*
Gonzalez Lines	75 ft.	8/9 kn.	250
Cmdte. Fajordo	55 ft.	8/9 kn.	300
Jose Marti	60 ft	8/9 kn.	180

BARGES: Following barges available:

Name	*Capacity Bags*	*Capacity Approx Long Tons*
Transporte No. 1	2,860	328
Transporte No. 4	2,860	328
Transporte No. 3	2,860	328
Transporte No. 8	2,860	328
Transporte No. 10	2,860	328
Transporte No. 11	2,860	328
Patana Punta Alegre No. 1	2,860	328
Patana Cadagua	2,860	328
Patana Victoria	2,860	328
Patana Americana No. 2	3,640	417
Patana Miriam Lourdes	2,080	240
Lanchon Antonio	2,080	240
Lanchon Marcelo	2,080	240
Lanchon Emilio	2,080	240
Lanchon Armando	2,080	240
Lanchon Dolores	1,040	120
Lanchon Juanita	1,040	120
Lanchon Laura	845	97
Lanchon Marianela	845	97
Lanchon Gloria	715	82
Lanchon Elvira	680	78
	45,945	5,163

STEVEDORES: Sugar working periods: Monday to Friday 0700 to 1100 (presently labourers continue working from 1200 to 1600 but the official periods are from 0700 to 1100). Sunday, no work is performed unless urgent.

Loading rate: About 1,000 bags of raw sugar per gang-period. For each gang, not less than 1950 bags are placed alongside vessel for each 8 hours working period.

For vessel able to make faster reception, it is possible some days for about 3,000 bags to be loaded.

Bags per sling: 5 bags per sling loaded.

Work capacity: 2 vessels can be operated simultaneously.

General cargo: Only empty jute bags imported and discharging rate approximately 20 tons per gang hour.

TANKERS: Only blackstrap molasses exported by this port. When tankers arrive drawing less than 20 ft. or in ballast, they dock at Ponton or Hulk *San Pascual*, proceeding generally to complete at another port.

On other occasions they are shifted from Ponton (Hulk) *San Pascual*, to outer anchorage "La Poza" where they complete cargo, which is delivered by barges.

Average pumping rate 55,000 gallons per hour.

RADIO: Vessels can communicate with Caibarien through Government Wireless Telegraphy Station but it is surer and quicker for any communication from vessel to be given through radio-telephone.

For use of wireless telgraphy, service of Inalambrica is preferable.

Means of communication between Caibarien and Cay Frances: radio telephone.

Following tugs equipped with radio telephone: Comandante Gonzalez Lines, Comandante Fajardo and the motor launch *Yolanda*. Also radio telephone at Ponton (Hulk) *San Pascual* and at Port Captain's Office.

All tugs and motor-boats equipped with radio-telephone and communicate with Port Captain's Office are Caibarien and Empresa Consolidada de Terminales Mambisas. Official hours of communications are 0800, 0900, 1100, 1400, 1530 and 1600. After these hours, other communications can be made when needed, upon request.

At Caibarien are following means of communication: National Wireless Telegraphy, Inalambrica, long-distance telephone and Post Office. Services are from 0800 to 2000. Telephone service is permanent.

MEDICAL: There is a hospital at Caibarien for sick crew members.

FRESH WATER: Any amount of fresh water can be supplied by means of barges which are towed from Caibarien docks to Cay Frances anchorage. Barges are equipped for this purpose. Average rate of delivery is about 5 tons per hour.

REPAIRS: Minor repairs only. Repair shops at Caibarien, but due to distance from Caibarien, to Cay Fances, it is difficult and expensive to perform repairs.

AUTHORITY: All port authorities located at Caibarien 16 miles from Cay Frances anchorage, where they travel by launch or motor-boat to clear vessels.

AGENT: Empresa Consignatarias Mambisas, Street 4 No. 305 (2nd floor), PO Box 72, Caibarien, L.V. Tel.: 3–1805 from 0700 to 1900 (night: 3–4785).

CARDENAS: 23.03 N. 81.12 W.

PILOTAGE: Pilots board vessels in vicinity of Cayo Piedras.

Pilot station at Cardenas. Distance from where Pilot boards to the pier is 16 miles, and to Cayo Diana 6 miles.

APPROACHES: Cardenas channel in bay has muddy bottom. Exterior channel has rocky and sandy bottom, is artificial channel, no dangerous narrows.

MAX. SIZE: Official draft for port 20 ft. 6 in., but due to quantity of mud deposited in channel, Pilots have advised that vessels are only permitted enter and sail with draft not over 19 ft. and length approximately 560 ft. Variation of approximately 2 ft. between high and low tides.

RESTRICTIONS: Vessels only permitted enter or sail from port during daylight. Channel entrance to berth, 3 hours steaming, therefore vessels must enter or sail at least 3 hours before sunset.

ANCHORAGES: *Cayo Piedra de Afuera Anchorage:* Outer anchorage. Maximum draft 38 ft. Swinging area over 500 ft. Open to winds of 1st and 4th quadrants.

Cayo Piedra de Adentro Anchorage: Inner anchorage. Minimum depth 29 ft. Swinging area 500 m. Maximum draft 26 ft. Open to Northern winds.

Los Meritos Anchorage: Inner anchorage. Minimum depth 30 ft. Swinging area 400 m. Draft limited to 20 ft. at low tide.

At "La Poza de Cayo Diana" there are three official anchorages:

Explosivo Anchorage: 23° 10′ 22″ and 81° 08′ 56″ W. Minimum depth 27 ft. Swinging area 300 m.

Cuarentena Anchorage: For vessels drawing over 15 ft. 23° 11′ 5″ N. 81° 08′ 17″ W. Minimum depth 23 ft. Swinging area 350 m.

La Poza Anchorage: Minimum depth 29 ft. Swinging area 750 m. Maximum draft limited to the Port Official draft. Well sheltered.

Anchorages in Bay:

Cuarentena Anchorage: For vessels drawing 15 ft. or less. 23° 06′ 58″ N. 81° 10′ 48″ W. close to Port inner anchorage. Minimum depth 16 ft. Swinging area 33 m.

Official de Bahia Anchorage: Minimum depth 15 ft. Maximum draft at high tide 15 ft. Swinging area 900 m.

TUGS: Normally tug not required to assist berthing, but when vessels have to berth head to shore, assistance of tug is necessary.

BERTHING: Loading/Discharging Place – Pier: Maximum drafts: N.W. side (fore): 19 ft., (aft) 17 ft. 6 in. S.W. side (fore): 18 ft. Aft end not used for large vessels. Pier has double railroad tracks of standard gauge.

Operations in Bay: At present, no cargo operations in the bay are performed, although there is a fleet of nine lighters numbered from one to nine, with a loading capacity of 150 tons each (1,300 bags of the 250-pound type).

STEVEDORES: Export of refined sugar and alcohol. No general cargo operation performed at present. No shore crane available.

Working periods: loading sugar from Monday to Friday 0700/1100–1300/1700; Saturday 0700/1100; Sunday: no work performed.

When vessel does not achieve daily rate during regular hours, work is carried out from 1900 to 2300.

Raw sugar loading rate: about 1,138 bags (of the 220-pound type) loaded per 4 hours per gang. This is not a fixed rate but when exceeded stevedores to be paid extra. Bags per sling: 4 bags of raw sugar (of the 220-pound type) loaded per sling.

Capacity: Normally three vessels can be operated simultaneously.

Refined sugar: about 2,500 bags (of the 100-pound type) or 2,272 bags of 50 kilos, loaded per 4 hours per gang period. This is not a fixed rate, but when it is exceeded an additional payment must be made. Bags per sling: 8 bags (of the 50-kilo type and 100-pound type) loaded per sling. For those weighing 100 kilos, 4 bags loaded per sling.

Bulk: Only grates are available for loading bulk sugar.

RADIO: Ships can communicate with port by R.C.A. radio.

TANKERS: Average pumping rate of alcohol about 50,000 gallons per hour.

MEDICAL: Cardenas General Hospital and a clinic.

FRESH WATER: Pier has tank which receives water direct from aqueduct, but not sufficient to supply large quantity to ships. When necessary to deliver more than 80 tons, tank cars must be used to deliver additional quantities at the pier. Any quantity of water can be delivered using tank cars, but order must be placed 48 hours in advance.

Average delivery rate about 20 to 30 tons per hour.

FUEL: Not available.

REPAIRS: Repair shop named "Jose Valdes Reyes" where light repairs can be performed.

AUTHORITY: All port authorities located at Custom House building.

AGENT: Empresa Consignatarias Mambisas, Agencia Cardenas, 1ra. Avenida y Calle 4, Cardenas, Matanzas. Tel. 2847 (night: 4830).

CIENFUEGOS: 22.09 N. 80.27 W.

Including sub-port of Casilda (Port Trinidad), and sub-port of Tunas de Zaza:

PILOTAGE: Pilots board vessels one mile to South of Faro de los Colorados. Pilot station situated at Castillo de Jagua, at entrance of port. Distance from point where Pilots board vessels to the piers about 7 to 8 miles.

At entrance channel there are two sharp turns at Pasa Caballos and West part of Cayo Carenas.

Vessels permitted enter and sail from port day or night.

ANCHORAGES: General Anchorage and North Anchorage: minimum depth at both anchorages 40 ft.

At N.E. part of General Anchorage (narrowest portion), vessels with a length of 560 ft. normally anchor with three shackles of chain in water, swinging easily with over 30 ft. draft aft.

Larger vessels can be accommodated at S.W. part of General Anchorage, where swinging area larger, and depth deeper. Minimum depth 48 ft.

When piers are occupied, loading or discharging operations can be performed at anchorage. There are 9 barges available, capacity 150 tons each, 3 tugs, *Julia, Ramona* and *Granie*. Each tug can tow two barges.

MAX. SIZE: Maximum length with which vessels can enter port is 700 ft. with draft up to 37 ft., making use of the best conditions, such as slack water, and daylight. Tidal variation about 1 ft. 6 in.

BERTHING: *Cacicedo Pier:* Drafts: 24 ft. fore, 25 ft. aft. Pier length: 385 ft.

Mooring Berth Standard: Minimum depth in all area of 45 ft.

Naticorp: For vessels up to 613 ft. length, drafts up to 29 ft. fore and 30 ft. aft. For vessels up to 550 ft. length, drafts up to 29 ft. 6 in. fore, and 30 ft. aft. Vessels secure to 4 mooring dolphins.

Ferrocarril Pier (West Side): For tankers (discharge) length up to 620 ft., drafts: 27 ft. fore, 29 ft. aft. Pier length: 300 ft. For vessels (dry cargo) loading, up to 560 ft. length, draft: 27 ft. fore and 29 ft. aft.

(East side) – Maximum length for vessels loading/discharging 560 ft. with a draft up to 27 ft. fore and 29 ft. aft. Pier length: 240 ft.

Terminal Maritima Pier (installation of mechanical equipment for bulk sugar shipments): Length 558 ft. Draft fore 32 ft., aft 33 ft.

Wharves have railroad tracks. Transportation by trucks can also be effected. No double tracks.

Operation capacity: four vessels can operate simultaneously, two at Ferrocarril Pier, one at Terminal Maritima, and one at Cacicedo Pier.

TANKERS: Molasses pumping rate:

Plant N.A. 60/100,000 gallons per hour.
O.T. 25/35,000 gallons per hour.
C.D. 25,000 gallons per hour.

STEVEDORES: Working Periods – Sugar:

From Monday to Friday: 0700/1100 – 1300/1700; Saturday: 0700/110 – 1300/1700; Sunday: Subject to Agreement.

General Cargo: 0700/1100 – 1300/1700 – at night time subject to agreement.

Sugar Loading Rate: About 1350 raw sugar bags (of the 250 pound type) per 4 hours gang period. Presently no bagged sugar is being shipped, but only sugar in bulk through mechanical equipment.

Bulk Sugar Shipments: Through new mechanical installation located at Terminal Maritima.

Sugar Bags per Sling: Six sugar bags (of the 250 pound type) loaded per sling.

Cargo Discharging Rate: General cargo about 110 tons per gang/per day. Fertilizers, about 110 tons per gang/per day.

Shore Crane: Not available.

RADIO: Vessels communicate with Cienfuegos by radio through Havana-Santiago, and when close to port, through local Custom House communication.

Suggested that ETA messages be given sufficient time in advance to Mambisas – Cienfuegos and to Mambisas – Havana – simultaneously.

To communicate with Casilda only, long distance telephone and telegraph can be used. With Tunas de Zaza, by telegraph only. Cienfuegos has airport, railroad, sea radio, telephone and telegraph.

R.C.A., Western Union and Inalambrica operate at Cienfuegos.

MEDICAL: Two hospitals, General Hospital and Mutualist Clinic (formerly Sanatorio de la Colonia Espanola), where sick crew members can be hospitalized.

FUEL: Barge capacity for delivering fuel oil is 250 tons. Fuel can also be delivered at former Standard Dock. For delivering regular diesel oil, Ferrocarril dock is to be used, as the barge is out of service.

FRESH WATER: Vessels can be supplied with fresh water delivered by barges. Water barge capacity 250 tons. When delivered during overtime hours or on Sundays, 50% increase.

REPAIRS: Repair shop available, but can only carry out winch repairs and other light work.

AUTHORITIES: All port authorities are located at port of Cienfuegos.

From Cienfuegos to Casilda and Tunas de Zaza, following transportation can be used: railroad, trucks, barges.

It takes from 2 to 5 hours, according to transport conditions, to travel from Cienfuegos to Casilda or Tuna de Zaza.

Distance, by sea, from Cienfuegos to Casilda 45 miles; to Tunas de Zaza 80 miles. Suggested that railroad or highway be used to travel from Cienfuegos to Casilda or Tunas de Zaza. There is daily omnibus and auto service from Cienfuegos to Casilda and Tunas del Zaza.

AGENTS: Empresa Consignatarias Mambisas, Agencia Cienfuegos, Avenida 50 2712, POB 420. Tel. 5718 – 6422 (Night: 6715).

Recommended that all correspondence or instructions be sent through Havana main office. Cienfuegos Agency attends ships that operate at Casilda and Tunas de Zaza. For any information concerning vessels operating at these sub-ports, Cienfuegos Agency should be contacted.

SUB-PORT OF CASILDA: 21.45 N. 79.59 W.

(This is loading port for Trinidad, three miles from Casilda)

PILOTAGE: Vessels should pick up Pilots at Cayo Blanco. Distance from point where Pilots board vessels to pier is 9 miles.

Entrance channel to Casilda has muddy bottom, with dangerous "S" shaped turn.

ANCHORAGE: Draft 25 ft., swinging area 2½ miles.

RESTRICTIONS: Vessels can enter and sail during day-time only.

MAX. SIZE: Vessels can enter and sail with maximum draft of 25 ft. and length of 512 ft. (Pilot advises it is possible to operate vessels with length up to 565 ft.) Tidal variation about 2 ft.

TUGS: None.

BERTHING: (Dry cargo) Pier length 520 ft., depth 25 ft. (Tankers) Berth length 390 ft.

STEVEDORES: Working periods:

Monday to Friday 0600/1000–1200/1600; Saturday 0600/1000–1200/1600; Sunday when necessary, same periods.

Raw sugar loading rate: 1,200 sugar bags, loaded per gang per day. Bags per sling: 6 sugar bags per sling. Operation capacity: only one vessel can operate.

Refined sugar loading rate: 1,500 bags per gang per day. Bags per sling: 12 bags loaded per sling.

General cargo: No regular general cargo operations performed at this port.

Shore crane: No shore crane available.

Bulk sugar equipment: no bulk sugar equipment available.

Warehouses: 2 warehouses with capacity for storage of 70,000 bags of sugar. No. 1 (at the pier) 40,000 bags (250 L). No. 2 (at the Real Street) 30,000 bags.

TANKERS: Discharging pumping rate of fuel oil about 20,000 barrels. Alcohol and molasses not shipped.

MEDICAL: Sick crew members can be sent to General Hospital.

RADIO: Vessels can communicate with port through Havana Radio.

FUEL/REPAIRS: Not available.

FRESH WATER: Vessels can be supplied with fresh water, delivered by means of electric turbine at the pier. Delivered at average of 30 tons per hour.

AUTHORITIES: Port Captain, Custom Authorities and port doctor travel from Trinidad to Casilda.

AGENT: If any information required regarding ships operating at Casilda, Cienfuegos Agency should be contacted.

Crew mail or any other mail should be sent to Havana main office, from where it is sent to Cienfuegos.

SUB-PORT OF TUNAS DE ZAZA: 21.37 N. 79.32 W.

Seaport of Sancti Spiritus. Port lies about 1¼ miles North of Point Ladrillo.

PILOTAGE: Pilot may board vessels either at Breton Channel or Tunas Channel.

Distance from point where Pilot boards vessel entering through Breton Channel to Tunas de Zaza anchorage is 8 miles. From place where Pilot boards vessel entering through Tunas Channel is 1½ miles. Pilot station for Tunas Channel, located at Cayo Zaza de Fuera. For Breton Channel, entrance of Breton, that is, 8 miles from anchorage.

MAX. SIZE: Two channel entrances for this port; one through Breton Channel, which is with turns, but not dangerous. Vessels can enter or sail through this channel drawing up to 29 ft. The other one through Tunas Channel, has no turns. Vessels can enter and sail through this channel drawing up to 22 ft. No length restrictions.

Tidal variation 1½ ft. Vessels can enter day and night.

TUGS: Three tugs: *Arturo, Don Juan*, and *Tuinicu*, which tow up to 6 barges.

BERTHING: At this port there are no piers. All operations are performed at anchorage with barges. Depth at (In) anchorage 24 ft. and 27 ft. (Out) 30 ft. For sailing with 22 ft. 6 in./24 ft. 8 in. and 29 ft. respectively.

There are 9 barges available for loading sugar with total loading capacity of 7,500 bags. Sugar loading rate: 1,500 bags per gang daily. Bags per sling: 6 sugar bags loaded per sling.

General cargo: No general cargo operations are performed. Shore crane: No shore crane available.

Bulk sugar equipment: None.

STEVEDORES: Working periods – loading sugar: Monday to Friday 0600/10000–1200/1600; Saturday 0600/1100–1200/1600; Sunday: when necessary.

MEDICAL: For sick crew members, there is a general hospital at Sancti Spiritus.

RADIO: Via Radio Havana, for relay through Cienfuegos Agency.

FUEL/REPAIRS: None.

FRESH WATER: Vessels can be supplied by tugboat which carries 30 tons. Delivery average 30 tons per day.

AUTHORITIES: There are Custom House and Captain of the Port Delegations at this sub-port. Customs also acts for Immigration. Port doctor located at Zaza del Medio.

Vessels can proceed directly to this sub-port where they are visited by port authorities. Means of transportation used by port authorities to give entry is by launch service.

At this sub-port Custom House and Captain of the Port have delegations, but not port doctor.

AGENT: Vessels operating at this sub-port are attended by personnel from Cienfuegos Agency.

GUANTANAMO: 19.59 N. 75.10 W.

PILOTAGE: Pilots board vessels at distance of one mile from Buoy No. 1 at port entrance.

Distance from where Pilots board vessels to: General anchorage: 7½ miles. "Boqueron" Pier: 7 miles.

APPROACHES: Wide entrance channel with mud bottom and free from navigational hazards.

ANCHORAGE: Maximum draft 25 to 27 ft. Swinging area 400 metres.

MAX. SIZE: Vessels can enter with maximum draft up to 19 ft. and length 500 ft. Tidal variation about 11 in.

TUGS: Not available.

BERTHING: Boqueron Pier: length 550 ft., depth at both sides 23 ft. Pier has 4 railroad tracks of standard gauge. Work not interrupted when shifting sugar railroad cars.

Distance from Caimanera to Boqueron Pier: 1¼ miles. From Caimanera to Boqueron there is daily transportation.

STEVEDORES: Sugar and molasses loading operations are carried out at this port.

Working periods loading raw sugar: From Monday to Friday 0700/1100–1300/1700; at night time whenever necessary. Saturday 0700/1100–1300/1700; at night time whenever necessary. Sunday: above-mentioned periods, whenever necessary.

Bagged sugar loading: 780 bags loaded per gang-period. Sugar bags per sling: 4 sugar bags per sling.

Capacity: Two vessels can load simultaneously at Boqueron Pier.

Raw sugar in bulk: Four complete sets of machines and 10 grates.

TANKERS: Molasses pumping rate average of about 35,000 gallons per hour.

MEDICAL: Clinic where sick crew members may receive attention.

FRESH WATER: Can only be supplied by Boqueron Pier but delivery is difficult as brought in railroad tankers from Guantanamo, which is distant about 30 kilometres. Tank cars capacity up to 20 metric tons. Maximum 150 tons can be delivered, but recommended that vessels be supplied with water at another port, delivery about 10 tons per hour. During harvesting of sugar, no water can be supplied.

FUEL/REPAIRS: Not available.

AUTHORITY: Port doctor located at Guantanamo. Other port authorities Custom House, Port Captain, Immigration, located at Caimanera.

AGENT: Consignatarias Mambisas, Carril entre Marine y Correo, POB 5, Caimanera, Oriente. Tel. 23 (night: 36).

HAVANA: 23.09 N. 82.21 W.

PILOTAGE: For requesting Pilot, in daytime or at night, ships shall use signals established in International Signal Code, also they can direct light signal to Morro semaphore and make sound signals at intervals.

Pilot service is compulsory for all foreign ships more than 40 gross tons.

Master must inform Pilot: port of origin, illness of any person on board, or if ship is carrying explosive or easily inflamable materials, in which case the ship shall be anchored in special berths and shall be under control of port authorities.

Any ship in port requiring immediate Pilot services should either call telephone numbers: 62–3602 or 62–2896; or hoist "G" Flag, sound two prolonged blasts.

Pilots board vessels approximately one mile from port mouth, although in some cases, especially at night time, they will go out about three miles to meet incoming vessels.

Pilot station located at San Pedro St. No. 2. Telephones: 62–3602 and 62–2896.

Distance from where Pilots board vessels up to port anchorage or wharves is about one mile.

APPROACHES: Vessels can enter during day and night. At entrance there is a strong current.

MAX. SIZE: Maximum draft in channel at low tide is 42 ft. Maximum draft in main anchorage is 33 ft., although on many occasions vessels cannot dock with this draft. Tankers can enter drawing up to 37 ft., as they take special course once they are inside bay. Tidal variation about 18 inches.

RADIO: Vessels can communicate through C.L.A. radio.

TUGS: Following tugs available:

Name	*Length*	*Speed*	*H.P.*
Pinzon	20 m	5 knots	540
Raquel	14.95 m	6 knots	145
Chucho	12.40 m	6 knots	145
Antonio Briones	28.46 m	12 knots	860
Bick-C	—	—	179
Manuela	17.18 m	—	325
Mariel	12.40 m	—	165
Mayari	12.00 m	—	165
Sara	14.80 m	—	150
Triunfo	12.40 m	—	147

BERTHING: (*a*) Andres Gonalez Lines Dock (former name: Havana Coal): Dock used in discharge of bulk fertiliser and coal. Length 1,090 ft., depths (from South to North) 22, 26, 26, 29, 30, 24, 23, 19, 17, 19 ft. Maximum draft: 28/30 ft. dependent berth. Railroad tracks and overhead bulk discharge crane.

(*b*) Sierra Maestra Terminal (former name: Havana Dock Corp.): Terminal used in discharge and loading of general cargo, consists of three piers:

Pier No. 1 – North side (former name San Francisco): length 662 ft., width 210 ft., depths (from West to East) 19, 29, 30 ft. Maximum draft, 30 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 1 – South side: length 662 ft., width 210 ft., depths (from West to East) 21, 30, 38 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 2 – North side (former name: La Machina): length 661½ ft., width 210 ft., depths (from West to East): 24, 30, 39 ft. Maximum draft 32 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 2 – South side: length 602 ft., width 210 ft., depths (from West to East): 21, 30, 36 ft. Maximum draft 32 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 3 – North side (former name Santa Clara): length 625 ft., width: 210 ft., depths (from West to East): 20, 30, 39 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

Pier No. 3 – South side: length 562 ft., width 210 ft., depths (from West to East): 21, 30, 34 ft. Maximum draft 30 ft. Vessels can berth without danger on 33 ft., but with part of vessel away from pier.

All three piers have railroad sidings connecting with main tracks; are also suitable for truck operations.

(*c*) Margatiro Iglesias Terminal (former name: Paula Piers): Terminal is used in discharge and loading of general cargo, consists of three piers:

Pier No. 1 – North side: length 443 ft., width 118 ft., depth (from East to West) 27 ft. at bay end or East side of pier; 17 ft. at centre and 12 ft. at West or shore end. For some years no operations have been performed at this pier. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 1 – South side: length 443 ft., width 118 ft., depths (from East to West) 26 ft. at bay end or East side of pier; 24 ft. at the centre and 8 ft. at West or shore end. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 2 – North side: length 443 ft., width 118 ft., depth (from East to West): 27 ft. at bay end or East side of pier; 20 ft. at centre and 10 ft. at West or shore end. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 2 – South side: length 443 ft., width 118 ft., depth (from East to West) 27 ft. at bay end or east side of pier; 22 ft. at centre and 13 ft. at West shore end. Maximum draft 20 ft. Vessels can dock without danger on 23 ft., but with part of vessel away from pier.

Pier No. 3 – North side: length 443 ft., width 118 ft., depth (from East to West): 26 ft. at bay end or East side of pier, 24 ft. at centre and 11 ft. at West or shore end. Maximum draft 18 ft. Vessels can dock without danger on 20 ft., but with part of vessel away from the pier.

Pier No. 3 – South side: length 443 ft., width 118 ft., depth (from east to West): 25 ft. at bay end or East side of pier; 17 ft. at centre and 10 ft. at West or shore end. Maximum draft 18 ft. Vessels can dock without danger on 20 ft., but with part of vessel away from the pier.

All three piers have railroad sidings connecting with the main tracks; are also suitable for trucking operations.

Breadth between piers: 123 ft.

(*c*) Havana Central Pier: Pier used in discharge and loading of general cargo. North side: length 434 ft., width 200 ft., depth (from East to West): First 400 ft. of pier has draft of 31 ft. at bay end or East side; 29 ft. at centre and 26 ft. at West shore end. Remaining length must be disregarded due to shallowness of water. Maximum draft 28 ft. Vessels can dock without danger on 30 ft., but with part of vessel away from the pier.

Southside: length 480 ft., width 200 ft., depth (from East to West): 28 ft. at bay end or east side; 26 ft. at centre and 19 ft. at west or shore end. Maximum draft 27 ft. Vessels can dock without danger on 28 ft., but with part of vessel away from pier.

(*d*) Aracelio Iglesias Terminal (former name: Norguly Terminal): Terminal used in discharge and loading general cargo, consists of a dock and a pier. Dock (Warehouse): length 573 ft., width 44 ft., depth (from North-east to South-west) 26 ft. at North-east end, 23 ft. at centre and 20 ft. at South-west end. Maximum draft 27.ft. if vessels berth starboard side to dock.

Pier – North side: length 518 ft., width 104 ft., depth (from East to West): first 500 ft. of dock 37 ft. at East or bay end, 30 ft. at centre and 24 ft. at shore or West end. Maximum draft 30 ft.

Pier – South side: length 449 ft., width 104 ft., depth (from East to West) 34 ft. at East or bay end, 34 ft. at centre and 27 ft. at West or shore end. Maximum draft 32 ft.

Dock and pier have railroad sidings connecting with main track; also suitable for trucking operations.

(*e*) Juan Manuel Diaz Terminal (former name:Ward Line Terminal): Terminal used in discharge and loading general cargo, consists of 2 docks and 1 pier. Dock (Warehouse) No. 3: length 521 ft., width 56 ft., depth (from North-east to South-west) 21 ft. at north-east end, 22 ft. at centre and 20 ft. at South-west end. Maximum draft 24 ft. if vessels berth starboard side to dock.

Pier – North side: length 500 ft., width 125 ft., depth (from East to West) first 450 ft. of pier: 35 ft. at bay end or east side, 30 ft. at centre and 20 ft. at West or shore end. Maximum draft 28 ft.

Pier – South side: Length 530 ft., width 125 ft., depth (from East to West): first 480 ft. of pier: 33 ft. at bay end or East side, 30 ft. at centre and 24 ft. at shore or West end. Maximum draft 33 ft.

Dock (Warehouse) No. 2: length 481 ft., width 31 ft., depth (from North-east to South-west): 21 ft. at North-east end, 22 ft. at centre and 26 ft. at South-west end. Maximum draft 24 ft. if vessel berths port side to dock.

Both dock and pier have railroad sidings connecting with main track; also suitable for trucking operations.

(*f*) La Coubre Dock (former name: Pan American Dock): Dock used in discharge and loading general cargo, consists of dock and pier. La Coubre Pier: Length 390 ft. Width: 49 ft. North side of pier was customary berth of ferries, depth of narrowest part (emboque) being 22 ft., and depth along pier, from shore to bay, being 19, 25, and 28 ft. Depth at South side of pier 20, 27, 22 ft., but at present no operations performed on this side.

La Coubre Dock: In front of Warehouse No. 1, depth from North to South, of 20/23 ft. In front of warehouse No. 2, depth of 22/27 ft. from North to South. Maximum draft 25 ft. in front of warehouse no. 1, and in the centre, 23 ft. in front of warehouse no. 2.

No railroad sidings, but suitable for trucking operations.

(*g*) Tallapiedra Dock (former name: Tallapiedra): Dock used in discharge of lighters. Dock Tallapiedra (Corrido): length 453 ft., depth (from North-east to South-west) 14 ft. at North-east end, 19 ft. at centre and 15 ft. at South-west end.

No warehouses nor railroad sidings and only suitable for trucking operations.

(*h*) Antonio Guiteras Dock (former name: Havana Electric Dock): Dock used in discharge of heavy lifts from lighters discharged by vessels performing operations in the bay. Length 847 ft., depth (starting from Tallapiedra Pier No. 2) 26, 21, 21, 18, 11 ft. Dock was formerly used by tankers discharging fuel for Electric Plant. A lighter, 40 ft. wide, was used to breast off the ship, which was berthed starboard side to dock, drawing up to 28 ft. bow laying in the mud. If no lighter used, vessels drawing up to 23 ft. only can berth.

(*i*) Osvaldo Sanchez Dock (former name: Atares-Vaccaro Docks): Docks used mainly in discharge of lumber.

Dock No. 1 (formerly Atares): length 428 ft., width 30 ft., depth (from North-east to South-west) 22 ft. at North-east end, 23 ft. at centre and 24 ft. South-west end. Maximum draft 24 ft. (berthing port side to dock).

Dock No. 2 (formerly Vaccaro): length 511 ft., width 30 ft., depths (from North-east to South-west): 26, 21. 21, 17 ft. Maximum draft 25 ft. Berthing starboard side to dock, bow touching bottom. No railroad sidings but suitable for trucking operations.

(*j*) Melones Dock: Dock has installation for discharge of fuel oil, as well as overhead crane for discharge of fertilisers and coal. Length 718 ft., width 35 ft., depth (from North-east to South-west) 18 ft. at North-east end, 13 ft. at centre, and 10 ft. at South-west end.

Dock does not have railroad siding or warehouses, although is suitable for trucking operations. Not at present in operation, due to shallow draft.

(*k*) Puerto Pesquero de la Habana (Havana Fishery Port): Pote Dock, Hacendados Pier and Hacendados Dock have been completely rebuilt forming as a whole "El Puerto Pesquero de la Habana" (Havana Fishery Port). Present depths 23 ft. When completed, drafts should be 26 ft., with exception of that portion which was Hacendados Dock where draft will be 24 ft. Presently vessels are operating at this terminal, but no definite data can be given regarding forms of operation until work officially completed.

Dock No. 1 – Length 738 ft.
Dock No. 1 – Length 853 ft.
Dock No. 2 – Length 505 ft.
Dock No. 3 – Length 738 ft.
Dock No. 4 – Length 450 ft. (not yet completed)

(*l*) Terminal Maritima Pesquera Dock: North side: length 714 ft., depth 32·5 ft., South-east side: length 685 ft., depth 28/26 ft.

Terminal Maritima: Dock in North-east/South-west direction, is of very recent construction and used in discharge and loading of general cargo. Length 1,747 ft., width 72 ft. Depths from 33/35 ft. Maximum draft 31 ft. 5 in., but vessels can dock without danger on 33 ft.

(*m*) Manuel Porto Pena Terminal (formerly Burrus Docks, Begueristain Dock, Auxiliar Maritima Dock and Regla Coal Dock): Terminal consists of following docks:

Manuel Porto Pena (Burrus): Dock used in discharge of bulk grains. Equipped with elevator and silos, having storage capacity of approximately 20,000 tons which permits discharging rate, under normal circumstance, of about 1,200 tons per day. Length 500 ft., width 26 ft., depths (from South-east to North-west) 26, 30, 29, 27 ft. Maximum draft 30 ft. 6 in. vessels remaining 2 metres off the dock, but vessels dock without danger on 31 ft. remaining 3 metres off the dock.

(*n*) Manuel Porto Pena No. 1 (formerly Begueristain): Dock used in discharge and loading of general cargo and sugar. Length 315 ft., width 35 ft., depths (from South-east to North-west): 23, 23, 25, 27 ft., maximum draft 26 ft., ship remaining separated from the pier. Dock has railroad sidings and is also suitable for trucking operations.

(*o*) Manuel Porto Pena No. 2 (formerly Auxiliar Maritima); Dock used in loading of sugar and discharge of general cargo. Length 447 ft., width 35·7 ft., depths (from South-east to North-west): 26 ft. at South-east end, 25 ft. at centre and 27 ft. at North-west end. Maximum draft 28 ft., ship remaining separated from pier, but vessels can dock without danger on 29 ft., by loosening moorings and slipping away from dock during loading.

Dock has no warehouse, although equipped with railroad sidings, is suitable for trucking operations, and has installations for discharge of fuel oil.

(*p*) Manuel Porto Pena No. 3 (formerly Regla Coal): Dock used in discharge and loading of general cargo: length 779 ft. Width 30 ft. depths (from South-east to North-west) 25 ft. at South-east, 26 ft. at centre and 23 ft. at North-west end. Maximum draft 26 ft., but vessels can perform operations without danger on 29 ft., vessel remaining separated from dock, and bow touching bottom.

Dock has railroad sidings and also suitable for trucking operations. It has installations for discharge of fuel oil and gasoline.

(*q*) Quinto de Regla Pier: Pier used mainly in sugar loading. Pier – South side: length 622 ft., width 54 ft., depths (from South-west to South-east): 27 ft. at South-west or bay end, 25 ft. at centre, and 17 ft. at South-east end. Maximum draft 30 ft.

Pier – North side: length 343 ft., width 54 ft., depth (from North-west to North-east) 28 ft. at North-west or bay end, 26 ft. at centre and 22 ft. at North-east end. Maximum draft 28 ft. (moving vessels along pier as they are being loaded).

Pier has railroad sidings and also suitable for trucking operations.

(*r*) Fesser Pier: Pier has installations for loading molasses: Pier – South side: length 465 ft., width 30 ft., depth (from South-west to South-east): 27 ft. at South-west or bay end, 25 ft. at centre, and 23 ft. at South-east end. Maximum draft 25 ft.

Pier – North side: length 407 ft., width 30 ft., depth (from North-west to North-east): 22 ft. at North-west or bay end, 26 ft. at centre, and 25 ft. at North-east end.

(*s*) Edificios Nos. 1 & 2 Docks (former name: American Agricultural and Chemical). Docks used in discharge of fertilisers, also installations for loading and discharging molasses.

Edificio No. 1 Dock (formerly American Agricultural and Chemcal): length 516 ft., width 25 ft., depths (from North-east to North-west): 21/22 ft. of water throughout whole extension of dock. In loading molasses vessels are breasted off dock by means of a lighter, and can then load up to 29 ft. draft.

Edificio No. 2 Dock (formerly American Agricultural and Chemical): Length 380 ft., width 108 ft., depths (from North-east to South-west) 19 ft. at North-east end, 14 ft. at centre and 14 ft. at South-west end. No operations performed at this dock due to shallow draft.

Docks do not have railroad sidings but are suitable for trucking operations.

(*t*) Facilidades Maritimas Dock (formerly: Cuban Distilling Dock): Dock used mainly in loading of molasses, and discharging tallow and chemical products. Length 814 ft., width 26 ft., depths (from North-west to South-east): 25 ft. at North-west or bay end, 26 ft. at centre and 23 ft. at South-east end.

Dock has railroad sidings and also suitable for trucking operations· Maximum draft 26 ft.

(*u*) Nico Lopez Piers Nos. 1 and 2 (formerly Standard Oil Pier and Shell Oil Pier): Piers are used exclusively in discharge of fuel oil, gasoline, etc., and are operated by the Oil Refinery: Pier No. 1 – North side (formerly Standard Oil): length 1,027 ft., depth (from East to West) 36 ft. at Eastern or shore end, 35 ft. at centre and 34 ft. at West or bay end. Maximum draft 36 ft. 6 in.

Pier No. 1 – South side: length 1,027 ft., depths (from East to West): 36 ft. at Eastern or shore end, 35 ft. at centre and 34 ft. at West or bay end. Maximum draft 36 ft. 6 in.

Pier No. 2 – North side (formerly Shell Oil): length 990 ft., depths

(from East to West): 35 ft. at East or shore end, 36 ft. at centre and 38 ft. at West or bay end. Maximum draft 38 ft.

Pier No. 2 – South side: length 990 ft., depths (from East to West) 34 ft. at East or shore end, 36 ft. at centre and 38 ft. at bay or West end. Maximum draft 36 ft., but vessels can dock without danger on 37 ft. A deeper draft than 37 ft. is not acceptable without running the risk of touching bottom.

Discharging or loading operations are also performed at anchorage. There are 20 barges available.

STEVEDORES: Monday to Friday: working periods 0700–1300 and 1300–1900, although if necessary, two additional periods of 6 hours each may be worked. Saturday: Same as above. Sundays: No work performed.

Raw Sugar: Approximately 1,400 bags of raw sugar loaded per gang period. Six raw sugar bags loaded per sling. Loading raw sugar on three vessels simultaneously.

Refined Sugar: Approximately 3,800 bags of refined sugar (of 50 kg) loaded per gang period. 12–15 bags loaded per sling.

General Cargo: Approximate average discharging rate per gang hour:

General cargo	about	10 tons
Bagged merchandise	up to 51 kg.	16 tons
Bagged merchandise	up to 92 kg.	17 tons
Bagged merchandise	more than 92 kg.	19 tons
Wood		8·4 tons
Fertilizers:		
Superphosphate		9·9 tons
Simple superphosphate		8·1 tons
Ammonium		9·0 tons
Potash		9·9 tons
Muraite		10·5 tons
Sulphur		10·3 tons
Phosphoric Rock		11·9 tons
Triple Phosphate		8·0 tons
Sodium Silicate		9·0 tons
Ferromanganese		9·0 tons
Floating Cranes:		
Pablo Sandoval	100 tons—boom 51 m.	
Frank Pais	25 tons—boom 10 m.	
Matilde	6 tons—boom 9 m.	

TANKERS: Average pumping rate of molasses is about 60,000 gallons per hour. Average pumping rate of fuel variable, from 3,000 up to 15,000 barrels per hour.

TELEPHONES: May be installed on board at Master's request.

DRY DOCK: Operated by Talleres Mambisas an operating unit of Empresa Navegacion Mambisas. Berthing capacity of dry dock: 440 ft. length, 91 ft. breadth, and can handle vessels up to 23 ft. draft. Door has two laterals, one East and one West.

East lateral: Length 638 ft., width 38 ft., depth 33 ft. at bay end, 29 ft. at centre and 18 ft. at shore end.

West lateral: Length 740 ft., width 38 ft., depth 23 ft. at bay end, 25 ft. at centre and 20 ft. at shore end.

MEDICAL: Hospitals where crew members can receive attention: Antonetti (Dental Services). Clinica "El Sagrado Corazon" (Medical Services). Hospital Naval de la Havana del Este.

FUEL: Vessels can be supplied with fuel oil or diesel oil/gas oil. Supplied by barges in the bay. There are three barges: one has capacity about 5,000 barrels and the other two 3,200. Average delivery rate about 1,000 barrels per hour.

FRESH WATER: Vessels can be supplied with fresh water by barge in the bay. 6 barges available with capacities of 350, 200, 320, 350, 200 and 60 tons. Average rate of delivery about 100 tons per hour.

REPAIRS: Reliable repair shop.

FIRE PRECAUTIONS: Port of Havana has a fire extinguishing ship, kept on permanent watch duty by Safety Corp. who can be reached through telephone number 6–0777.

GENERAL: (1) The port of Havana is approachable 24 hours a day, and dock Pilots keep permanent watch duty on their stations located in surroundings of harbour channel, very close to beacon marker of Pila de Neptuno.

(2) Any ship approaching port in daytime shall hoist national flag, merchant flag, and quarantine flag, not lowering the latter until granted "pratique" by doctors in charge of sanitary inspection. At night she shall show only quarantine lights as prescribed by International Sanitary Regulation.

(3) In case of emergency, ships at anchor shall immediately contact land through Official Radiophone Station C.L.T., available 24 hours a day, through 2260 kilocycles. In very urgent cases, C.L.T. can be contacted through 2182 kilocycles. C.L.T. services are free of charge.

(4) Ships moored to piers standing off pier heads at night must keep visible red light at the ship's extremity facing the sea.

(5) Every moored ship must strengthen its lines on first warning from Port Authorities when deemed necessary due to bad weather.

(6) Small boats belonging to ships are not authorised to be used for crew or passengers' service within port limits unless otherwise duly authorized by Harbour Master.

(7) When berthing, rat-guards must be placed on all mooring ropes.

(8) Port provides boats to dispose of ship's wastes. Services provided free of charge and can be requested through ship's Agent.

AUTHORITIES: All port authorities located at Custom House building. Means of transportation used by authorities to clear vessel is launch. Each authority has its own launch for these services.

AGENT: Empresa Consignatarias Mambisas, Oficios y Lamparilla, Lonja del Comercio POB 1785, Habana. Tel. 6–8311 (switchboard) 61–1159 (direct), 79–2682 (night).

ISABELA DE SAGUA: 22.52 N. 80.00 W.

PILOTAGE: Pilots board vessels about one or two miles out from Nos. 1 and 2 buoys. Pilot station located at Custom House building, Isabela de Sagua. Distance from place where Pilots board vessels to anchorage is 7 miles.

From seaward by stages, the bottom is sandy, coral reef and hard rock, mud and rock under mud; mud and clay.

Turns in channel are not dangerous but there are narrows with dangerous currents.

ANCHORAGES: Inner Anchorage: Can accommodate vessels not exceeding 15 ft. draft. Swinging area unlimited. Several vessels can be accommodated. Operations can be performed at this anchorage.

Outer Anchorage (Buoy Anchorage): Can accommodate vessels drawing over 25 ft. Swinging area unlimited. Operations can be performed at this anchorage when there are good weather conditions.

RESTRICTIONS: Entry and sailing only during daylight due to lack of lights in channel.

MAX. SIZE: Max. draft 23 ft. Max. length 500 ft. Tidal variation about 2·5 ft.

TUGS: Available and necessary.

Name	*Length*	*Speed*	*H.P.*
Silvia	17·85 metres	9 knots	120
Moraima	18·30 metres	9 knots	140
Magdalena	19·78 metres	7 knots	140

BERTHING: Maximum drafts with which vessels can always load afloat:

Beguirstain Dock (No. 10) – length 540 ft., draft 15 ft. Dock has pipe-line 8 in. diameter for loading alcohol. Also pipe-line 3 in. diameter for discharge of sulphuric acid and 3 in. diameter pipe-line for fresh water supply.

Garcia Dock (No. 9) – length 560 ft., draft 21 ft. Dock has pipe-line 12 in. diameter with 2 hose connectors for loading alcohol. Also pipe-line 1½ in. diameter for fresh water.

Amezaga Dock – length 324 ft., draft 20 ft. 6 in. For discharge into trucks.

Alfer Dock – length 450 ft., draft 18 ft. 6 in. East side of dock has pipe-line 16 in. diameter for loading molasses with 2 hose connectors for vessels, and a branch 8 in. diameter for discharge from lighters.

All docks have railroad trucks of standard gauge.

STEVEDORES: Raw Sugar loading rate: 1,300 bags of raw sugar (of 250-pound type) loaded per 4 hour-gang period, or 1,490 of 220-pound type. From 4 to 5 bags loaded per sling. From lighters, 5 bags.

Refined Sugar: 2,360 bags of refined sugar (50 kg.) are loaded per 4 hour-gang period. 12 bags loaded per sling.

Operational capacity: Three vessels can be operated simultaneously.

Shore Crane: No shore crane available.

Equipment for bulk sugar: Twelve grates available but trimming performed with shovelers.

Loading Raw Sugar – Working periods: From Monday to Friday 0700–1100, 1300–1700. Saturday 0700–1100.

General cargo operations occasionally performed at this port, for which above periods apply.

TANKERS: Molasses average pumping rate 40,000 gallons per hour; alcohol average pumping rate 70/77,000 gallons per hour. No fuel oil or ammonium discharging operations performed.

FUEL: Not available.

FRESH WATER: Fresh water supplied by barge water-tug up to maximum 40–60 tons daily depending on efficiency of aqueduct. Capacity of barge 30 tons. Delivery rate 60 tons per day. Water can be supplied at any pier or inner anchorage.

REPAIRS: Minor repairs can be effected at Isabela de Sagua, larger repairs to be effected at Sagua la Grande, where two repair shops available: Fundicion Marfarlane Nacionalizada and Talleres Esponda Nacionalizado.

MEDICAL: No hospital at Isabela de Sagua. Sick crew members attended at Sagua la Grande Hospital.

AUTHORITY: All port authorities located at port of Isabela de Sagua.

When vessels at anchorage awaiting berthing, authorities transported by tug-boat for cleaning purposes.

AGENT: Empresa Consignatarias Mambisas, Independencia s/n, P.O.B. 18, Isabela de Sagua. Tel. 32–27.

Cables, messages, should be addressed "Mambisas Sagua la Grande", but recommended be sent through main office "Mambisas Habana". ETAs should be sent simultaneously to both.

JUCARO: 21.37 N. 78.51 W.

(including the sub-ports of: Boca Grande; Palo Alto and Santa Maria)

APPROACHES: Vessels proceeding to Jucaro sub-ports must call first at Jucaro for Port Authority's clearance.

Tidal variation 1 ft. 6 in. It is not necessary to await slack-water before entering. Recommended that (*a*) vessels arriving from Cuban ports situated to the East of Jucaro, such as Caibarien, Puerto Padre, Manati, Vita, Banes, Antilla, Sagua de Tanamo, Moa, Baracoa, etc., or from foreign ports, should enter Jucaro Port through Breton Channel, and (*b*) all vessels not exceeding 22 ft. draft proceeding from those Cuban ports situated to the West of Jucaro, such as Havana, Mariel, Matanzas, Cardenas, Isabela de Sagua and Cienfuegos, should enter Jucaro port through Tunas Channel.

PILOTAGE: Pilots board vessels which enter through Breton

Channel at Buoy No. 2 ,which is situated to East of channel entrance, 21° 08′ 18″ N. 79° 30′ 24″ W. with water depth 33 ft. Through this channel vessels can enter drawing up to 29 ft. with max. length 800 ft. Bottom is coral reef. There are dangerous turns at "pasa" of Baandra until Ana Maria Cays have been passed.

For vessels which enter through Tunas Channel, Pilots board at No. 2 buoy which is situated to East of Channel entrance, 21° 31′ N. 79° 41′ 21″ W. Through this channel vessels can enter drawing up to 22 ft.

No pilot station. Pilots are to be notified of vessel's arrival 24 hours in advance. Distance from place where Pilots board vessels to Jucaro anchorage is 50 miles.

From Jucaro Anchorage to:

Boca Grande Sub-port	– 14 miles
Palo Alto Sub-port	– 5 miles
Santa Maria Sub-port	– 24 miles

RESTRICTIONS: Vessels can enter and sail only during daylight.

ANCHORAGES: Loading places, ex-lighters. Three anchorages, namely, No. 1 Anchorage – six miles from the port at South of Obispo Cay, depth 24 ft. No. 2 Anchorage – seven miles from the port at South-east of Obispo Cay, depth 27 ft. No. 3 Anchorage: Anchorage eight miles from the port and 1 mile to Eastward of No. 2 anchorage, depth 30 ft. Is used mainly by tankers loading molasses.

LOADING (understood to have been closed for sugar shipments since 1964): Raw sugar.

Working periods: Monday to Friday 0600/1000 – 1200/1600; Saturday 0600/1000 – 1200/1600; Sunday no work is performed.

Work carried out on a piece-work basis, and at an average of 2,000 bags per gang-period. 6 sugar bags loaded per sling.

Refined sugar: Work is carried out on a piece-work basis and loading rate averaged about 4,000 bags of the 50 kilo type and 2,000 of the 100 kilo type per gang-period.

Sugar in bulk: Venezuela and Ecuador sugar mills have 5 thrower machines each for distributing sugar in vessels' hatches. Loading carried out by cutting sugar bags through grates placed on vessels' hatches.

Shore cranes: None.

TANKERS: Average pumping rate of molasses 20,000 gallons per hour.

FUEL/FRESH WATER/REPAIRS: None.

TRANSPORTATION: Distance between Jucaro Port and its sub-ports:

To Santa Maria	– 31 miles
To Boca Grande	– 15 miles
To Palo Alto	– 9 miles

Motor launches are used between port and sub-ports, and take 4·5 hours, 2·5 hours and 1·25 hours between Jucaro and Santa Maria, Boca Grande, and Palo Alto respectively.

By automobile, 3·5 hours to Santa Maria and 2 hours to Boca Grande. No highway from Jucaro to Palo Alto.

COMMUNICATIONS: Radio-telephone is used between port and sub-ports through Port Captain's Office.

MEDICAL: There are two hospitals at Ciego de Avila where sick crew members can receive attention. Distance between Jucaro and Diego de Avila is 27 kilometres.

AUTHORITY: Custom House, Captain of the Port and Immigration, located at Jucaro. No port authority delegations at the sub-ports.

AGENT: Empresa Consignatarias Mambisas, POB 350, Nuevitas, Camaguey. Cable: "Mambisas–Nuevitas". Tel. 31435; night: 36025.

(*a*) SUB-PORT OF BOCA GRANDE:

LOCATION: About 15 miles East of Jucaro.

APPROACHES: See "Jucaro".

PILOTAGE: See "Jucaro". Distance from place where Pilots board vessels to Boca Grande is 64 miles. Entrance channel: same as for Jucaro. Tidal variation 1 ft. 6 in.

ANCHORAGES: There are two anchorages for loading operations: No. 1 Anchorage with 24 ft. draft. No. 2 Anchorage with 29 ft. draft. Both anchorages are located at a distance of about 5–7 miles from the dock.

LOADING: At present only refined sugar is exported. All sugar-loading operations are carried out at anchorage by means of lighters. Following lighters available:

Barges	*Capacity* (50 kg bags)	*Capacity* (100 kg bags)
Ana	4,900	2,500
Loretto	4,400	2,100
Mascot	4,400	2,100
F 55	4,400	2,100
Trusco 89	5,100	2,980
Angel	3,440	1,700

Working Periods: Monday to Friday 0600/1000 – 1200/1600; Saturday 0600/1000 – 1200/1600. When working is performed on Sundays, same periods apply.

Work is performed on a piece-work basis, and average loading rate is about 2,000 bags, basis 6 bags per sling, and 100 kilo bags. Only one vessel can be worked at a time.

TUGS: Three tugs available.

TANKERS: Discharging operations at No. 1 or No. 2 anchorages. Discharging rate approximately 20,000 gallons per hour.

There are also steel barges for transportation of molasses and/or sugar:

Guanales: 100 ft.×30 ft.×7 ft. Sugar capacity: 1,600 lb. Molasses capacity: 65,000 gal.

Loreto: 100 ft.×30 ft.×7 ft. Sugar capacity: 1,600 lb. Molasses capacity: 65,000 gal.

Each of these barges has four tanks measuring 15 ft.×36 ft.×7 ft. Capacity: 3,780 cubic feet or 28,274 gallons each tank. Total capacity: 113,100 gallons. Each barge can load a maximum of 400 tons of molasses and each is equipped with steam pump.

COMMUNICATIONS: Launch transportation. It takes 2·5 hours for travelling from Boca Grande to Jucaro or Santa Maria. Captain of the Port's radio-telephone is used as means of communication.

All communication and instructions for vessels operating at this sub-port must be given to Nuevitas Agency.

(*b*) SUB-PORT OF SANTA MARIA:

APPROACHES: See "Jucaro".

PILOTAGE: Distance from place where Pilots board vessels to Santa Maria is 81 miles. Tidal variation is 1 ft. 6 in.

ANCHORAGES: Two anchorages for loading operations, No. 1 Anchorage for draft of 24 ft., No. 2 Anchorage for draft of 29 ft.

LOADING: All loading operations are carried out at anchorages by means of barges. Following barges available:

Barges	*Capacity* (50 kg bags)	*Capacity* (100 kg bags)
America	3,700	1,700
Albania	4,100	1,800
Will	3,800	1,800
Francia	4,100	1,700
S. J. Nieva	3,800	1,700
Santa Cruz	3,800	1,700
Macareno No. 1	4,300	2,100
Macareno No. 2	4,300	2,100
Josefa	4,200	2,000

At present only refined sugar is exported through this sub-port. 3,500 bags of 50 kilo type are loaded per gang-period, 1,600 of the 100 kilo type.

Working periods: from Monday to Friday 0600/1000 – 1200/1600; Saturday 0600/1000 – 1200/1600; Sunday 0600/1000 – 1200/1600.

COMMUNICATIONS: Captain of the Port's office radio-telephone is used. All communications and instructions for vessels operating at this sub-port must be given to Nuevitas Agency.

Distance from Santa Maria to:

Sub-port of Boca Grande	– 17 miles
Port of Jucaro	– 31 miles
Sub-port of Palo Alto	– 40 miles

From Jucaro to Santa Maria takes 4½ hours by launch.

MANZANILLO: 20.20 N. 77.12 W.

(and sub-ports of Ceiba Hueca, Media Luna, Niquero and Ensenada de Mora.)

PILOTAGE: Pilots board vessels at Cabo Cruz. Pilot station located at Cabo Cruz and Pilots communicate with Manzanillo by means of radio-telephone. Distance from place where Pilots board vessels up to Manzanillo through Madrona Channel is 68 miles. Through Palomino Channel (Coloradas de Fuera) is 55 miles.

APPROACHES: (*a*) Madrona Channel: this channel has sharp and narrow turns. Bottom is of soft mud. Maximum draft with which vessels can enter through this channel is 33 ft. 3 in. Channel has depth not less than 35 ft. Vessels must wait for slack or favourable tide to proceed through this channel. No tug is necessary.

(*b*) Palomino Channel: this channel has turns, but they are less sharp and less narrow than those of Madrona Channel. Bottom is of soft mud. Maximum draft with which vessels can enter through this channel is 20 ft. No tug is necessary.

RESTRICTIONS: Due to present conditions of channel lights and distance, it is suggested that vessels enter and sail only during daylight.

ANCHORAGES: Inside harbour: No. 1, draft 24 ft. Distance from shore 1 mile. Use: sugar/general cargo.

Outside harbour: No. 2, draft 29–30 ft. No. 3, draft 33 ft. Distance from shore 1½ miles to 2 miles. Use: sugar/general cargo. Although about 40 ft. depth at this anchorage, it is limited to 33 ft. which is official draft of the entrance channel. Vessels have been loaded at this anchorage up to 33 ft. 6 in. draft.

LOADING: Sugar-loading operations performed at anchorage by lighters.

Following 12 barges available, each with capacity of 2000/2200 bags (250) tons: *Juan Manuel Marquez, Sergio Gonzalez, Jimmy Mirtsel, Pedro Soto Alva, Clodomira, Antonio Lopez, Santiago Lopez, Andres Lijan, Josue Pais Garcia, Adalberto Pesant, Mario Munoz, Elias Zaldivar.*

Also available is barge named *Abel Santamaria*, with capacity of 1,000 bags (250 tons), and provided with derrick and winch for handling lifts up to 2 tons.

At Manzanillo there are three docks: Beattie, Arcos and Terraplen with drafts 8, 7 and 8 ft. respectively. Terraplen Dock is the only one which presently carries out operations, through which sugar is loaded by means of lighters and taken alongside vessels at anchorages.

Docks are suitable for reception and handling of import and export cargo (bulk cargo excepted). They have railroad tracks of

non-standard gauge, which connect with warehouses. No shore crane available.

Sugar and general cargo: Working periods: Mondays to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 raw-sugar bags loaded per gang/per day of 8 hours. Only one vessel can operate at this port, order comply with this loading rate.

DISCHARGING: Rates:

Bagged cargo (of 100 lb.)	app. 25 tons per hour
Bagged cargo (of 200 lb.)	app. 35 tons per hour
Iron	app. 7 tons per hour
Wood	app. 8 tons per hour
Jute bags	app. 15 tons per hour

TUGS: Following tugs available: *Aracelio Iglesias*—tows 3 barges; *Donatilo Lopez*—tows 3 barges; *Raimundo Arias*—tows 3 barges; *Edesio Perez*—tows 3 barges.

TANKERS: No facilities.

FUEL/FRESH WATER: Not available.

REPAIRS: Mechanic and foundry shop under control of Industry Ministry, where light repairs of machine parts can be performed.

COMMUNICATIONS: Distance from Manzanillo to:

Ceiva Hueca:	15 miles by sea, 72 km. by highway
Media Luna:	23 miles by sea, 45 km. by highway
Niquero:	45 miles by sea, 79 km. by highway
Pilon:	90 miles by sea, 130 km. by paved highway, which reaches up to 15 km. from Niquero whereafter a dirt road must be used to reach Pilon. Dirt road distance of 40 km. During rain season a jeep is used to travel by this road.

Automobile is used to travel from Manzanillo to above sub-ports, and takes: to Ceiba Hueca 1 hour; to Media Luna 1 hour; to Niquero 2 hours and to Pilon 3 hours (in rainy season about 5 hours).

Daily automobile services from Manzanillo to Niquero; to Pilon there are trucks specially prepared for this service.

No direct communication between Manzanillo and sub-ports, except Niquero, where there is a long-distance telephone at the telephone centre.

At Pilon and Niquero there are Inalambrica Radio Stations, but radiograms have to be sent to Havana first, from where they are relayed to Manzanillo.

At Manzanillo proper there are long-distance telephone, Inalambrica Radiogram Services and telegraphic and post services. Vessels can communicate with Manzanillo by radio. Vessels messages are received by Government Telegraph (CLT Havana Station).

MEDICAL: There is a hospital at Manzanillo where sick crew members can receive attention.

AUTHORITIES: All Port Authorities, Custom House, Immigration Port Doctor, Port Captain are located at Manzanillo.

Vessels can proceed directly to any of the sub-ports, where Manzanillo Port Authorities travel to give clearance, but advance information must be given to these Authorities for the corresponding permit, as Manzanillo regulations provide that vessels must enter Manzanillo as Custom Official Port.

AGENT: Empresa Consignatarias Mambisas, POB 22, Manzanillo, Oriente. Cable: "Mambisas Manzanillo". Tel. 2533; night: 2369.

(*a*) SUB-PORT OF CEIBA HUECA:

Vessels may proceed direct to sub-ports (see Manzanillo under "Authorities").

PILOTAGE: Pilots board vessels at Cabo Cruz. Distance from place where Pilots board vessels up to Ceiba Hueca pier is about 42 miles.

APPROACHES: See Manzanillo information. For operations at Ceiba Hueca it should be noted that the pier has a depth of only 19 ft. towards the sea end, for loading. Tidal variation about 1 ft. 6 in.

BERTHING: A motor-boat is required to assist in handling lines to pier and buoys. Boat is brought from Manzanillo.

LOADING: Ceiba Hueca Dock (Enidio Diaz Machado): At this pier, sugar from Ceiba Hueca mill is shipped as well as molasses. Vessels should be in ballast, drawing 8 ft. fore and up to a maximum of 16 ft. aft. Work can only be performed by two gangs on account of length of platform, which is about 130 ft. Depths along pier at shore end 8 ft.; at platform, shore end 16 ft. – sea end 19 ft. Vessels permitted load up to 19 ft.

There is railroad of non-standard gauge from the sugar mill warehouse to the dock platforms.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 bags are loaded per gang-period. 6 bags per sling.

TANKERS: Vessels are loaded with molasses at Ceiba Hueca pier and average pumping rate is 25,000/30,000 gallons per hour. Tankers with fuel oil are also operated.

FUEL/REPAIRS: Not available.

FRESH WATER: Vessels can be supplied. Delivery made through pipe-line alongside vessel. Average delivery rate is about 1 ton per hour (due to low pressure).

COMMUNICATIONS: Government telegraph communication between Manzanillo and Ceiba Hueca up to 1800; however, there is a telephone line which communicates by means of relay with "La Demajagua" sugar mill, which has direct telephone communication with Manzanillo. This communication is only during sugar-mill office hours, and it is very poor due to above relay.

AGENT: Vessels operating at this sub-port attended by Manzanillo Agency Personnel.

(*b*) SUB-PORT OF MEDIA LUNA:

Vessels may proceed direct. (See Manzanillo under "Authorities".)

PILOTAGE: Pilots board vessels at Cabo Cruz. Distance from place where Pilots board vessels to Media Luna is about 38 miles.

APPROACHES: See "Manzanillo".

MAX. SIZE: Maximum draft for vessels to enter and carry out loading operations at this sub-port is 33 ft. Tidal variation 1 ft. 6 in.

LOADING: Loading operations are carried out at anchorage where vessels can load up to 33 ft. Barges and tug-boats are used from Manzanillo.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 bags are loaded per gang-period. Vessels can only work with 3 or 4 gangs. Only one vessel can work at a time.

TANKERS: No facilities.

FUEL/FRESH WATER/REPAIRS: Not available.

COMMUNICATIONS: Between Manzanillo and Media Luna, the only means of communication is Government telegraph, which is available up to 1800. Manzanillo personnel attend vessels operating at this sub-port.

AUTHORITIES: See "Manzanillo".

(*c*) SUB-PORT OF NIQUERO:

Vessels may proceed direct. (See Manzanillo under "Authorities".)

PILOTAGE: Pilots board vessels at Cabo Cruz. Distance from place where Pilots board vessels to Niquero Pier is 15 miles. Tidal variation 1 ft. 6 in.

LOADING: Pier length 400–450 ft., depth up to 23 ft. (North and South sides). There are railroad tracks of different gauges and sidings for shifting of flat cars.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 bags loaded per gang-period. 6 bags loaded per sling.

Although Niquero pier has two sides for docking, sugar mill can only supply sugar for working one vessel at a time unless overtime be worked at both sugar mill warehouse, and pier.

FRESH WATER: Can be delivered at pier by means of tank cars, capacity 8 tons. About 10 tank cars can be delivered daily but operation has to be performed outside loading hours.

FUEL/REPAIRS: Not available.

TANKERS: No facilities.

COMMUNICATIONS: Long-distance telephone communication between Manzanillo and Niquero sugar-mill office. Distance from sugar-mill office to pier is about 5 kilometres.

AGENT/AUTHORITIES: See "Manzanillo".

(*d*) SUB-PORT OF PILON (ENSENADA DE MORA):

Vessels may proceed direct to sub-ports (see Manzanillo under "Authorities").

PILOTAGE: Pilot boards vessel at Cabo Cruz.

APPROACHES: From Cabo Cruz to Pilon mouth entrance is open sea. From Pilon mouth to the pier is through channel, with rocky bottom and turns.

ANCHORAGE: Permitted draft up to 23 ft.

MAX. SIZE: Maximum draft permitted for vessels entering and sailing harbour is 20 ft. Tidal variation 1 ft. 6 in.

LOADING: Berth length 150 metres; depth 20 ft. (presently in bad condition). Sugar loading and molasses are performed at this berth. There is a railroad track of non-standard gauge between the sugar mill and the berth.

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

2,000 bags of sugar loaded per gang/per day of 8 hours. 6 bags loaded per sling. In cases when winches are slow, the number of bags per sling is increased. Only one vessel can operate at this berth at a time.

TANKERS: Molasses average pumping rate is 25,000–30,000 gallons per hour.

FUEL: Not available.

FRESH WATER: Can be delivered at berth by pipe-line. Average delivery rate about 1 ton per hour.

COMMUNICATIONS: Government telegraph at Pilon. Also local telephone between sugar-mill office and Niquero, where there is Inalambrica system.

AGENT/AUTHORITY: See "Manzanillo".

MARIEL: 23°01′ N. 82°46′ W.

(and sub-ports of Cabanas, Bahia Honda and Santa Lucia)

PILOTAGE: Pilots board vessels about one mile from entrance of port. Vessels proceeding to sub-ports of Cabanas and Bahia Honda must pick up Pilot at same place. Pilot station located at 84 street, 5/a and 7/a, Barrio Boca. No telephone communication.

Distance from position where Pilots board vessels to:

Pier of Unit No. 1	– 1¼ miles
Anchorage	– 2½ miles
Pier of Unit No. 2	– 2¾ miles

APPROACHES: Entrance channel where buoy No. 1 is situated is over a sand bank with 50–55–60 ft. depth. No. 3 buoy situated in 32 ft. of water on rocky bottom, but having close by a depth of 95 ft. No. 5 buoy situated in 30 ft. of water on sand having close by a depth of 33 ft. maximum. This channel is 328 ft. wide (approx.).

ANCHORAGES: General anchorage – swing area 450 metres, depth 29 ft.

Punta Gorda anchorage – swing area 340 metres, depth 36 ft.

Cargo operations do not take place at anchorages.

RESTRICTIONS: Vessels can enter and sail during day and night hours, but this should be checked in each case prior to vessel's arrival as on occasions the buoys are missing.

MAX. SIZE: Max. draft with which vessels can enter and sail through channel is 30 ft. and max. length of 574 ft. Tidal variation 1 ft. 4 in. Also see "Berthing".

BERTHING: Unit No. 1 (formerly Marante Pier):

Berth No. 1 (N.W.) length 509 ft., depth 25 ft. (this berth is out of operation).

Berth No. 2 (N.W.) length 250 ft., depth 16–24–30 ft. (max. draft permitted 16 ft.). Presently this berth is occupied by Terminal Electric and is not available for use.

Unit No. 2 (formerly Maritima Mariel Pier): length 607 ft., width 267 ft.

Berth No. 5 (N.E.) Depth 20 ft., length 607 ft.

Berth No. 6 (N.W) Depth 26 ft., length 267 ft.

Berth No. 7 (N.E.) Depth 29 ft., length 607 ft.

Cement Pier Plant:

Berth No. 3 Depth 29 ft., length 544 ft. Used for tanker vessels (fuel oil discharge). Vessels with length less than 492 ft. can dock with draft of 29 ft. Over 492 ft. and up to 580 ft. can enter with draft up to 27 ft. fore, and 29 ft. aft. with assistance of one tug (850 h.p.).

Berth No. 4 Depth 15 ft.

The Unit No. 2 piers are used for discharging general cargo and fertiliser. Up to 1962 sugar was shipped through this pier; at present this type of operation is not performed.

For each pier the main transportation used in reception and delivery of cargo is by trucks.

Unit No. 2 pier has railroad tracks of non-standard gauge, for communication with sugar mill Orlando Nodarse.

STEVEDORES: Working periods: Monday to Friday 0700/1300 – 1300/1900 – 1900/0100; Saturday 0700/1300 – 1300/1900 – 1900/0100.

Raw sugar: 845 bags loaded per gang-period. 6 bags per sling. Only one sugar vessel can operate at a time.

General cargo: discharging rate: from 6 to 9 tons per gang hour (approx.).

Bagged merchandise: about 13 tons (100 lb. bag type)

Iron: about 18 tons (fluctuates according to type of iron)

Wood: 12 tons (approx.)

Fertilisers: Muriate of potash: 10 to 13 tons

Sulphate of ammonia: 8 to 10 tons

Superphosphate simple: 15 to 18 tons

Shore cranes: There is one caterpillar (PH movable crane with boom of 80 ft. length, and which can lift 12 tons).

FUEL/REPAIRS: Not available.

FRESH WATER: Can be supplied at both piers by means of tank-truck with capacity of 5 tons. In dry season supplied only during night time.

MEDICAL: No hospital. Crew members requiring medical attention are sent to Havana.

AUTHORITIES: Located at Mariel as follows:

Customs House and Immigration: Ave. 65. 126 Street and 128 Street.

Captain of the Port: Playa "La Boca" at the entrance of the port.

Port Doctor: 128 Street. Ave. 67. and Litoral.

Distance from Mariel to:

Cabanas (anchorage):	25 km. 45 minutes by car.
Cabanas (pier):	57 km. 1 hour 47 minutes by car.
Bahia Honda:	73 km. 2 hours by car.
Santa Lucia:	250 km. 4 hours by car.

Car is hired for transportation to above sub-ports. There is daily transportation only between Mariel and Cabanas anchorage.

AGENT: Empresa Consignatarias Mambisas, Apartado 65 12411, Avenida 5, Mariel, Pina del Rio. Tel. 63; night: 54. Cables: "Mambisas Mariel".

(a) SUB-PORT OF CABANAS:

Vessels assigned to Cabanas do not have to enter Mariel for clearance, but must pick up Pilot at Mariel port entrance.

PILOTAGE: See "Mariel".

Distance from position where Pilots board vessels to Anchorage 4 miles; Pier 3½ miles.

APPROACHES: Entrance channel has sandy bottom on eastern side, and rocky bottom on western. It is about 70 metres wide.

ANCHORAGE: Has depth of 19 ft. and is used for shipment of raw sugar from sugar mill 'Augusto Cesar Sandino".

Following barges available for performing above operations:

Barge name	*Capacity for raw sugar in bags*
Mercedico	995
Oscar	10,000
America	900
Julia	850
Malula	1,200
B–R–16	1,100
V. del Carmen	1,400
Cubamaco	1,150
Varadero	1,000
Astillero	1,150

Loading of barges depends on weather conditions at time of shipment.

There is one tugboat named *La Nina* which can tow three barges.

MAX. SIZE: Max. draft permitted for entry and sailing is 19 ft., and max. length 574 ft. Tidal variation 1 ft. 4 in.

RESTRICTIONS: Vessels should enter and sail only during daylight.

BERTHING: Present name: ECA "Pablo de la Torriente Brau". Former name: "Almacenes de Cabanas". Length 360 ft. (max. length permitted 450 ft.), depth 20 ft.

This dock is commonly known as "Orozo Dock", which is used in shipments of raw sugar. There are railroad tracks of standard gauge.

LOADING: Working periods: raw sugar: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

845 bags are loaded per gang-period. 6 bags loaded per sling. Two vessels can load simultaneously, one at the dock and the other at the anchorage. There are 4 grates for loading sugar in bulk.

FUEL/FRESH WATER/REPAIRS: Not available.

AGENT/AUTHORITIES: See "Mariel". There is a Port Captain at Cabanas.

(b) SUB-PORT OF BAHIA HONDA:

Vessels assigned to load at Bahia Honda do not have to enter Mariel for clearance, but must pick up Pilot at Mariel port entrance.

PILOTAGE: See "Mariel". Distance from position where Pilots board vessels to: dock 4 miles; anchorage 2¾ miles.

APPROACHES: The entrance channel has sandy bottom on Eastern side, and rocky bottom on Western and is approximately 150 metres wide up to Corojal anchorage.

RESTRICTIONS: Entry and sailing only during daylight and necessary to await favourable tide.

ANCHORAGE: Depth 28 ft. Swing area 300 metres. Max. length permitted 623 ft. Anchorage used for completion of sugar loading by means of barges that are brought from Havana.

MAX. SIZE: Length 623 ft. and max. ship draft for proceeding up to Corojal anchorage is 28 ft. Tidal variation 1 ft. 4 in.

BERTHING: Dock: "Central Harlem" (formerly "Bahia Honda"): Length 260 ft., depth 19 ft. Dock is commonly known as Sugar Dock of Harlem Sugar Mill. It has railroad track of standard gauge.

LOADING: Sugar working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

845 bags of raw sugar are loaded per gang-period as minimum (more than the above stipulated amount is always loaded). Only one vessel can load at a time.

AGENT/AUTHORITY: See "Mariel". There are Custom House and Port Captain delegations at Bahia Honda.

(c) SUB-PORT OF SANTA LUCIA: 22°44′13″ N. 83°59′15″ W.

Vessels assigned to Santa Lucia do not have to enter Mariel for clearance, nor to pick up Pilot.

PILOTAGE: Pilots board vessels at Pasa Honda, 2 miles off the phosphorescent buoy. No pilot station. Advice of ships' arrival is given to Custom House Delegation by cable. Distance from place where Pilots board vessels up to first anchorage is 4 miles.

APPROACHES: Channel approximately 200 metres width rocky bottom. It has two turns with dangerous narrows.

LOADING: There are the following anchorages:

1st Anchorage: has depth of 30 ft., but vessels are limited for sailing to maximum draft of 15 ft., and length 500 ft.

2nd Anchorage: has depth of 20 ft., but vessels are limited for sailing to maximum draft of 18 ft.

3rd Anchorage: open sea without draft limitation.

Working periods: work is performed all day (during daylight) including Saturday and Sunday.

Average loading rate is about 900 tons daily, but rate might be improved in the following cases:

1. Vessels with more than 3 hatches available.
2. Vessels with booms (not of the crane type) since loading is performed by grabs which are to be rigged in order to perform quick loading.
3. Provided only one vessel performs operations (2 vessels may be loaded simultaneously, but above rate cannot be complied with).

Loading at this sub-port is by means of grabs rigged to vessel's boom. In cases where vessel has no booms, but cranes, the loading is carried out very slowly as buckets are used in such cases, and having to shovel mineral into buckets delays loading operations.

There are six barges for loading mineral with capacity of 150 tons each.

TUGS: Two tugs, *Adis* and *Julita* which can tow two barges each.

FUEL/FRESH WATER/REPAIRS: Not available.

AGENT/AUTHORITIES: See "Mariel".

Port Authorities use launches for clearing vessels. Agents use

automobile to travel from Mariel to Santa Lucia which takes 4 hours.

There are Custom House and Port Captain Delegations at the sub-port of Santa Lucia.

MATANZAS: 23° 03′ N. 81° 34′ W.

PILOTAGE: Pilots board vessels about 3 miles after passing the port entrance, in front of Electrical Plant and close to Empresa Consolidada del Petroleo Pier (Texas). Pilot station located at Reynold Garcia Pier (Terminal Maritima). Tel. number 2688.

Distance from place where Pilots board vessels to:

I.C.P. (Texas) Pier
Reynold Garcia Pier (Terminal Maritima) – 200 metres
Juan A. Morales Bayona (Cubadist) – 300 metres
Jose Luis Dubrocq (formerly Fomento) – 500 metres
Frank Pais (Armour)

APPROACHES: There are three entrance channels:

North Channel: 50 ft. depth

Central Channel: at north side 27 ft. depth; south side 50 ft. depth

Entry and sailing channels are straight and without turns or obstacles. North Channel mud bottom, but others with rocky bottom. Tidal variation 1 ft. 6 in.

RESTRICTIONS: Vessels can enter or sail at night but Port Authorities should be advised in advance.

ANCHORAGES:

Indio Anchorage: depth 17 ft.; swing area 120 metres
South Anchorage: depth 30 ft.; swing area 230 metres
Del Medio Anchorage: depth 27 ft.; swing area 20 metres
West Anchorage: depth 21 ft.; swing area 150 metres
North Anchorage: depth 25 ft.; swing area 150 metres
Casacajales Anchorage: depth over 30 ft.

BERTHING: Jesus Menensez (I.C.P.) Pier (formerly Texas) with a depth of 28 ft., length 749 ft., used for discharge of fuel oil. At present no operations are performed at this pier, due to its bad condition.

Frank Pais Dock E.C.F. 41 (formerly Armour) is used in discharge of fuel oil. Depth 21 ft. and length of 365 ft. Vessels drawing over 21 ft. dock under Master's responsibility.

Reynold Garcia Pier (Terminal Maritima): North side: length 450 ft. draft 30 ft. Used for loading bagged sugar and for liquid ammonia.

South side: length 529 ft. draft 31 ft. 6 in. Used for loading bulk sugar by mechanical means; also for bagged sugar.

Jose Luis Dubrocq (Fomento Maritima): fore part: length 600 ft., draft 24 ft. Used for fertilizer discharge.

Rear part: length 500 ft. draft 28 ft. (out of service).

Morales Bayona Pier (formerly Cubadist): Draft 30 ft. This pier is used for loading blacktrap molasses and alcohol.

Reynold Garcia and Jose Luis Dubrocq piers have railroad tracks standard guages with sideings for shifting cars. Trucks can also operate at these piers.

Cascajales Anchorage: oil tanker discharge.

STEVEDORES: Working periods: Monday to Friday 0700/1300 – 1300/1900, 1900/0100; Saturday same; Sunday no work performed except in special cases.

Raw sugar: 855 raw-sugar bags loaded per gang-period. 5 bags loaded per sling.

Refined sugar: 2,004 refined-sugar bags (50 kg type) are loaded per gang-period (797 of 100 kg type).

12 bags of 50 kilo type per sling; 5 bags of 100 kilo type.

General cargo: average rate of discharge of other kinds of cargo varies depending on the type.

Average rate of fertiliser discharge about 11 tons per gang-hour.

Crane: one steam crane with a boom of 60 ft. which can lift about 40 tons. Crane is mounted on railroad tracks and is used only at Jose Luis Dubrocq pier.

Bulk sugar: the installation of bulk sugar throwers operated by Empresa consolidada del Azucar, at Reynold Garcia Pier, is by system of conveyor and distribution crane which runs from Parabolicos warehouses up to the end of the pier. A special structure protects the conveyor.

The crane runs on special rail throughout the pier (fore and aft) stopping at each vessel's hold. In cases where the vessel has projecting superstructure, she has to be separated from the pier.

Average loading rate is about 350 tons per hour, depending on the type of vessel. On vessels without tweendecks, an average of 43 tons per hour has been attained.

Weights of shipment estimated on draft and information provided by Master. Notations are entered in Bill of Lading declaring quantity as subject to amount discharged at destination, which is supervised by Cuban Producers' Representative.

TANKERS: Pumping rate:

Fuel oil – discharge: about 500 tons per hour
Alcohol – loading: „ 208 „ „ „
Molasses – loading: „ 263 „ „ „

FRESH WATER: Supplied only at Reynold Garcia Pier. Delivery slow.

REPAIRS: Can be performed by Cearra y Trabazo.

COMMUNICATIONS: Long-distance telephone, Corporacion Inalambrica Cubana, Press wireless, Government telegraph, postal communication, railroad and buses.

Vessels can communicate through CLA via Cardenas and/or Havana.

MEDICAL: Following hospitals where sick crew members can receive attention: Civil Hospital, Army Hospital, Clinica Moderna, Clinica Villar, Clinica Matanzas.

AUTHORITIES: Located as follows:

Port Doctor: Milanes St. No. 2, tel. 2672 (home telephone 2338).
Immigration: Santa Teresa St. No. 19. Tel. 2695.
Port Captain: Muelle del Real. Tel. 2469.
Custom House: Versalles St. e/Navia and Riech St. Tel. 2269 (home tel. 2339). (Chief of Custom House watching services.)

AGENT: Empresa Consignatarias Mambisas, POB 245, Tello Lamar Street No. 88, Matanzas. Tel. 2519 and 3079 (night: 3819).

Due to short distance between Havana and Matanzas, a close co-ordination inter-agencies must exist regarding advices of ETA and ETS of vessels transitting between these two ports.

NUEVA GERONA (ISLA DE PINOS): 21° 58′N. 82°56′ W.

PILOTAGE: Pilots board vessels at Punta Frances. Distance from place where Pilots board vessels to loading berth is about 34 miles. No pilot station. Chief Pilot is located at No. 3 St. Mo. 612 e/ 6 and 8 streets, Nueva Gerona, Isla de Pinos.

APPROACHES: Entrance channel or passage from the Gulf to the bank is about two miles wide. Bottom throughout the 34 miles is mud (from entrance to anchorage in front of Las Casa River). No dangerous turns or narrows.

RESTRICTIONS: Entry and sailing only during daylight.

ANCHORAGE: Fruit-loading operations performed at anchorage when vessels' draft does not permit them to enter the river.

Vessels are permitted to load at anchorage up to a maximum of 19 ft. Swinging area: 600 ft.

Following barges are available:

Evangelina – capacity 80 tons (schooner)
Bongo – capacity 80 tons (barge)
Natalia – capacity 100 tons (schooner)

Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

Whenever sufficient cargo is supplied by the packing plant, the loading rates should be about 120 tons per gang in 8 hours.

MAX. SIZE: Maximum draft up to which vessels can load out of the river is 19 ft. Tidal variation 1 ft.

BERTHING: Ferry Dock: Length 200 ft., draft 8 ft. Dock situated about 2 miles up river. Depth of river is 13 ft., and 250 ft. wide. At present dock used for coastwise services by Float de Navegacion Mambisas (cargo and passengers).

FUEL/FRESH WATER/REPAIRS: Not available.

MEDICAL: General hospital "Heroes de Baire", where sick crew members can receive attention.

COMMUNICATIONS: There are telephone, telegraph and cable (Inalambrica) communications, also air postal service.

AUTHORITIES: Port Authorities are located at Nueva Gerona.

It is strongly recommended that when vessels are assigned to this port, all measures be taken for perfect co-ordination between Agents, Pilots and Port Authorities, and Masters should give ETAs in advance.

SUB-AGENT: Empresa Nacional de Cabotaje, Calle 14 entre 1ra. y 3ra, Nueva Gerona, Isla de Pinos. Cable: "Vapor Nueva Gerona". Tel. 33 and 163 (night: 277).

NUEVITAS: including Pastelillo, Puerto Tarafa, and Bufadero. 21.33 N. 77.16 W.

Nuevitas has following load/discharge berths and terminal facilities at Pastelillo and Puerto Tarafa, also loading berths at Bufadero, through which molasses are exported.

(a) PASTELILLO:

PILOTAGE: Pilots board vessels at Punta Practicos, 1 mile from buoy No. 1.

Distance from place where Pilots board to: Pastelillo, 8 miles; Bufadero, 12 miles; Puerto Tarafa, 14 miles.

Pilot station located at Punta de Practicos, East of entrance channel. Usual means of communications are radio, telephone and launches.

APPROACHES: Entrance is narrow and winding. Channel is between Point Sotavento and Practicos and is 7 miles long. Vessels may use it safely although care to be taken because of narrow and sharp turns, and velocity of tidal currents.

RESTRICTIONS: Recommended that vessels enter or sail during daylight.

ANCHORAGE: Botijuela Anchorage: Can accommodate vessels up to 33 ft. draft.

MAX. SIZE: Up to 575 ft. length – 33 ft. draft. Up to 610 ft. length – 31 ft. draft. Tidal variation 1 ft. 6 in.

BERTHING: Pier No. 4: Length 458 ft., draft 32 ft. both sides. Vessels must be operated at high tide. Trucking operations cannot be performed at this pier. Pier has two railroad tracks of standard gauge with only one inlet.

North side of pier is used for sugar, general cargo and fuel oil. South side of pier used for sugar, general cargo and molasses.

Vessels drawing over 30 ft. 3 in. have to wait high tide for shifting to anchorage.

STEVEDORES: Working periods: Monday to Friday, 0700/1300–1300/1900; Saturday, 0700/1300–1300/1900; Sunday, no work is performed.

Raw Sugar: loading rate: maximum 1,800 bags per gang in 6 hours. Minimum fixed rate 975 bags in 4 hours or equivalent in 6 hours. 6 bags loaded per sling.

Loading Capacity: two sugar vessels can perform sugar loading operations simultaneously.

Refined Sugar: this type of shipment is not regularly performed at this port.

Loading rate: 3,300 bags of 100 lb. each are loaded per gang in a 6-hour period.

General Cargo: discharging rate is about 11 to 12 tons per hour.

Raw Sugar in Bulk: there are seven sugar thrower machines.

No shore crane available.

TANKERS: Molasses pumping rate about 85,000 gallons per hour.

FUEL: Bunkers can be supplied at No. 4 pier. Grades available: fuel oil, diesel oil, and gasoline, but only supplied in small quantities. Delivery rate average – fuel oil 200 tons per hour, diesel oil and gasoline 40 tons per hour. Delivery is by pipe-line or tank cars.

FRESH WATER: Can be supplied at No. 4 pier. Delivered by means of railroad tank cars, each with capacity of approximately 34 tons. Delivery rate about 20 tons per hour.

REPAIRS: Repair Shop "BOGA" incorporated in the Industry Ministry.

MEDICAL: There is a municipal hospital where sick crew members can receive attention.

COMMUNICATIONS: There are long-distance telephone communications, cables RCA, Government telegraph and postal service. There is a long-distance telephone between Nuevitas/Pastelillo/Tarafa and Bufadero.

Vessels can communicate with Nuevitas by radiogram (CLA).

AUTHORITIES: Located at Nuevitas.

Authorities travel from Nuevitas to clear the vessels for whichever of the three berths they may have been assigned, i.e. Pastelillo, Tarafa or Bufadero.

Means of transportation for port authorities from Nuevitas to the loading/discharging berths is automobile or launches.

AGENTS: Empresa Consignatarias Mambisas, Apartado 250, Puerto Tarafa, Nuevitas. Cable: Mambisas Nuevitas. Tel.: 3–1435 (night: 3–5805 and 3–6025).

(*b*) SUB-PORT OF TARAFA:

PILOTAGE: See "Pastelillo". Distance from place where Pilots board vessels to Tarafa is about 14 miles.

APPROACHES: See "Pastelillo".

RESTRICTIONS: Vessels can enter or sail only during daylight and should wait for slack water.

MAX. SIZE: Max. draft with which vessels can enter Tarafa is 25 ft. 8 in. In exceptional cases up to 26 ft. 6 in.

Max. length up to 600 ft. Vessels drawing over 25 ft. 3 in. should wait for high tide before shifting anchorage. Tidal variation 1 ft. 6 in.

BERTHING: For sugar and general cargo.

Pier "B" – North side: length 480 ft., depth 19 ft. (high water). South side: depth 19 ft. (high water).

Pier "C" – North side: length 767 ft., depth 25 ft. 6 in. (high water). South side: depth 25 ft. (high water).

Pier "D" – North side: length 767 ft., depth 25 ft. 6 in. (high water). South side: length 477 ft., depth 25 ft. (high water).

Vessels drawing 25 ft. 6 in. and over when shifting to Pastelillo must do so at high tide.

These three piers each have four railroad tracks of standard gauge but sugar cars cannot enter loaded at one side and exit at the other side. Usually loaded sugar cars are unloaded first and, whilst shifting takes place, the last ones are discharged in order not to lose time in this movement.

STEVEDORES: Working periods – raw sugar, loading rate, refined sugar, general cargo, etc., same as for Pastelillo. Six sugar vessels can operate simultaneously. No crane available.

FUELS: No bunkers usually supplied at this terminal, but in special cases bunkers have been supplied at Pier "B".

FRESH WATER: Can be supplied at Pier "B", "C", and "D".

AUTHORITIES: See "Pastelillo".

(c) SUB-PORT OF BUFADERO:

PILOTAGE: See "Pastelillo". Distance from place where Pilots board vessels to Bufadero is 12 miles.

APPROACHES: See "Pastelillo".

RESTRICTIONS: Vessels drawing over 25 ft. 3 in. should await high tide for shifting to anchorage.

For entering-sailing, vessels should wait for slack water and only during daylight.

MAX. SIZE: Max. draft with which vessels can enter/sail to/from Bufadero is officially up to 25 ft. 3 in. but actually up to 25 ft. 6 in. Length 600 ft. Tidal variation 1 ft. 6 in.

BERTHING: Pier, length 557 ft.; draft, North side, 25 ft.; draft, South side, 25 ft.

This pier is only used for molasses and fuel oil. Average pumping rate of molasses is 70,000 gallons per hour. Only South side is in operation.

FUEL/FRESH WATER/REPAIRS: Not available.

AUTHORITIES: See "Pastelillo".

PUERTO PADRE—Cayo Juan Claro: 21.17 N. 76.32 W. (and sub-port of Manati)

Vessels can proceed direct to Cayo Juan Claro and Port Authorities travel to Cayo Juan Claro for clearance.

PILOTAGE: Pilots board vessels at entrance, not less than one mile from mouth of port. Distance from place where Pilots board vessels to pier is about 2½ miles.

APPROACHES: Funnel-shaped at entry. Two turns, but the one to take into consideration when manoeuvring vessels over 525 ft. is "Careneoro" turn. Vessels with a length of 565 ft. have entered this port. Bottom is rocky in entrance channel and muddy in bay.

RESTRICTIONS: Vessels can enter only during daylight and must wait for slack water for entering/sailing due to current in the channel.

MAX. SIZE: Vessels can sail with maximum draft of 25 ft. up to a length of 500 ft. Over 500 ft. length with draft up to 24 ft. Maximum length permitted 557 ft. Tidal variation 2 ft. 3 in.

BERTHING: Loading and/or discharging operations are carried out at Cayo Juan Claro which is about 3 miles distant from Puerto Padre.

Dock No. 1 For loading sugar: length 509 ft., width 30 ft., depth 25 ft.

Dock No. 2 For loading molasses and discharge of fuel oil and gas oil: length 272 ft., width 12 ft., depth 25 ft. This dock has railroad tracks of non-standard gauge. A launch is used for handling lines in berthing.

STEVEDORES: Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

Raw sugar: loading rate maximum 1,430 raw sugar bags loaded per gang period. Minimum is 650 bags. Five bags loaded per sling. Only one vessel can operate at a time. Empty jute bags have been discharged and average discharge rate is about 45 metric tons per gang period. No crane available.

Sugar in bulk: 5 thrower machines for loading sugar in bulk.

TANKERS: Molasses average pumping rate 50,000 gallons per hour. Fuel oil, discharging rate 45,000 gallons per hour. Gas oil discharging rate 35,000 gallons per hour.

FUEL: Not available.

FRESH WATER: Can be supplied at No. 1 pier by pipe-line. Delivery rate 17 tons per hour.

REPAIRS: Port has no repair shop, but in event winch damage or any other light repairs, this work can be carried out at the Sugar Mill "Central Antonio Guiteras" Repair Shop.

MEDICAL: General Hospital at Puerto Padre where sick crew members can receive attention.

AUTHORITIES: Port Doctor and Custom House are located at Puerto Padre. Immigration at Chaparra. Port Captain at Cayo Juan Claro.

Distance from Cayo Juan Claro where all cargo operations are performed to Puerto Padre is 3 miles. Means of transportation between Puerto Padre and Cayo Juan Claro: motor-boat, railroad, and automobile.

From Puerto Padre to Cayo Juan Claro it takes: by motor boat 30 minutes; by automobile 5 minutes; railroad 20 minutes.

Means of communications available at Puerto Padre: telephone, cable (Inalambrica), telegraph and postal service. Vessels can communicate with Puerto Padre via CLA Habana.

AGENT: Empresa Consignatarias Mambisas, Cayo Juan Claro, Puerto Padre. Tel. 208–7 (Cayo Juan Claro); (Night 165). Cable: "Mambisas Puerto Padre".

(*a*) SUB-PORT OF MANATI 21.24 N. 26.49 W.

Vessels can proceed directly to this sub-port without calling first at Puerto Padre for clearance.

PILOTAGE: Pilots board vessels about 1 mile from entrance. No pilot station. Pilots located at Manati and ETA notice to be given to them well in advance. Distance from place where pilots board vessels to pier is about 3 miles.

APPROACHES: Narrow channel, very deep (minimum depth 40 ft.) Bottom is irregular, parts where it is sandy and others rocky.

RESTRICTIONS: Not necessary to await slack water for entry/sailing; but considering large tonnage of vessels presently entering port for topping-off, if there is a strong current Pilots wait until current loses strength order to avoid accidents. Vessels can enter and sail only during daylight.

ANCHORAGE: Swing area 600 ft. (approx.). Owing to reduced space, this anchorage is not safe for anchoring vessels drawing over 26 ft.

MAX. SIZE: Vessels drawing up to 30 ft. and a length of 500 ft. have entered. Maximum draft with which vessels can enter and sail:

(*a*) Presently vessels can enter with length (Liberty type) up to 440/460 ft. drawing up to 28 ft. Up to 29 ft. as maximum limit.

(*b*) With a length up to 500 ft. drawing not over 26 ft. Vessels with above specifications can enter port and berth whenever tide favourable and weather good.

Both sizes of vessels can load up to a maximum draft of 30 ft. Also vessels with length up to 560 ft. and drawing up to 17 ft. can enter port, although it is not advisable to do so on account of the present dock conditions. Tidal variation, 2 ft. 6 in.

BERTHING: Dock length 465 ft. At South end of dock there is a small shallow which renders worthless about 70 ft. of dock space. Present maximum depth at dock is 30 ft. 02 in. at high tide.

STEVEDORES: Loading sugar: working periods: Monday to

Friday 0700/1100 – 1300/1700; Saturday 0700/1100 – 1300/1700. When necessary, work is performed at night. Sunday is also worked when required. 1,040 sugar bags loaded per gang period; 4 sugar bags loaded per sling. Only one vessel can operate at a time. No refined sugar operations performed. No shore crane available. Sugar mill has five grates and three machines for spreading sugar in hatches.
TANKERS: Molasses pumping rate 25/30,000 gallons per hour. Fuel oil pumping rate at average of 1,700 barrels per hour.
FUEL: Not available.
FRESH WATER: Supplied by pipe-line at pier. Pipe-line 2 in. in diameter and delivery at an average rate of 15 – 16 tons per hour. Amount that can be delivered depends on supply at sugar mill.
REPAIRS: Sugar mill repair shop for minor repairs. Welder available.
COMMUNICATIONS: Long-distance telephone communication between Manati and Puerto Padre, although difficult owing to fact that there are only two lines from Manati and they are almost always congested. There are some occasions when an entire day is spent trying to obtain communication without result. Victoria de las Tunas telephone operator serves on occasions as "relay".

Vessels cannot communicate by radio with this port.
AUTHORITIES: Port Doctor and Port Captain located at this port. Custom House delegation located here, also Immigration Inspector who attends Gibara, Vita and Puerto Padre. When vessels enter and anchor awaiting for favourable tide to dock, they are cleared by Customs at the anchorage. If vessel arrives on flood tide (which is best tide for berthing) Port Authorities visit vessel when berthed.

When vessels enter at Manati, the Manifest order number is given by Puerto Padre Custom House. Custom House clearance is given by Manati Custom House Delegation of Puerto Padre. Distance from Manati subport to Puerto Padre port is 17 miles by sea. By highway, as journey is made through Victoria de las Tunas, distance about 140 kilometres. From Manati to Victoria de las Tunas, takes 1½ hours. From Victoria de las Tunas to Puerto Padre, about one hour. There is railroad transportation between Manati to Puerto Padre and it takes about the same time. There are three daily services between Manati and Victoria de las Tunas by train, and two by highway.

AGENT: Empresa Consignatarias Mambisas, Central Manati. Cable: "Mambisas Puerto Padre". Tel. 144–3.

SANTA CRUZ DEL SUR (and sub-ports of Manopla and Guayabal): 20.42 N. 77.59 W.

PILOTAGE: Pilots board vessels close to buoy indicating entrance channel (Cuatro Reales) between "La Ceiba" bank and Carapacho Cay Lighthouse. Distance from place where Pilots board vessels (Cuatro Reales Channel) to Santa Cruz anchorage is 11 miles.
APPROACHES: Entrance channel has depth of 45 ft. Bottom is mud, gravel and loose sand. In the narrowest part of channel is a turn of about 20 degrees.
RESTRICTIONS: Vessels cannot enter/sail at night. Not necessary to wait for slack water for entering/sailing.
ANCHORAGES: No. 1, 24 ft.; No. 2, 26 ft.; No. 3, 36 ft.; No. 4, 40 ft. Sugar-loading operations were performed at anchorages. There were 10 barges available which are presently operating at the sub-port of Santa Maria (Jucaro). Similarly, the tugs which were used at this port are at present operating at Jucaro.
MAX. SIZE: Vessels can enter/sail through channel with any draft and length subject official draft of the port which is 35 ft. Tidal variation 1 ft. 5 in.
LOADING: Raw sugar: working periods: Monday to Friday 0600/0800 – 0830/1100 – 1200/1530; Saturday 0600/0800 – 0830/1030; Sunday: when it has been necessary, work has been performed.

Loading rate: 1,950 bags loaded per gang period. Six bags loaded per sling. Only one vessel can operate at a time. No crane available.

Refined sugar – no operations performed.

Raw sugar in bulk – no sugar in bulk is shipped by this port. Bulk sugar is shipped by the sub-port of Guayabal.
TANKERS: No tankers operate at Santa Cruz del Sur proper.
COMMUNICATIONS: Long-distance telephone communication with Guayabal can be established through San Francisco Sugar Mill. Telegraph can also be used. There is no telephone or telegraph communication between Santa Cruz and Manopla.

At Santa Cruz del Sur there are long-distance telephone, Government telegraph and postal service. Vessels can communicate with Santa Cruz by telegraph via Radio Habana.
MEDICAL: No hospital. The nearest hospital where sick crew members can be attended is located at Camaguey, 80 kilometres from Santa Cruz.
FUEL/WATER/REPAIRS: Not available.
AUTHORITIES: Port Authorities are located at this port. Launch services are used by Port Authorities to clear vessels.

Distance from Santa Cruz del Sur to Manopla: 14 miles; Guayabal: 14 miles. From Santa Cruz to Manopla by sea 1½ hours; by road 1 hour. To Guayabal by sea 3 hours; by road 2½ hours.

No daily transportation between Santa Cruz and its sub-ports. Launch or automobile are to be hired for this purpose.

AGENT: Empresa Consignatarias Mambiasas, Calle Carretera s/n, PO Box 49, Santa Cruz del Sur, Camaguey. Tel. 11 (night 65 and 26–8). Cables: "Mambisas Santa Cruz del Sur".

(*a*) SUB-PORT OF MANOPLA:

PILOTAGE: After Pilot boards vessel at Cuatro Reales Channel, vessel proceeds to Santa Cruz for clearance, thence takes another Pilot and proceeds to sub-port of Manopla, 14 miles distant from Santa Cruz.
APPROACHES: see Santa Cruz. Entrance channel to sub-port of Manopla – Canal de Media Luna, Canal de los Bayameses, where vessels anchor, is a mile wide, bottom soft mud. No dangerous turns. Vessels of any length can enter and the anchorage depth is 24–40 ft. Official permitted draft 35 ft. Vessels can enter/sail only during daylight. Not necessary to wait for slack water for entering/sailing. Tidal variation 1 ft. 6 in.
LOADING: Anchorage No. 1: 26 ft.; No. 2: 40 ft. Loading sugar operations were performed at above anchorages by means of barges. The following barges and tugboats were available:

Macareno No. 1	– capacity: 329 metric tons, 2,870 bags of raw sugar or 75,000 gallons of molasses.
Macareno No. 2	– capacity: 329 metric tons, 2,870 bags of raw sugar or 75,000 gallons of molasses.
Eulalia	– capacity: 269 metric tons, 2,350 bags of raw sugar. Has no tanks.
Miguelito	– capacity: 269 metric tons, 2,340 bags of raw sugar. Has no tanks.
Josefa	– capacity: 269 metric tons, 2,340 bags of raw sugar or 48,000 gallons of molasses.

Tug: *Fox* – length 66 ft., breadth 14 ft., 165 h.p. Tows the fleet of barges utilised at Manopla.
TANKERS: Average pumping rate of molasses 20,000 gallons per hour.
COMMUNICATIONS: No long-distance telephone communication. There is telegraph service which works up to 1800.
FUEL/WATER/REPAIRS: Not available.
AUTHORITIES: AGENT: See "Santa Cruz".

(*b*) SUB-PORT OF GUAYABAL:

PILOTAGE: After Pilots board vessels at Cuatro Reales Channel, they proceed directly to sub-port of Guayabal, where Customs clearance takes place.
APPROACHES: Dredged channel 2,474 metres in length, 60 metres in width with average depth of 30 ft.
ANCHORAGE: Suitable for vessels with draft up to 40 ft.
MAX. SIZE: Official draft for the port is 35 ft., but Pilots advise maximum draft with which vessels may sail from the berth is 32 ft. 9 in. at high water, with maximum length 510 ft.
BERTHING: Pier: length 508 ft., depth 32 ft. 9 in. at high water.
STEVEDORES: Sugar loading in bulk. Loading of molasses and alcohol has not been performed for some time. Fuel oil and general cargo discharge.

Sugar in bulk – at pier there is an installation operated by electric motor control which moves a convex-shaped conveyor and transports the bulk sugar from warehouse to the vessel. Two thrower machines, 600 tons and 400 tons per hour respectively. Average loading rate about 250 tons per hour although occasionally average of 400 tons has been obtained. There is some time lost on account of shifting the crane. Occasionally shovellers are required, and work continues 24 hours a day.

General cargo – it is not customary to receive general cargo at this sub-port, although on occasion bales of empty jute bags have been received, destined to neighbouring sugar mills. At present there are no facilities for discharge of general cargo, and no shore cranes available.
TANKERS: Shipment of molasses and alcohol has been discontinued for some time. Vessels discharging fuel oil may berth with maximum draft of 27 ft. without touching bottom, which is of soft mud.
COMMUNICATIONS: Communications between Guayabal and Santa Cruz are poor. It is necessary to travel to Sugar Mill San Francisco (about 20 kilometres from the pier) in order to communicate by telephone with Santa Cruz.

Masters must send messages giving ETA addressed to Mambisas Santa Cruz del Sur.
FUEL/REPAIRS: Not available.
FRESH WATER: Supplied at pier by pipe-line at average rate of delivery 10 tons per hour.
AUTHORITIES: Port Captain and Immigration's Delegations at Guayabal. Custom's delegate travels from Santa Cruz to Guayabal to conduct clearance. Distance 24 miles (by sea) from Guayabal to Santa Cruz. By road 60 kilometres. Time 3 hours by sea and 2 by road.

AGENT: Vessels operating at Guayabal are attended by Santa Cruz del Sur agency personnel.

SANTIAGO DE CUBA: 19.50 N. 75.52 W.

PILOTAGE: Pilots board vessels 1 mile from mouth of port. Pilot station located in small Cay at entrance of bay known as Gramma Cay (formerly Smith Cay). Launch service is only means of communication available between Santiago de Cuba and Gramma Cay. Pilots also have office located at Custom House building with telephone communication. Distance from place where Pilots board vessels to: Piers 4 miles; Anchorage 3½ miles; Refinery Pier 1½ miles.
APPROACHES: The entrance, up to a distance of ½ mile, has a rock bottom. Thereafter, for a distance of 1 mile muddy bottom, and remaining 2½ miles is soft mud. There are some turns, and the channel and entrance to the port are narrow.

RESTRICTIONS: Vessels can enter and sail only during daylight from 0600 to 1800 hours.
ANCHORAGES: Inner anchorages located in the area from North of "Ratones Cay" up to west of buoy No. 20. Can accommodate vessels drawing up to 30 ft. and a length up to 680 ft.
MAX. SIZE: Vessels with a length of 680 ft. and a draft of 35 ft. can enter up to the refinery, provided they arrive during early morning hours. Tidal variation 1 ft. 6 in.
TUGS: Tugs are used for deep-draughted vessels and otherwise as situation demands. Following tugs are available:

Toledo	length 5·18 metres; h.p. 165; speed 9 knots
Santa Barbara	length 60 feet h.p. 165; speed 8 knots
Caridad	length 45 feet h.p. 110; speed 7 knots

BERTHING: Dock No. 1 "Luis Felipe Mena Gil" (formerly Malecon). Length 400 ft., depth 25 ft. at centre, 22 ft. at West end, and 22 ft. fore and 24 ft. aft at East end. Dock used for sugar loading and discharge of mineral, heavy lifts and volume cargo. It has 2 railroad tracks of standard gauge. (Notwithstanding above depth, vessels drawing up to 28 ft./28 ft. 6 in. sail from this dock.)

Ferrocarril Pier – length 240 ft., depth 23 ft. Vessels moor to dolphins. Distance between end dolphins is 400 ft. Used only for molasses loading. There is a pipe-line installation.

Pier No. 2 – "Miguel Santiesteban Reyes" (formerly Muelle de Luz) Wooden pier, length 500 ft., depth (North side) 22 ft. 06 in. shore end; 23 ft. 06 in. sea end. (South side) 20 ft. 06 in. shore end; 22 ft. 6 in. sea end. Used for general cargo discharge. Trucks and trailers operate at this pier.

Pier No. 3 – "Rolando Roca Pacheco" (formerly La Maritima). Concrete pier, length 650 ft., depth (North side) 22 ft. shore end; 04 ft. sea end. (South side) 24 ft. shore end; 25 ft. sea end. Used for discharge of general cargo. Trucks and trailers operate at this dock.

La Molinera Oriental Pier (present name: "Frank Pais") Depth 21 ft. fore; 22 ft. 06 in. aft.

Vessels do not berth directly on to this pier, but are secured to dolphins at narrow side of the pier. Used for bulk wheat discharge. Capacity of silos 8,200 tons. Conveyor and pipe-line are available.

Cement Factory Pier – length 290 ft., depth 17 ft. Used for cement loading. Trucks can be used.

Refineria Hnos. Diaz Pier – length 789 ft., depth 40 ft. both sides. Depth 45 ft. at head of pier. Used for discharge and loading fuel Also used for bunkering. Pipe-line installation.

Muelle Romero Dock – length 492 ft., depth (East side) 14 ft. fwd., 19 ft. aft. (West side) 19 ft. 06 in. fwd., 22 ft. aft.

Above depths taken at low water.
STEVEDORES: Working periods: Monday to Friday 0700/1300 – 1300/1900; Saturday the same; Sunday worked only if vessel completing cargo.

Raw Sugar: Loading rate about 1,200 bags loaded per gang period; 6 bags loaded per sling. Two vessels can load sugar simultaneously.

General Cargo – approximate discharging rates:

General cargo	7–8 tons per gang hour	
Bagged cargo	15	,, ,,
Iron	7	,, ,,
Wood	3 standards	
Fertilisers	15 tons per gang hour	

Shore Crane – there is movable crane with boom of 75 ft. length and lifting capacity about 19 tons.

Bulk sugar – 5 thrower machines available.
TANKERS: Average pumping rate: Molasses 30,000 gallons per hour. Fuel oil 13,000 barrels per hour.
COMMUNICATIONS: Radio telegrams, radiotelephony, telegraph and telephones. R.C.A., Inalambrica, All-American, Prewi, radio and Government telegraph. Also air, railroad and bus services.

Vessels can communicate with Santiago de Cuba through CLM and RCA.
MEDICAL: Sick crew members can be attended at Army Hospital or Los Angeles Hospital.
FUEL: Fuel oil and diesel oil available. Delivery rate about 7,000 barrels per hour.
FRESH WATER: Can be supplied docked/anchored.
REPAIRS: Following repair shops: Joaquin Lamas, Giron.
AUTHORITIES: Located at Custom House building.
AGENT: Empresa Consignatarias Mambisas, PO Box 522, Jose Antonio Saco 10, Santiago de Cuba. Tel. 2891/7489 (night: 6874). Cables: "Mambisas Santiago de Cuba."

TANAMO: 20.44 N. 75.20 W.

PILOT: Pilot boards about 1 mile from entrance. Pilot station located at entrance of port mouth. Usual means of communication is by launch. Distance from place where Pilots board vessels to: Punta Gorda Dock: 5 miles; Cayo Mambi Dock: 7 miles.
APPROACHES: Entrance channel has rocky and muddy bottom. There are 90° turns, and narrow passes.
RESTRICTIONS: Entry and sailing at slack water and daylight only. Tug assistance required for vessels between 450 and 600 ft. length.
MAX. SIZE: If berthing, draft 22 ft., length 450 ft. If anchoring, draft 28 ft.
BERTHING: Punta Gorda dock: length 345 ft., depth East side 22 ft., West side 19 ft. Dock used for loading sugar and molasses; also for fuel oil discharge or heavy cargo.

Cayo Mambi Dock: length 200 ft., depth 14 ft. Dock used in discharge of coastwise merchandise.

Docks have railroad tracks of non-standard gauge. Punta Gorda dock has four inlet tracks only. Cayo Mambi has two tracks.
STEVEDORES: Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100; Sunday no work performed.

Raw sugar: 975 sugar bags loaded per gang period. Six sugar bags loaded per sling.

Refined sugar: 1,875 bags of 100 lb., loaded per gang period. Twelve bags of 100-lb. type loaded per sling.

General Cargo: Working periods same as for sugar.
TANKERS: Molasses average pumping rate: 20,000 gallons per hour. Fuel oil average pumping rate: 11,750 barrels per hour.
COMMUNICATIONS: Long-distance telephone communication at sugar mill. Radio service Inalambrica and Government telegraph. Interior telephone communication between sugar mill yard and port.

Air service at Cayo Mambi. Vessels can communicate with Cayo Mambi by Government telegraph.
FRESH WATER: Can be supplied at Punta Gorda, delivery by pipe-line at rate of 5 tons per hour.
FUEL/REPAIRS: Not available.
MEDICAL: There is a hospital where sick crew members can receive attention in urgent cases. For serious cases, sick men are sent to Nicaro Hospital or to Santiago de Cuba.
AUTHORITIES: Port Doctor and Immigration Inspectors located at Sagua de Tanamo. Captain of Port and Custom House located at Cayo Mambi. Custom House and Captain of Port are Delegations of Antilla.

Entry and sailing clearances attended by Cayo Mambi Delegation Office. Port Authorities travel from Cayo Mambi to Punta Gorda by railroad, thereafter by launch to the anchorage.
SUB-AGENT: Empresa de la Industria Azucarera de Oriente, Central Frank Pais (Tanamo), Cayo Mambi, Oriente, Cables: "Franpa Cayo Mambi". Tel. 2 (night: Zona 2). Central Switchboard.

VITA (sub-port of Gibara – Oriente Province): 21.05 N 75.57 W.

PILOTAGE: Pilots board vessels 3 miles from entrance channel. Pilot station located at Vita. Interior telephone communication. Distance from place where Pilots board vessels to dock: 5 miles.
APPROACHES: Owing to narrowness of channel, turns may be considered as dangerous for vessels over 450 ft. length.
RESTRICTIONS: Entry and sailing only during daylight.
MAX. SIZE: Maximum draft with which vessels can enter/sail is 27 ft. at high tide and 26 ft. at low tide. Maximum length 500 ft. (although vessels with length of 550 ft. have entered this port).
BERTHING: Dock: length 300 ft., depth 26 ft. Vessels drawing 26 ft. 06 in. or 27 ft., touch bottom. Loading of sugar and molasses and discharge of fuel. Only one railroad track of non-standard guage.
STEVEDORES: Working periods: Monday to Friday 0700/1100 – 1300/1700; Saturday 0700/1100.

800–1,100 sugar bags loaded per gang period. Four sugar bags are loaded per sling.
TANKERS: Average pumping rate (molasses) 25,000 gallons per hour.
COMMUNICATIONS: Long-distance telephone, post and telegraph services.
MEDICAL: No hospital at Vita. Sick crew members can receive attention at Gibara Hospital. Port Doctor at Santa Lucia, Oriente.
FUEL/REPAIRS: Not available.
FRESH WATER: Can only be supplied in exceptional cases. Delivery by 2-in. diameter pipe, by gravity. Delivery average 3 tons per hour. Recommended that Masters always check availability in advance.
AUTHORITIES: Immigration at Chaparra, who travels to Vita on ship's arrival advice. Captain of Port at subport of Vita. Gibara is the Customs Official Port having Custom Delegation at sub-port of Vita. Vessels can proceed directly to Vita where they are cleared by Authorities.
SUB-AGENT: Empresa de la Industria Azucarera de Oriente, Central Rafael Freyre (antes Santa Lucia), Oriente. Cables: "Rafy Santa Lucia Oriente." Tel. Dock 43–3. Centre 37–1. Home 28.

Cyprus

DHEKELIA: 35.58 N. 33.44 E.

Sovereign Base Area
DOCUMENTS:
3 Crew Lists.
4 Passenger Lists.
1 Arrival Declaration.
1 Crew Declaration.
1 Store List (for cigarettes, spirits, etc.).
2 Manifests (Customs forms).
PILOTAGE: Not compulsory but strongly recommended The tanker berth is situated in open roadstead.
MAX. SIZE: Tankers up to 560 ft. length with max. draft 30 ft.
HEALTH: Pratique granted by Health Authorities after boarding on arrival. No pratique necessary when vessel arrives from another port in Cyprus.
RADIO: Messages through Cyprus Radio, call sign 5BA.
TUGS: None available and not required.
BERTHING: One conventional buoy mooring for tanker discharging fuel oil to Dhekelia Power Station.
MEDICAL: Necessary for Agent to receive advance notice of medical attention required. Hospital facilities available.

DENSITY: 1025.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: See "Limassol".
IDENTIFICATION CARDS: When on shore leave, seamen's books required.
TIME: GMT plus 2 hours. No changes during the year.

AGENT: Orphanides & Murat, 19 Evagores Avenue (POB 850), Famagusta. Tel. 67241. Cables "Rota Famagusta". Telex 2467.

FAMAGUSTA: 35.07 N. 33.57 E.

DOCUMENTS:
1 Arrival Declaration form.
1 Merchant Ship Voyage Report (for Port Marine Police).
1 Maritime Declaration of Health (International Form Med. 20).
1 Declaration of all articles obtained outside Cyprus or during voyage by Master, officers and Crew (wines, and spirits, tobacco cigarettes, cigars, perfumery, jewellery, cameras, watches, arms and ammunition, etc. – Form C.121).
5 Crew Lists.
5 Passengers' Lists (landing and in transit).
1 List of Ship's Stores.
1 Dangerous Cargo List.

PILOTAGE: Masters to cable ETA 24 hours before arrival to Agent who will arrange berthing and piloting-in. Radio ETA message to Harbour Master not necessary except at times of congestion, when Agent will advise Master to do so for purposes of registering turn.

In normal weather conditions Pilot boards vessel at Turning-buoy or at anchorage. In bad weather conditions, Pilot will advise Master to proceed entrance of Outer Harbour, where Pilot will board. Communications between pilot Station and Vessels approaching port or anchored at roadstead by VHF Channel 16.

Pilot boat: open motor launches (about 150 hp.), light grey colour, flying pilot's flag. Light or sound signals for Pilot requirements: International signals apply.

ANCHORAGES: Vessels not berthing on arrival, to anchor at roadstead; a recommended position is 281°–1·4 miles from F. White and Red Reef Lighthouse. In case of very bad weather a safe anchorage to be sought further North, near Boghaz Area.

RESTRICTIONS: Passenger vessels (vessels built to carry more than 12 passengers) allowed to enter port up to 23.00 hours, provided such vessels will be at Turning buoy by that time and also if berth space is available.

Cargo vessels allowed to berth latest up to 20.00 hours provided berth space available and that vessel will immediately operate with at least two gangs.

No tide restrictions, but for vessels entering Inner Basin maximum draft 22 ft., and for Outer Basin maximum draft 30 ft.

MAX. SIZE: Vessels berthing in Inner Basin 22 ft. draft and 430 ft. LOA. Vessels berthing in Outer Basin 30 ft. draft and 720 ft. LOA.

HEALTH: For passenger vessels, with surgeon on board, Master to cable to "Quarantine Department Famagusta", advising that all on board are in good health. For cargo vessels, pratique will be arranged soon after vessel has berthed. If vessel called at Cyprus port prior to Famagusta, pratique will be automatic.

In case of suspected disease or fever on board, the Health Authorities will take the necessary precautions and issue instructions according to the prevailing circumstances.

RADIO VHF: Cyprus Radio – 5BA. Vessels can also call Harbour Master Famagusta on VHF, Channel 16.

TUGS: Two tugs at Famagusta – One 500 h.p. called "Desdemona" and the other 1,350 h.p. called "Othello" on which VHF is also available. Tugs join vessel at entrance of Outer Basin, and ship's lines are used. Use of tugs is at discretion of Pilot. No charges made for the use of tugs, which are Government property.

BERTHING: According to rotation of arrival. If port is congested, vessels at anchorage should fly respective numerical flag denoting their number according to rotation of arrival.

STEVEDORES: For week-day work, gangs to be ordered by 15.30 hours previous day. For Sunday work, gangs to be ordered by 11.30 hours Saturday. For week-day work, it is also possible to apply for gangs in the morning or during the day subject to gangs available. Average rate of discharge on piece-work: general cargo 10–15 tons, bagged cargo 15–20 tons per hour/gang.

MEDICAL: Advisable for Master to include in ETA message to Agent if any medical attention required; hospital and private clinics facilities available. Smallpox vaccination necessary; other inoculations or vaccinations according to prevailing circumstances.

DENSITY/TIDE: Mediterranean salt sea water. Difference of 1–2 ft. between low and high water.

FRESHWATER: Water hydrants installed alongside quay, both in Inner and Outer Basins and delivery through hoses; rate of delivery 10–15 metric tons per hydrant per hour.

Note: Certain limitations to quantities deliverable can be possible during summer months (June–August) owing to general shortage of water.

FUEL: No bunkering facilities alongside quay or in the port elsewhere. Limited fuel deliveries to vessels alongside quay can be made by lorry-tankers of 8–10 tons each. (Example of fuel available 530 seconds Redwood No. 1 at 100 degrees Fahrenheit.)

DEVELOPMENTS: Outer Harbour (2,100 ft. linear quay – 30 ft. draft) was recent extension to Inner Harbour (1,700 linear quay – 22 ft. draft) and any quay extension not foreseen in near future. The constructions of new sheds particularly for export and a passengers' terminal as well as a silo is under study and work may commence in the near future.

GANGWAY DECK WATCHMEN: Not obligatory, but available and most Masters engage watchmen.

OPENING/CLOSING HATCHES: Carried out by crew; stevedores on board are sometimes willing to help but they are not obliged to do so.

CUSTOMS ALLOWANCES: See "Limassol".

CARGO GEAR: Mostly supplied by shore stevedores or other contractors on hire, and it is expected to be tested and safe. Any gear supplied by the vessel must be certified tested and suitable for purpose used.

IDENTIFICATION CARDS: Passports are accepted by the Police and Immigration Authorities. Identification cards, whoever, are advisable as crew members on shore leave must carry either their passport or identity card and the loss of the former, whilst ashore, may involve complications.

CONSULS:

Finland	Netherlands
France	Norway
Italy	Sweden
Japan	Thailand

REPAIRS: Minor repairs for deck and engine can be carried out at local workshop. Cement boxes and plating both above and underwater can be carried out.

DRY DOCKS: No dry docks. Two slipways operate at South end of port and can take vessels of up to 400 tons weight.

AIRPORT: Nicosia International Airport 40 miles from Famagusta (1 hour's drive). Daily flights to European/U.K. and Middle East destinations.

TIME: GMT plus 2 hours. Permanent.

HOLIDAYS: Recurrent official Customs and port holidays:
(*a*) First week-day of January;
(*b*) Epiphany Day (Greek Orthodox) 6th January;
(*c*) Good Friday (Greek Orthodox);
(*d*) Saturday before Easter (Greek Orthodox);
(*e*) Easter Monday (Greek Orthodox);
(*f*) Christmas Day, or if that day be a Sunday, the following day;
(*g*) 26th December, or if that day be a Sunday, the following day, unless Christmas Day falls on a Sunday, in which case the Tuesday following Christmas Day;
(*h*) First day of Ramazan Bairam, or if that day be a Sunday, then the following day, unless the day in (*i*) hereinafter has occurred first and has fallen on a Sunday, in the same year;
(*i*) First day of Qurban Bairam, or if that day be a Sunday, then the following day, unless the day in (*h*) above has occurred first and has fallen on a Sunday, in the same year;
(*j*) Birthday of the Prophet;
(*k*) 25th day of March (Greek Independence Day);
(*l*) First day of May;
(*m*) 28th day of October (OXI DAY – Greek);
(*n*) 29th day of October (Turkish Independence Day);
and any other day appointed by Council of Ministers as a day on which Customs Houses shall be closed for business.

All ports closed for work on New Year's Day and on 1st May. Members of Greek trade unions have option to abstain from work on 25th March, Easter Sunday, Easter Monday, 28th October and Christmas Day. It has also been noted that on 1st April (EOKA DAY) no work is done. Members of Turkish Trade Unions have option to abstain from work on Ramazan Bairam, Qurban Bairan, Birthday of the Prophet, 19th May and 29th October. However members of each community may work during any holidays but if they do so they are paid holiday wages.

POLICE/AMBULANCE/FIRE: Port Marine Police Tel. 63239; Police Head Quarters 62016; Fire and Ambulance 999.

TELEPHONES: Lines available for placing telephones on board.

GENERAL: Cyprus flag to be hoisted on mast from 0800 hours to sunset. Landing of dogs or other animals not allowed; also landing of fruits, vegetables and eggs unless authorised by Produce Inspection Office. Disposal of garbage and waste strictly prohibited both in port and Cyprus waters. Agents can arrange removal of garbage by contractor or municipality.

SERVICES: Compass adjusting; radar repairs; scraping and painting ship's sides.

SHORE LEAVE: All crew members allowed ashore after free pratique granted. Each crew member to carry passport or Identity Card.

REGULATIONS: Authority is required from Harbour Master: for immobilising engine for cleaning or repairs whilst vessel alongside quay; for lowering lifeboats; for using ship's radio; for sailing (a Port and Customs Clearance is required).

Ships berth by rotation according to time of arrival. However, port regulation exists that passenger and cruising vessels as well as ferryboats can berth (maximum 2 berths) on priority.

DELAYS: Delays in berthing are very seldom. Slight congestion of 1–2 days, however, is sometimes observed in month of May when it is peak export season for spring-crop potatoes and carrots.

AGENTS: Orphanides & Murat, 19 Evagoras Avenue (PO Box 15), Famagusta. Tel. 67241 (3 lines). Telegram Rota Famagusta. Telex 2467.

Lloyd's Agency; Lloyd's Register of Shipping; Brokers; Surveyors and Assessors; Claims Settling Agents; Shipping, Clearing and Forwarding; General & Bonded Warehouses. Branch Offices at Nicosia, Larnaca, Limassol and Paphos.

LARNACA: 34.55 N. 33.39 E.

DOCUMENTS:
3 Crew Lists.
4 Passenger Lists.
1 Arrival Declaration.
1 Crew Declaration.
1 Store List (for cigarettes, spirits, etc.).
2 Manifests (Customs forms).

PILOTAGE: No Pilot required except for tanker discharging petroleum products. Telegraphic address: "Port Superintendent Larnaca, Cyprus." Pilot's boat always flying Pilot's flag.
ANCHORAGE: Open roadstead.
MAX. SIZE: No limits in open roadstead. For oil carriers discharging clean oils, up to 30 ft. draft.
HEALTH: Pratique required only in first port. Government Health Services board to give pratique.
RADIO: Through CYTA (Cyprus inland Telecommunications Authority) Cyprus.
TUGS: No tugs; small boats used for tanker mooring on buoys.
BERTHING: Tankers berthed by Government Pilot or private Pilot during daytime only.
STEVEDORES: Gangs arranged by Agent before arrival.
MEDICAL: Necessary for Agents to receive advance notice of at least 2–3 hours before arrival. Hospital facilities always available.
TANKERS: Diameter of discharge lines up to 12 in. Maximum draft 30 ft.
DENSITY: 1,025.
FRESH WATER: Not available.
FUEL: May be supplied in limited quantities, 24 hours notice required. Gas oil viscosity Redwood 1 at 100°F 30–35 sec. Fuel oil viscosity Redwood 1 at 100°F 200–600 sec.
DEVELOPMENTS: New port under construction. Depth 30 ft. Total length of quay about 1,100 ft.
GANGWAY/DECK WATCHMEN: Not necessary at present.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCE: See "Limassol".
IDENTIFICATION CARDS: When on shore leave, seamen's book is required.
CONSULS:

Italy	Portugal
Sweden	Finland
Denmark	

REPAIRS: Minor repairs and overhauls may be carried out.
REPATRIATION: Facilities available.
AIRPORT: 30 miles away, served by regular airlines.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: Cargo work can be arranged on Custom Holidays on payment of overtime with exception of New Year's Day, Christmas Day and Easter Sunday.

Public Holidays now in Force: The first week-day of January; Epiphany Day; Good Friday; Saturday following Good Friday; Easter Monday; Christmas Day; Day after Christmas; First day of Ramazan Bairam; First day of Qurban Bairam; Birthday of the Prophet; 25th March; 1st May; 28th October; 29th October:
POLICE/AMBULANCE/FIRE: 999 for Police and Fire. 2007 for Ambulance.
TELEPHONES: No arrangements exist for placing on board.
SERVICES: Not available (only compass adjusting by private Pilot can be arranged).
SHORE LEAVE: Crew members allowed ashore from morning till 2300 hours.
DELAYS: May be expected in winter time when the sea is rough.
PORT AUTHORITY: Collector of Customs and Superintendent of the Port, Larnaca Cyprus, Tel. 2626. Telex Collector: Larnaca.

LATCHI (Limni Mines) 35.02 N. 32.24 E.

CODUMENTS: See "Limassol".
PILOTAGE: No pilot available. Vessels chartered for Company advise ETA via Cyprus Radio to "Limni Poliscyprus". Anchorage ½ mile North of Mavroli Pier. During daylight hours Company launch leads vessels to anchorage.
ANCHORAGE: As above, depth ½ mile from pier is 10 fathoms.
MAX. SIZE: No restrictions on size.
HEALTH: All necessary action to obtain pratique made by Agent. In the event of any suspected disease on board, necessary action and precautions taken by Health Authorities.
RADIO: Cyprus Radio – call sign 500 BA or radio telephone no. 21822.
TUGS: None available.
BERTHING: Mavroli Pier in Khrysokhou Bay, Cyprus, in position 35° 03′ 15″ N. 32° 27′ 10″ E. bearing 072° approximately 3.2 miles from Latchi. Necessary to have Cyprus flag, and to have gangway and not a rope ladder for Authorities and stevedores to board.
STEVEDORES: ETA advice required order arrange gangs at least 24 hours.
MEDICAL: Agent to receive 24 hours notice. Hospital facilities available at Ktima, 24 miles from Latchi Port. Each member of crew to possess valid vaccination certificate.
DENSITY: 1.025.
FRESH WATER: None available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Unnecessary.
OPENING/CLOSING HATCHES: Done by the crew.
CUSTOMS ALLOWANCES: See "Limassol".
IDENTIFICATION CARDS: Required.
CONSULS: No consuls at port.
REPAIRS: No repairs can be carried out.
REPATRIATION: Can be arranged through Nicosia Airport.
AIRPORT: Nicosia Airport 68 miles away, served by regular airlines.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: See "Limassol".
POLICE/AMBULANCE/FIRE: Such services arranged through Agent.
TELEPHONES: No arrangements exist for placing on board.
SHORE LEAVE: Landing permits obtainable from local Police Authorities by lodging passports or seamens books.
AUTHORITY: Officer i/c Customs Paphos. Tel. 2008 Paphos.

AGENTS: Cyprus Sulphur and Copper Co. Ltd., Limni Mines, Cyprus. Tel. Polis 355; Cables "Limni Poliscyprus". Telex; 2244 LIMNI.

LIMASSOL: 34.40 N. 33.03 E.

PORT LIMITS: The territorial waters of Cyprus contained within a line drawn 135° to the high seas from the Roman Catholic cemetery, situated 16½ cables North-Eastwards of Limassol fixed red light, and a line drawn 135° to the high seas from the centre of Zakaki village.
DOCUMENTS:
Ports Department:
1 Arrival Declaration (given to Master by Boarding Officer).
1 Crew List.
1 Passenger List and 1 transit passenger list (the latter in case of passenger vessels).
Customs Department:
1 Crew List.
1 Passenger List.
1 Transit List.
1 Fire arms Declaration.
1 Stores Declaration.
1 Declaration signed by each member of crew stating dutyable goods in their possession.
1 Authority by Master for appointment of Agent.
Police Department:
1 Crew List.
1 Passenger List.
1 Transit Passenger List.
Health Department:
1 Maritime Declaration of Health.

PILOTAGE: Services of Pilot requested by Agent representing vessel. Ships piloted only during daylight, usual "G" flag hoisted.
ANCHORAGE: No specific boundary but ships usually anchor about ½ mile South-eastwards of lighter basin entrance where depth 8 fathoms.
RESTRICTIONS: Vessels allowed enter port only during daylight hours starting at 06.00 summer, and 07.00 winter.
MAX. SIZE: Maximum permissible length for vessels entering harbour is 265 ft. draft 15 ft. No limit for vessels remaining at roadstead.
HEALTH: Pratique granted by Health Authorities after boarding at anchorage. Automatic pratique only granted to vessels having a doctor on board, certifying that everybody well. A telegram to this effect must be sent 24 hours before vessel's arrival, to "District Medical Officer, Limassol". No pratique necessary when vessel arrives from another port in Cyprus.
RADIO: Cables sent through "Cyprus Radio", call sign: 5BA.
RADAR/VHF: No port radar service. Office of Harbour Master equipped with VHF radiotelephone operating on Channels 16 and 14 during office hours only.
TUGS: Not available.
STEVEDORES: 24 hours notice to vessel's Agent of ETA enable arrange gangs.
MEDICAL: Unless very urgent case on board no need for advance notice to District Medical Officer. Any other case dealt with by doctor coming on board for pratique purposes, and Agent. Hospital and private clinic facilities available. Usual International vaccination certificates required for each member of crew.
TANKERS: No tankers berthed in Limassol, but at private berths away from port and for discharging only. No slop discharge facilities.
FRESH WATER: For ship entering port fresh water facilities on quay. For vessels remaining at anchor fresh water can be provided in big tanks which are pumped into ship's tanks.
FUEL: Diesel oil and furnace oil available for ships entering port. Brought alongside by tanker lorries from Larnaca.
DEVELOPMENTS: New deep-sea port to be constructed, six berths for up to 30 ft. draft.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: 50 grams tobacco or 40 cigarettes, and 0·25 litres spirits, 0·25 litres wines, per man per day.

For reasons of administrative convenience, issues of high-duty goods for use by crew on board will be made every three days, beginning with the first day of the ship's arrival in Cyprus waters. For each member of the crew (other than the Master, the Chief Officer and the Chief Steward) each issue will consist of: 120 cigarettes or an equivalent quantity of other tobacco goods, 1 bottle of spirits, 3 bottles of wine.

Each issue for the Master, the Chief Officer and the Chief Steward of ocean-going vessels will consist of: 200 cigarettes, 2 bottles of spirits and reasonable quantity of wine they may request.

Concessions to crew landing from ship: On coming ashore, for a short period, 50 grams of tobacco, or 40 cigarettes per day or part thereof.

The above allowances are in force for all Cyprus ports.

CARGO GEAR: Must comply with existing International Safety Regulations.
IDENTIFICATION CARDS: Seaman's Book or Passport needed for seamen going ashore.
CONSULS: Belgium, Holland, Italy, France.
REPAIRS: Only minor repairs can be carried out.
REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriations. Usually arranged with Agent.
AIRPORT: Nicosia Airport served by regular lines situated 54 miles from Limassol.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: Every Sunday; 1st January; 6th January; 25th March; 1st May; 28th October; 29th October; Good Friday; Saturday following Good Friday; Easter Monday; First Day of Kurban Bairam; Birthday of Prophet; First Day of Ramazan Bairam; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 3171; Ambulance 3111; Fire Bridge 71939 or 999.
TELEPHONES: None available for placing on board.
SERVICES: Compass adjusting, servicing of radar, R/T, echo-sounders.
SHORE LEAVE: Allowed.
DELAYS: Can be expected usually during winter months due rough sea in which case no lighter can approach cargo vessel either for discharging or loading. The percentage of non-workable days in roadstead is low.
AUTHORITY: Harbour Master, Ports Department, Limassol. Tel. 2871.

MORPHOU BAY

GENERAL SITUATION: Morphou Bay situated on North-west coast of Cyprus. Bay is well situated geographically, as owing to high hills all round there is shelter from all winds except those between N.W. and N.N.E. Loading records for many years past show that, whilst wind fairly frequent from N.W., winds of storm force practically unknown. Tides and currents are negligible.

1. Xeros Pier – Karavostassi, operated by Cyprus Mines Corporation, and,
2. Another loading installation at Karavostassi operated by Hellenic Mining Company.

1. Xeros Pier – 35° 08′ 16″ N. 32° 49′ 14″ E.
ORE LOADING: Ships moored in open roads; loading and discharging effected by lighters towed by tug to and from Jetty. Loading effected by grabs, each weighing about 10 cwt. and carrying about 20 cwt. of ore. Ship's winches must therefore be capable of lifting at least 40 cwts. Loading operations normally carried out 17 hours per day. Average loading rate is 3,000 to 3,500 tons per loading day of 17 hours. Ships load in turn and normally only one ship loaded at a time.
Inward cargoes only handed by special arrangement.
JETTY LIGHT: Corporation's Jetty 400 ft. long. A red light (electric) flashing every 3 seconds (duration of flash 0.2″; eclipse 2.8″) is on shore end of Jetty (lat. 35° 8′ N. long. 32° 51′ E.). Jetty berth not available to ocean-going vessels, depth being only 11 ft. Jetty equipped with electric crane with maximum lifting capacity 5 tons.
MOORINGS: Vessels ride to own anchors and depend on them for safety and security, using Corporation buoy as stern mooring to assist in loading. Buoy is in about 7 fathoms and located about 1,500 ft. from end of Jetty. Holding ground in anchorage is of tenacious sand and clay sloping away from shore.
DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
Vaccination Certificates.
Declaration of Health.
1 Crew Declaration (tobacco, Liquor, Souvenirs, etc.).
1 Arms and Ammunition Declaration.
2 Stores Lists.
1 Specification for Agency.
1 Notice of Readiness.
Produce ship's Registration Certificate.
1 Bill of Lading.
1 Cargo Manifest (if carrying cargo).
PILOTAGE: Not required for vessels dropping anchor in roads. A non-qualified but well-experienced Pilot will assist Master in tying vessel to mooring buoy for loading.
ANCHORAGE: Anywhere one mile off shore between Vouni Palace and Pendayia Hospital.
RESTRICTIONS None, but advance notice should be given by cable .
MAX. SIZE: For vessels loading at CMC mooring, maximum laden draft 32 ft. For tankers discharging oil the maximum draft on arrival should be 25 ft.
HEALTH: If arrival in daylight and advance notice has been given by cable, then pratique normally given on arrival—subject weather conditions. If arrival after dark, pratique given early following morning. Suspicion of disease on board should be notified by cable before arrival. or at least to Medical Officer when he boards for pratique. Vessels in free pratique from another port in Cyprus do not require further pratique providing travelled to Karavostassi coast-wise.
RADIO: ETA cable to "Pyrites Lefka Cyprus", and sent through Cyprus Radio
TUGS: Not required. Ship's lines used for stern-tying to mooring buoy for loading.
STEVEDORES: Arranged by Shippers, who also Agents (Cyprus Mines Corporation).
MEDICAL: Advance notice of required medical attention not necessary unless doctor required to board ship. Company Hospital facilities available. Vaccination certificates required.
TANKERS: Discharging only, into 8 in. line. Connection made by Receivers. No slop discharge allowed. One berth only, maximum draft on arrival 25 ft.
DENSITY: Unaffected by tide which is minimal.
FRESH WATER: Available from lighter with 25 ton capacity.
FUEL: Not available, (may be purchased in drums at considerable expense.)
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: See "Limassol".
CARGO GEAR: All winches, derricks, runners, guys and stays to be in good working order, and test certificates made available on request.
IDENTIFICATION CARDS: Not needed.
CONSULS: None in port. Several Embassies and Consulates located in Nicosia.
REPAIRS: Minor deck and engine repairs may be carried out by Corporation if essential to loading operation, or safety of vessel.
REPATRIATION: Agency (CMC) can arrange for travel of changing crew members.
AIRPORT: Nicosia International Airport 35 miles from port, served by regular airlines.
TIME: GMT plus 2 hours Permanent.
HOLIDAYS: No work on 1st January, 25th March, Orthodox Easter Friday, Saturday, Sunday and Monday, 1st May, 28th October, 24th 25th, 26th December, 31st December.
Customs Houses closed on Sundays, afternoon on Wednesdays and Saturdays, New Year's Day, 6th January, Good Friday (Greek Orth.), Saturday before Easter and Easter Monday (Greek Orth.), 1st day of Qurban Bairam, 1st day of Ramazan Bairam, 25th March, Birthday of Prophet Mohammed, 29th October, Christmas Day and Boxing Day. (If New Year's Day, or Christmas Day falls on a Sunday, then day following is observed.)
POLICE/AMBULANCE/FIRE: Police Xeros 249; Ambulance ask through Agency; Fire Xeros 243.
TELEPHONES: Cannot be installed on board.
GENERAL: Cyprus Mines Corporation ships flotation pyrites, copper concentrates and copper precipitates in bulk from lighters which come alongside. The speed of loading depends largely on the efficiency of the vessel's loading gear.
SHORE LEAVE: Crew members allowed on shore.
REGULATIONS: No unusual regulations. Ship's boats may be used only in vicinity of ship for boat-drill, etc. They are not to be used for coming ashore.
DELAYS: Occasionally due to congestion, and sometimes to weather.
AUTHORITIES: Officer-in-Charge, Customs, Karavostassi. Tel. Xeros 234.

AGENTS: Cyprus Mines Corporation, Skouriotissa, Cyprus. Cables "Pyrites Lefka".

2. Hellenic Mining Co., Installation 35° 08′ 18″ N. 32° 50′ 10″ E.
PILOTAGE: Company's Pilot available for mooring and shifting operations.
ANCHORAGE: Five moorings buoys, and vessels use own anchors.
MAX. SIZE: Ships of practically any size, from small freighters to ore-carriers of 25,000 tons or more, can be accommodated. Length of vessel immaterial but there may be certain reasonable limitations as to beam and height from waterline in ballast.
BERTHING: Iron jetty extends 433 metres into sea. Depth of water alongside pierhead about 10 fathoms.
STEVEDORES: Hours of working are: 08.00 to 12.00 hours and 13.00 to 17.00 hours. Saturdays: 08.00 to 12.00 hours, but normally work, on overtime, arranged continuously, all round the clock without break, until vessels fully loaded.
MEDICAL: Doctors and hospital available.
FRESH WATER: Available.
GENERAL: All other details see Xeros Pier above.

AGENT: The Hellenic Mining Company, 1a Kyriacos Matsis Ave. P.O. Box 1510 and 2280, Nicosia, Cyprus. Cables: "Helco Nicosia". Telex: 2448, Helco Nicosia.

VASSILIKO BAY: 34.42 N. 33.18 E.

SITUATION: 13½ miles due East of Limassol on South coast of Cyprus, and 1½ miles West of Zyghi.
PILOTAGE: Company's Pilot available for berthing and shifting operations.
PYLON: The pylon, diameter of 34 ft. fitted with mechanism which enables buckets conveying ore along ropeway, to be emptied automatically through a chute into holds of ships.
MAX. SIZE: Ore carriers of 12,000 tons dwt. and over can be accommodated. Maximum permissible height of ship between sea level and top of hatches (vessel in full ballast) 25 ft. Maximum length 450 ft. Maximum beam 60 ft.
BERTHING: Depth of water at pylon 30 ft., but if necessary ships may berth further out where depth 31–32 ft. In such cases, double chute used. Height of articulation of chute 49 ft. above sea level; height of unloading tip varies according type chute used. Bottom of sea near pylon. sandy.

LOADING: Loading of ores (pyrites and gypsum-rock) effected through an aerial maritime ropeway line, which starts at a point close to the shore and extends over a distance of 1,750 ft. in the sea to a reinforced concrete pylon. Ropeway cables supported at three intermediate points by steel trestles.
CAPACITY: Installation has loading capacity of 3,500/4,000 tons pyrites and 2,500/3,000 tons gypsum rock per 24 consecutive hours; electrically operated and all ores automatically weighed at loading point by means of electric Avery machine.
GENERAL: All other details see "Morphou Bay, Hellenic Mining Co."

AGENTS: The Hellenic Mining Company Ltd., 1a Kyriacos Matsis Ave., P.O. Box 1510 and 2280, Nicosia Cyprus. Cables "Helco Nicosia". Telex: 2448, Helco Nicosia.

Dahomey

COTONOU: 06.20 N. 02.32 E.

PORT LIMITS: The area contained within an arc of a circle of 1 mile radius centred on the red light at the West jetty.
DOCUMENTS: Once berthed the ship must be able to produce to the port authorities:
6 copies Crew List.
4 copies List of Ports of Call.
6 copies Passenger List, and passengers in transit.
3 Customs Declarations (personal effects List).
2 Maritime Declarations of Health.
3 Lists Provisions and Stores, including foodstuffs.
10 copies Manifest.
1 Bill of Lading.
1 Declaration of Arms and Ammunition.
3 lists of Dangerous Cargo (unloading or in transit).
Also international documents of ownership and safety.
PILOTAGE/APPROACHES: Vessels must advise ETA to Port Authority "Dirport Cotonou" 24 hours prior arrival weekdays, and before midday Saturday for Sundays and before midday on day preceding holidays. Cable address Pilot Station "Commandant du Port, Cotonou". On approach to port vessels may also call Pilot Station on 2182 kc/s or VHF Channel 16. Permanent radio watch kept by port Coast-Guard Station. Pilot services permanent and operate night and day, Sundays and holidays, except for nights of 24th and 31st December from 1800–0600 hours. Ships drawing more than 30 ft. must enter on high tide. On arrival in approaches, ships coming from west or south must steer a northerly course in direction of lighthouse, and take Pilot about half a mile from fairway. If arriving from east, vessels should take westerly course in direction of Fairway and take Pilot about half a mile from fairway. Pilot boat is small cutter with black hull and white superstructure, by day carries flag H and by night carries statutory lights for pilot boats. Piloting obligatory for ships over 100 net tons.
ANCHORAGES: In cases of bad weather or of waiting for Pilot, ship must anchor approx. 1 mile to South of lighthouse. Sound anchorage with sand bottom and depth 14 metres. Forbidden to anchor within radius of 700 metres from red light of West Jetty.
RESTRICTIONS: No restrictions on hours of entry or exit.
MAX. SIZE: Length 230 metres and draft 31 ft.
HEALTH: Free Pratique generally given by Agent.
RADIO: Advisable give Agent 72 hours notice of ETA. thereafter re-confirm 36 hours prior arrival.
RADAR/VHF: No port radar service. VHF Channel 16. R/T 2182 kc/s.
TUGS: Tug assistance performed by "l'Union des Remorqueurs de Cotonou" and compulsory for every vessel over 500 GRT, mooring, unmooring, at berth or shifting. Extra charge for using tug's lines.
BERTHING: Berthing quay 620 m. long which will accept alongside a minimum of four ships working together. Harbour dredged up to 9 metres under zero of chart and will permit almost all sizes of ships to work safely. Railway line runs 4 metres side of quay, under ship tackles, and used only for heavy lifts. Berthing priority only given cargo ships and tankers which have specially reserved berths. Other ships berth dependent on berths available and in order of arrival. As well as two tanker berths there is loading berth for bulk palm-oil, one waiting berth at harbour entrance, and four quays with warehouses for import/export traffic.
STEVEDORES: Ship must advise Agent in advance of number stevedore teams required, and specify number of hours work required. This must be done 24 hours in advance on weekdays, and before midday Saturday for Sundays, and before midday on day preceding holidays. Loading and unloading rate: Working days – 600 tons for bagged cargo. 400 tons for other cargo. Sundays and holidays, half above rates. Days counted as 24 hours starting from first break following berthing. For ships having to handle smaller quantities, assessment of time calculated in multiples of 300 tons for bagged cargo and 200 tons for other cargo, per 12 hours. Loading and unloading operations can be carried out on Sundays and public holidays if Ship's Master wishes, with exception of Labour Day (May 1st) and Independence Day (August 1st).
MEDICAL: Well-equipped modern hospital in Cotonou – smallpox vaccinations required.
TANKERS: Two tanker quays for ships of 230 metres length and 31 ft. draft. Unloading carried out by 100 mm. pipeline. Loading of petroleum products carried out by pumping ($80m_3$/h) or by gravity ($50m_3$/h). Products are aviation spirit 100/130, "Super" petrol, low-grade petrol, Kero Avtur, and gas oil.
FRESH WATER: Supplies available at all berths on quay by pipeline of 100 mm. with reduction of 70 mm. (discharging 25 tons per hour).
FUEL: Fuel oil of 1,500 seconds viscosity available at Berth No. 1 and at the Fishing Quay. Rate 50 to 80 cubic metres per hour.
FIRE PRECAUTIONS: Port has following safety equipment: 1 tug equipped with fire hose of $50m_3$/h. 2 motor pumps of $30m_3$/h. 1 draining pump of $150m_3$/h. In addition special security watches are kept on dangerous merchandise in classes 1a, 1b, 1c, 1d and 111c. Normal watch up to 5 tons, double watch from 5 tons to 16 tons. Motor pump standing by from 16–50 tons. Tug standing by for quantities above 40 tons for inflammable liquids (flashpoint less than 55 deg. C) and above 50 tons for other dangerous cargo.
WATCHMEN: (See "Fire Precautions".) Recommended that a watchman be on board. Can be arranged by Agents.
OPENING/CLOSING HATCHES Carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes and 3 opened bottles of spirits for each crew member.
REPAIRS: Workshops for small repairs. No tank-cleaning facilities.
DRY DOCKS: Only hauling gear of 250 tons for careening small ships and trawlers.
CONSULS:
West German Embass,' 2967
Chinese Nationalist Embassy 3665
U.S.A. Embassy 2650
French Embassy 2224
French Consulate 2638
Ghanaian Embassy 2746
Israeli Embassy 3125
Nigerian Embassy 3142
U.S.S.R. Embassy 2834
Niger Consulate 3334
Belgian Consulate 2486
Netherlands Consulate 3037
Consulate of Sweden and Norway 2433
Italian Consulate 2034
Swiss Consulate, 509.
AIRPORT: 5 kilometres from port, served regularly by DC8 for European destinations (5 departures a week for Paris).
TIME: GMT plus 1 hour.
HOLIDAYS: January 1st; Easter Sunday and Monday; Fete du Mouloud (26th April); Labour Day (May 1st) – no cargo work; Ascension Day; Sunday and Monday of Pentecost; August 1st (Independence Day) – no cargo work; Assumption; November 1st (All Saints' Day); 25th December (Christmas); Tabaski and Ramadan at the beginning of Lunar Year (Moslem holidays).
POLICE/AMBULANCE/FIRE: Harbour Police 3942; First Aid 17; Hospital 2713 and 2717; Fire Brigade 18.
TELEPHONES: A telephone can be placed on board at request of Ship's Master.
SHORE LEAVE: Crew must carry Seaman's Identity Card.
AUTHORITY: (Cotonou Port is the only port in Dahomey.) Port Autonome de Cotonou, BP 927 Cotonou; Telegraphic address: Dirport Cotonou. Tel. 2782. Harbour Master's Office: 3325. Special Port Commissariat: 3168.

AGENTS: Socopao-Dahomey, BP 253. Tel.: 29–60/61. Telex: 213. Telegraphic address: "Freight".

Denmark

AABENRAA: 55.05 N. 09.25 E.

DOCUMENTS: See "Kalundborg".
PILOTAGE: Telegraphic address: "Pilot – Aabenraa". Short notice about 2/4 hours – VHF channel No. 16. Small red motor-boat flying International pilot flag. Normally located middle of Aabenraa Fjord. On request pilot comes aboard vessel between buoys 3–4, way 25.
ANCHORAGES: Aabenraa Fjord or road. Depths: about 75/80 ft.
MAX. SIZE: Length and breadth no restrictions. Draft limit: maximum 28 ft. at Aabenraa, maximum 32 ft. at Ensted Harbour (Power Station). No tide – occasionally low water of 3–5 ft. in heavy gales from West. Entry day or night.
HEALTH: Pratique granted by Customs Officers. In event of disease or fever on board, vessel's Agent to be informed before arrival.
RADIO: Blåvand Radio or Lyngby Radio.
TUGS: Usually not necessary, but pilot boat may assist at reasonable rates.
Large vessels may require towage assistance on entering and leaving Enstedværkets Harbour, and in such cases a few days notice is required to call a Svitzer-tug.
STEVEDORES: Stevedores informed by Agent.
MEDICAL: A few hours notice in order to arrange for doctor to come on board. Hospital in Aabenraa.
TANKERS: Diameter of discharge line: 8 in. 2 berths – draft Aabenraa berth 28 ft. – draft Power Station berth 32 ft., normal water level.
TIDE: No tide – vessels arriving and sailing by day and night.
FRESH WATER: Day and night from shore line, 10/15 tons per hour.

FUEL: All grades available. Min. 24 hours notice.
OPENING/CLOSING HATCHES: Normally done by crew.
CERTIFICATES:
Tonnage Certificate.
Radio Certificate.
Load-line Certificate.
Safety Equipment Certificate.
Deratting Certificate.
CUSTOMS ALLOWANCES: Tobacco, 100 cigarettes per man for three days. Wine and/or Spirits, 1 bottle spirit or wine per man.
IDENTIFICATION CARDS: Not needed.
CONSULS: German; Finnish; Norwegian; Swedish; British.
REPAIRS: Available.
DRY DOCKS: One dock – length 100 ft., breadth 54 ft., depths on blocks 12 ft., lifting capacity power 800 tons.
REPATRIATION: Facilities exist.
AIRPORT: About 30 km. Feeding line for Copenhagen – daily departure.
TIME: Local time is GMT plus 1 hour. No alterations to clocks.
POLICE/AMBULANCE/FIRE: Dial 000.
TELEPHONES: None available for placing on board.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Normally no delay except during severe winters due to ice between mid December and end March.
AUTHORITY: Harbour Master's Office, Mellemvej, 6200 Aabenraa. Tel. 046 2 2514.

AGENT: P. F. Cleemann, Vikinghus, 6200 Aabenraa. Tel. (04) 62–21–82. Cables: "Cleemann".

AALBORG/NORRESUNDBY: 57.03 N. 09.55 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Compulsory at Hals Bar for ships drawing more than 5 metres. Pilot boards at Hals Bar Light. Pilot boat equipped with VHF Channel 16. The Western entrance at Logstor is only navigable in daylight for vessels under 4 metres draft.
ANCHORAGE: Vessels may anchor in Limfjord or Aalborg Roads, depths 30 to 50 ft.
RESTRICTIONS: Both ports are situated in Limfjord, 16 miles from entrance at Hals. Controlling factor is depth at Hals Bar. 26 ft. 6 in. MLW.
MAX. SIZE: Max. draft for crossing Hals Bar 25 ft. 6 in.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: Eight tugs available from 250 to 800 h.p. Not compulsory except through bridges for vessels over 1,500 tons dwt.
BERTHING: *Aalborg* on South side of Limfjord. All main quays suitable for vessels able cross Hals Bar. Depths alongside 7·5 to 9·0 metres.
Vendsysselvaerket power station wharf, depth 9·0 metres.
Norresundby on North side of Limfjord. Depth at main quays 7·6 metres.
Lindholm Pier Cement factory wharf, depth alongside 7·3 metres.
Rordal Cement factory wharf, depth alongside 7·5 metres.
Norden Pig-iron Works Wharf depth alongside 7·8 metres.
BRIDGES: Two lift bridges cross Western end of Aalborg/Norresundby harbour. Horizontal opening 30 metres. Only vessels bound for Lindholm Pier are affected.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Supplied by pipeline at all berths.
FUEL: All grades available from several bunker installations.
DEVELOPMENTS: Dredging channel to Hals Bar to depth of 9½ metres.
REPAIRS: All hull and machinery repairs can be effected.
DRY DOCKS: One dry dock for vessels up to 390 ft. long. Three floating docks maximum capacity 10,000 tons.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
AIRPORT: Situated 3 miles from Aalborg.
AUTHORITY: Aalborg Havnevesen, Vesterbro No. 104. Tel. 122777.

AGENT: Chr. Jensen, Soeborg & Benthin's Succrs. Slotsgade 35, PO Box 160 9100 Aalborg.

ÅRHUS: 56.09 N. 10.13 E.

DOCUMENTS:
Ship's Register.
Derating Certificate.
Loadline Certificate (all vessels above 150 GRT).
Radio and Equipment Security Certificate (all cargo vessels on 500 GRT and above).
Customs Passport from last port of call.
Spirits and Tobacco List specifying stock in hand for ship and crew.
PILOTAGE: Not compulsory. Harbour Pilot normally boards 1–2 miles outside port.
ANCHORAGE: Anchorage in roads – good holding ground. Nature of bottom: clay.
RESTRICTIONS: No restrictions. Night entry permitted.
MAX. SIZE: Oil port 36 ft. General cargo port up to 33 ft. Container terminal 33 ft. In northern port there will be 33–36 ft. in the future (1974). Length and breadth no restrictions. No tide.
HEALTH: Necessary formalities carried out by customs on arrival.
RADIO: Radio stations to be used: Skagen and Lyngby. Pilot station and tugs can be contacted on VHF Channel 12 and 13 – emergency 16.
TUGS: Signal by VHF.
CARGO HANDLING FACILITIES: Ten cranes for coal, fertilisers, sulphur, ore, etc.; maximum capacity per crane, 120 tons per hour.
Container Terminal: Minimum depth of water 10 metres (33 ft.). Total quay length 816 metres (2,677 ft.). One cargo handling and container crane up to 50 tons. One gantry container crane up to 32 tons. Fork lifts up to 32 tons.
Roll on/roll off: Two moveable and four solid roll-on/roll-off berths. Fork lifts up to 32 tons. Several berths for liquid chemicals and LPG carriers.
STEVEDORES: Available. Ordered by Agents.
MEDICAL: All medical services possible. Call Pilots if medical attendance required aboard.
TANKERS: Discharge lines: 4 in., 6 in., 8 in. and 10 in. Quay 201–203, max. oil discharging 1,200 cub. metres/hour. Quay 202 and 124, 1,000 cub. metres/hour, and quay 120, 800 cub. metres/hour.
FRESH WATER: Most berths supply by shore installations, otherwise barge.
FUEL: All grades available.
FIRE PRECAUTIONS: Tankers discharging: Fire watch. Special harbour fire fighting on tugs.
DEVELOPMENTS: In the northern port there will be 36–39 ft. depth of water in the future.
DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew with assistance of stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS: Belgium, Tel. (06) 28.34.33; Finland (06) 26.11.33;France (06) 12.32.88; Germany (06) 12.32.11; Great Britain (06) 12.58.55; Greece (06) 13.06.55; Iceland (06) 12.87.88; Japan (06) 14.48.00; Netherlands (06) 26.13.33; Norway (06) 12.19.45; Spain (06) 15.57.55.
REPAIRS: Most repairs and overhauls possible.
DRY DOCKS: Århus Flydedok og Maskinkompagni A/S: 1000–6000 dwt.
REPATRIATION: Århus Søfarts Service. Tel. (06) 17.86.59.
AIRPORT: 32 km. – 20 miles from port.
TIME: GMT plus one hour (permanent).
HOLIDAYS: Five days week, but loading and discharging can be effected on Saturdays and Sundays on payment of overtime. See "Copenhagen".
POLICE/AMBULANCE/FIRE: Tel. 000
TELEPHONES: Not available.
SHORE LEAVE: No restrictions.
AUTHORITY: Port of Århus Authority, 2 Europaplads, DK 8000 Århus C., Denmark. Tel. (06) 13.33.33.

ASNAES: 55.40 N. 11.05 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Not compulsory.
ANCHORAGE: Outside the port between Rosnaes Point and the harbour in depths of 42 ft.
MAX. SIZE: Draft up to 41 ft.
TUGS: Available and necessary for larger vessels.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
BERTHING: At Asnaes Power Station. Oil berth: Length 800 ft. depth alongside 42 ft. 6 in. Coal berth: Length 935 ft. depth alongside 36 ft.
STEVEDORES: Charges increase 20% for overtime, Sundays and holidays.
DENSITY: 1011.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by pipeline at the berths.
FUEL: Available by barge.

CONSULS: Swedish and Norwegian at Kalundborg. Others at Copenhagen.
AIRPORT: Nearest at Copenhagen, 80 miles away.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day; Boxing Day. May 1st, June 5th and December 24th.
AUTHORITY: Electricitetsselskabet Isefjordvaerket Interessentskab. Strandvejen 102, OK–2900. Hellerup.

COPENHAGEN: 55.42 N. 12.37 E.

DOCUMENTS:
1 Crew List.
2 Passenger Lists.
1 List giving stock of stores and provisions.
Customs officers bring form to be signed by Captain indicating that no epidemic diseases are on board. Formal Bill of Health signed by Danish Consul in port of departure is not necessary.
PILOTAGE: Telegr. address: Coppilot–Copenhagen. Tel. Tria 6700. Pilotage not compulsory. ETA: one hour. VHF Channel 16 Pilot boats blue with "LODS" on the side. Pilot flag "G" (white light) – VHF. Pilot comes on board at buoy no. 21 (Pilot for Drogden at the same place). Pilot boards by ship's ladder.
ANCHORAGE: Depth 11 metres. 1 mile North of Middelgrund Port.
MAX. SIZE: Limited by draft only. Depths in the port, 10 metres; in the Oil Harbour, 10½ metres; at the Oil Pier, 12 metres.
HEALTH: See "Documents". If fear of suspected disease or fever: yellow flag – VHF.
RADIO: Lyngby Radio: OXZ. VHF Channel 16 to all installations. ETA cables to Agents and receivers, preferably by Lyngby Radio.
RADAR/VHF: No port radar. VHF Channel 16. Port Radio Beacon 219·9 kHz.
TUGS: Towage not compulsory. Tugs join ships at entrance to port. Ship's hawsers only.
BRIDGES: Larger ships must take Pilot and tugs to pass the bridges down to the South Harbour. Bridges open 24 hours with exception of the following hours:
Sunday 00.00–08.00 and 1400–1800
Monday–Saturday: 06.15–06.55 and 07.35–08.55
Monday–Thursday: 15.30–17.15
Friday: 15.30–18.00
Saturday: 12.05–12.30 and 13.05–13.30
5th June: 1400–1800
Christmas Eve: 18.00–21.30
STEVEDORES: ETA earliest possible by VHF and not later than noon on the day before loading or discharging is intended to be commenced.
MEDICAL: No advance notice necessary. Hospitals available.
TANKERS: 10/12 berths according to size.

Provestens Oil Harbour: depth at Quay 1:	9	metres
Quay 2:	10½	,,
Quay 3:	10½	,,
Quay 4:	10½	,,
Quay 5:	10½	,,
Oil Pier	12	,,
Bunker Pier:	10	,,

Length and beam unimportant. Slop barge available.
CONTAINER TERMINAL: At the Levant quay in the free port. Quay length 665 metres, depth alongside 10 metres. Container crane capacity 32 tons, also two luffing cranes of 50 tons and 5 tons capacity for general cargo. Horizontal handling by two straddle carriers.
FRESH WATER: From quay or water boat.
FUEL: All grades available. At bunker station, no notice required, delivery 24 hours a day. By lighter in port or in roads; 10 hours notice preferred.
FIRE PRECAUTIONS: Ready hawsers fore and aft. No engine repairs.
GANGWAY/DECK WATCHMEN: Deemed unnecessary.
OPENING/CLOSING HATCHES: To be opened by ship's crew.
CERTIFICATES: To be on board:
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
International Load Line Certificate.
Deratisation Certificate.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes. Wine and Spirits, 1 bottle wine and 1 bottle spirits.
IDENTIFICATION CARDS: Not necessary except in Oil Harbour, where the Port Authority deliver the cards.
CONSULS: The following countries are represented.

Argentina	Iceland	Romania
Australia	Israel	Spain
Belgium	Italy	Sweden
Brazil	Japan	Turkey
Canada	Liberia	U.S.R.
Finland	Netherlands	United States
France	Norway	U.S.S.R.
Great Britain	Panama	Venezuela
Greece	Poland	West Germany
India	Portugal	

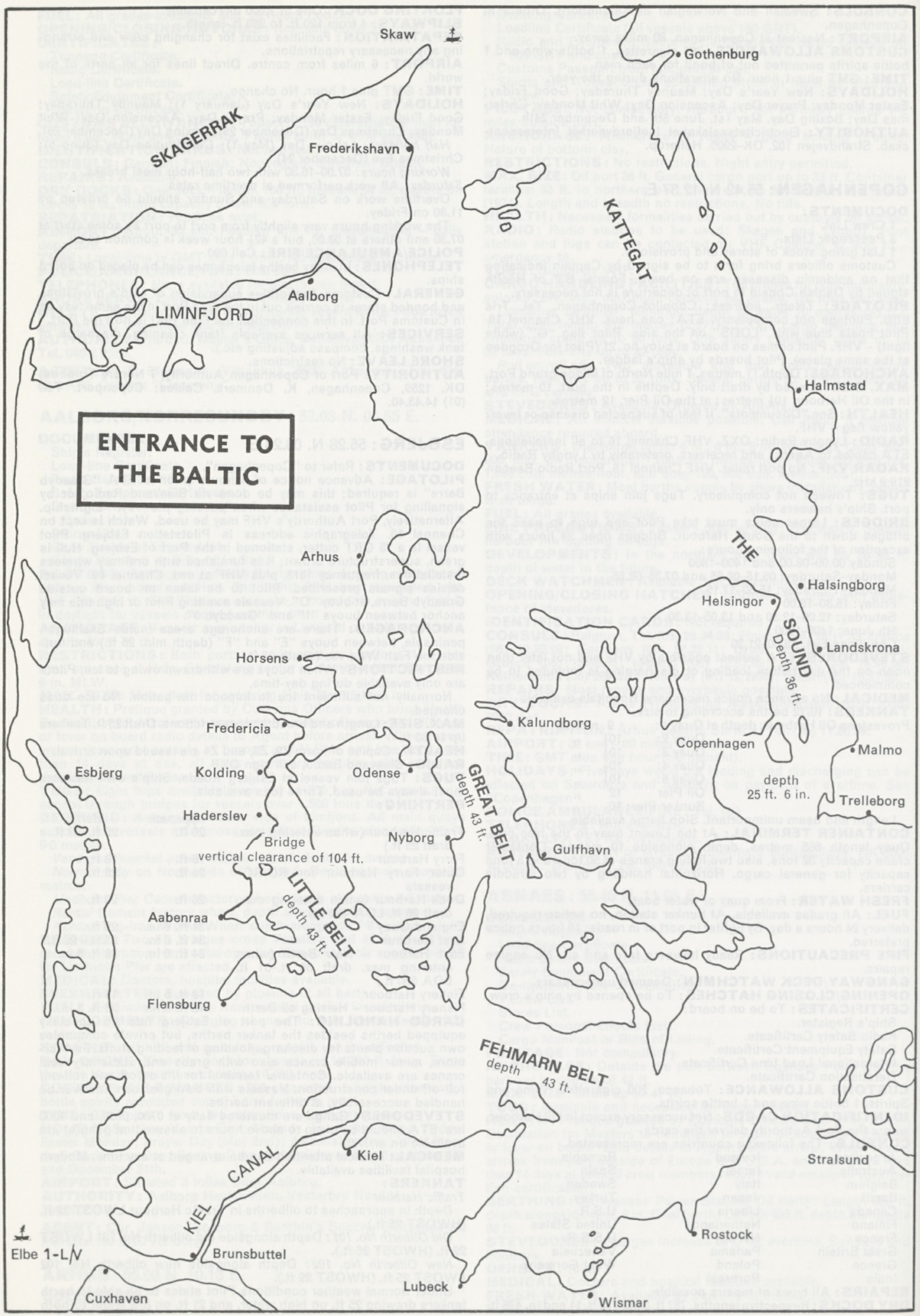
REPAIRS: All types of repairs possible.
DRY DOCKS: Respective lengths, 787 ft. 5 in., 712 ft. 11 and in. 478 ft.
FLOATING DOCK: One of 7,000 ton capacity.
SLIPWAYS: 4 from 120 ft. to 280 ft. length.
REPATRIATION: Facilities exist for changing crew and arranging any necessary repatriations.
AIRPORT: 6 miles from centre. Direct lines for all parts of the world.
TIME: GMT plus 1 hour. No change.
HOLIDAYS: New Year's Day (January 1); Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day (December 25); Boxing Day (December 26).
Half holidays: Labour Day (May 1); Constitution Day (June 5); Christmas Eve (December 24).
Working hours: 07.00–16.30 with two half-hour meal breaks.
Saturday: All work performed at overtime rates
Overtime work on Saturday and Sunday should be ordered by 11.30 on Friday.
The working hours vary slightly from port to port as some start at 07.30 and others at 08.00, but a 42½ hour week is common to all.
POLICE/AMBULANCE/FIRE: Call 000.
TELEPHONES: In many berths telephones can be placed on board ships.
GENERAL: Customs Authorities supervision of ship's provisions and bonded stores is carried out in the Free Port in the same way as in Customs Port. In this connection the Free Port is no Free Port.
SERVICES: All services available (tank cleaning, discharge of tank washings, compass adjusting etc.).
SHORE LEAVE: No restrictions.
AUTHORITY: Port of Copenhagen Authority, 7 Nordre Toldbod, DK. 1259, Copenhagen, K. Denmark. Cables: Copenport. Tel. (01) 14.43.40.

ESBJERG: 55.28 N. 08.28 E.

DOCUMENTS: Refer to "Copenhagen".
PILOTAGE: Advance notice of 3 hours prior to ETA "Graadyb Barre" is required; this may be done via Blaavand Radio, or by signalling for Pilot assistance when passing the "Vyl" Lightship. Alternatively, Port Authority's VHF may be used. Watch is kept on Channel 16. Telegraphic address is Pilotstation Esbjerg. Pilot vessel is a 75 GRT cutter, stationed in the Port of Esbjerg. Hull is green, superstructure brown; it is furnished with ordinary wireless installations, frequency 1813, plus VHF at sea, Channel 16. Vessel carries signals prescribed. Pilot to be taken on board outside Graadyb Barre, at buoy "O". Vessels awaiting Pilot or high tide may anchor between buoys "1" and "Graadyb 0".
ANCHORAGES: There are anchorage areas inside Skallingen peninsula, between buoys "E" and "F" (depth min. 25 ft.) and outside the Fish Wharves (depth 22 ft.)
RESTRICTIONS: When buoys are withdrawn owing to ice, Pilots are only available during day-time.
Normally not sufficient ice to impede navigation. No ice dues charged.
MAX. SIZE: Length and breadth: no restrictions. Draft 25 ft. Tankers up to 30 ft.
HEALTH: Copies of Form Z2, Z3, and Z4 are issued upon arrival.
RADIO: Blaavand Radio, call sign OXB.
TUGS: Tugs join vessel at Esbjerg Roads. Ship's own hawsers must always be used. Three tugs available.
BERTHING:

	Approach	*Berth*
Traffic Harbour (when entering max. draft 25 ft.)	26 ft.	25 ft.–29 ft.
Ferry Harbour	18 ft.	18 ft.
Outer Ferry Harbour for RO/RO vessels	26 ft.	26 ft.
Dock Harbour (when entering max. draft 25 ft. LOA 450 ft.)	26 ft.	25 ft.
England Quay	34 ft. 6 in.	26 ft.
East Harbour	34 ft. 6 in.	23 ft.– 26 ft.
East Harbour – New Berth (when entering max. draft 30 ft.–31 ft. LOA 560 ft.)	34 ft. 6 in.	38 ft. 6 in.
Fishery Harbour	18 ft. 6 in.	18 ft.
Fishery Harbour – Herring oil Berth	18 ft. 6 in.	22 ft. 3 in.

CARGO HANDLING: The port of Esbjerg has no specially equipped berths besides the tanker berths, but private companies own suction plants for discharge/loading of feeding stuffs. Furthermore, minor mobile cranes also with grabs and stationary coal cranes are available. Container terminal for lift on/off and roll-on/roll-off under construction. Vessels with own gear can however be handled successfully, at different berths.
STEVEDORES: Gangs are mustered daily at 0700, 0900, and 1300 hrs. ETA should be given to above hours to ensure that gang(s) are available on arrival.
MEDICAL: Medical attention can be arranged at any time. Modern hospital facilities available.
TANKERS:
Traffic Harbour
Depth in approaches to oilberths in Traffic Harbour LWOST 22 ft. (HWOST 26 ft.).
Old Oilberth No. 101: Depth alongside old oilberth No. 101 LWOST 22 ft. (HWOST 26 ft.).
New Oilberth No. 102: Depth alongside new oilberth No. 102 LWOST 25 ft. (HWOST 29 ft.).
Under normal weather conditions Pilot states to be able to berth tankers drawing 25 ft. on high water, and 21 ft. on low water to both


Skaw
Gothenburg
SKAGERRAK
Frederikshavn
KATTEGAT
Aalborg
LIMNFJORD
Halmstad
ENTRANCE TO THE BALTIC
THE SOUND
Depth 36 ft.
Arhus
Halsingborg
Helsingor
Landskrona
Horsens
Kalundborg
Fredericia
Copenhagen
Malmo
depth 25 ft. 6 in.
Esbjerg
Kolding
Odense
GREAT BELT
depth 43 ft.
Trelleborg
Haderslev
Nyborg
Gulfhavn
Bridge
vertical clearance of 104 ft.
LITTLE BELT
depth 43 ft.
Aabenraa
Flensburg
FEHMARN BELT
depth 43 ft.
Kiel
Stralsund
KIEL CANAL
Rostock
Elbe 1-L/V
Brunsbuttel
Lubeck
Cuxhaven
Wismar

the old and the new oilberth, but during time of alongside these berths, vessels can touch bottom, which is soft and muddy. Largest vessel berthed had a LOA of 621 ft. A tanker with a LOA of 560 ft. has berthed at No. 101, and simultaneously another tanker with a LOA of 600 ft. has berthed at No. 102. The length between the outer point of No. 101 and the opposite outer point of No. 102 is 1,200 ft.

East Harbour

Depth in approaches to oilberth in East Harbour LWOST 30 ft. 6 in. (HWOST 34 ft. 6 in.).

Powerstation Vestkraft No. 506: Depth alongside Powerstation Vestkraft No. 506 LWOST 34 ft. 6 in. (HWOST 38 ft. 6 in.).

Under normal weather conditions Pilot states to be able to berth tankers with a LOA of maximum 560 ft., and drawing 30–31 ft. on high water, and 26–27 ft. on low water.

FRESH WATER: Can be delivered at all berths. Capacity 20 tons/hour.

FUEL: All viscosities available by road tanker. Marine Gas Oil also by tanker vessel. 4 hours advice should be given, always during office hours.

FIRE PRECAUTIONS: A fire watch is necessary when loading/discharging oil and petrol.

DEVELOPMENTS: Container quay in the "Trafikhavnen" (Main Harbour). The construction of a completely new container handling section, based on lift-on/lift-off, including quay, marshalling area, crane (portainer type), to be ready in 1973.

GANGWAY/DECK WATCHMEN: Watchman is not required, but advisable.

OPENING/CLOSING HATCHES: This can be done by members of ship's crew, or by stevedores at an additional charge of 8 per cent.

IDENTIFICATION CARDS: Advisable.

CONSULS:

Belgium	tel. (05) 12 61 32 (after hours (05) 12 03 10)
Finland	,, (05) 12 40 00
France	,, (05) 12 30 03
Iceland	,, (05) 12 51 00
Netherlands	,, (05) 12 13 11
Norway	,, (05) 12 84 11 (after hours (05) 12 48 08)
Spain	,, (05) 12 83 33
Gt. Britain	,, (05) 12 61 22
Sweden	,, (05) 12 39 00
Germany	,, (05) 12 33 00

CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine, 1 bottle spirits.

REPAIRS: All types of deck and engine repairs can be effected.

DRY DOCKS: No dry docks, but slipways: Slipway No. 1 for trawlers, own weight max. 125 tons; Slipway No. 2 for vessels, own weight max. 250 tons; No. 3,500 tons; No. 4,750 tons.

REPATRIATION: Ample facilities for effecting crew changes and arranging repatriations.

AIRPORT: 8 km from centre of town. Daily flights to Copenhagen.

TIME: Local time is GMT plus 1 hour. No alterations during the year.

HOLIDAYS: New Year's Day (Jan. 1); Maundy Thursday; Good Friday; Easter Day; Day after Easter Day; the 4th Friday after Easter; Ascension Day; Whit Sunday and Whit Monday; Christmas Day and Boxing Day. Permission to load/discharge on these days obtainable.

POLICE/FIRE/AMBULANCE: In case of emergency, dial "000" and ask for: Brand (fire), Politi (police), or Ambulance. Regular Tel. numbers are: Police 12 46 66; Ambulance and Fire Dept. (Falck/Zonen) 12 82 99.

TELEPHONES: Not possible to have telephones installed on board.

SERVICES: No tank-cleaning equipment available. For discharge of tank washings apply to Port Master's Office, tel. 12 92 00. Compass adjusting can be effected.

SHORE LEAVE: Normally granted.

AUTHORITY: Port of Esbjerg Authority, PO Box 2, 6700 Esbjerg, Denmark. Tel. (05) 12 41 44.

AGENT: J. Lauritzen EFTF., Havnegade 61. Tel. (05) 123133. Telex 54133 and 54155. Cables "Lauritzen".

FREDERICIA: 55.35 N. 09.46 E.

DOCUMENTS:

1 copy Bill of Lading for all cargo (manifests are not required).
1 copy Manifests for Dangerous Cargo.
2 copies Crew List.
2 copies List of Dutiable Goods.
2 copies Stores Lists.

PILOTAGE: Four Pilots available for docking purposes and for through traffic to any place in Denmark or the Baltic. Pilots have a 24-hour watch and are located on the top floor of the KFK grain silo in the West Harbour. Can be contacted day or night over VHF radio, Channel 16, or tel. 059 20959.

ANCHORAGE: To avoid hindrances to docking or undocking ships, ships of over or about 4,000 tons deadweight are requested to anchor off Trellenes. Smaller ships will find good anchoring conditions in Mollebugten.

RESTRICTIONS: None.

MAX. SIZE: Limited by Kattegat to 42 ft. 6 in. draft. Tankers up to 900 ft. length, draft 49 ft. can berth.

HEALTH: See "Copenhagen".

RADIO: VHF Channel 16.

TUGS: Tugboat m/s "Svava" from Svitzer's Salvage Enterprise is stationed in Fredericia, but any amount of tugs are available, when ordered previously.

BERTHING:

	Berth No.	*Length*	*Depth*
Shell Oil Pier	1	30 m.	10 m.
	2	30 m.	15 m.
Kastel Harbour	1/2	340 m.	12 m.
Old Harbour	6	160 m.	6·5 m.
	7	170 m.	5·5 m.
	8	140 m.	5·5 m.
	9	110 m.	6·5 m.
Shipyard and Fishing Harbour	10	90 m.	3 m.
West Harbour	11	240 m.	3 m.
	12	120 m.	7 m.
	13	110 m.	7 m.
	14	100 m.	7 m.
	15	150 m.	9 m.
	16	150 m.	9 m.
	17	125 m.	6 m.
	18	80 m.	6 m.
	19	80 m.	7 m.
Oil Pier	20	60 m.	15 m.
	22	60 m.	11 m.

N.B.: Tide varies normally by ½ metre.

STEVEDORES: Ordinary working hours Monday to Friday: 07.00–08.30 a.m., 09.00–12.00 a.m., 01.00–05.00 p.m. Night gangs on week days must be ordered no later than 01.00 p.m. the same day. Working overtime weekends is possible, but gangs must be ordered no later than Friday 01.00 p.m. Average output per eight-hour day, loading or unloading general cargo, is 200 tons per gang.

MEDICAL: Hospitals available.

FUEL: Available.

FRESH WATER: Available ex wharf.

DEVELOPMENTS: Plans to build an ocean berth in the Mollebugten just West of pier 22. The ocean berth will be 350 metres long and have a depth of 12 metres.

GANGWAY/DECK WATCHMEN: Available upon request.

OPENING/CLOSING HATCHES: Stevedores or crew.

CERTIFICATES:

Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
International Safety Certificate.
Deratification Certificate.

CUSTOMS ALLOWANCES: See "Copenhagen".

IDENTIFICATION CARDS: Required.

CONSULS: Finland, France, Holland, Iceland, Norway, and Sweden.

REPAIRS: All repairs undertaken with modern equipment.

DRY DOCKS: None. Slipway available for ships up to 499 GRT (divers available).

REPATRIATION: All facilities exist.

TIME: GMT plus 1 hour. No change.

HOLIDAYS: See "Copenhagen".

POLICE/FIRE/AMBULANCE: Police 921577; Ambulance 924000; Fire 921573; Emergency 000.

TELEPHONES: Both oil piers have telephones in the watchmen's room but for local calls only.

SHORE LEAVE: Allowed.

AUTHORITY: Harbour Master, Havnemestoren, Fredericia. Tel. 05 920168.

FREDERIKSHAVN: 57.28 N. 10.33 E.

DOCUMENTS: See "Copenhagen".

PILOTAGE: Pilot at "Skagen Rev" lightship boards from the pilot vessel "Skawpilot"; the hull painted orange, the funnel yellow with black ring on top. Call the Pilot either over the coast radio station "Skagen Radio", call sign "OXP" or direct by VHF Channel 16. Pilot outside the harbour boards at the buoy 1·7 miles S.E. of the harbour entrance. The pilot boat is a little orange painted motorboat marked "Lods". Call the Pilot either by "Skagen Radio" or VHF Channel 16. ETA required as soon as possible.

ANCHORAGE: In the roads South of the red leading lights in 10 metres water depth. Good holding ground. At the entrance to the fishing harbour between the pierheads for a width of 50 metres on each side of the heads, anchoring is prohibited (submarine cable).

RESTRICTIONS: Vessels coming from or entering the naval base and the fishing harbour must wait for ships entering or leaving the commercial harbour. Max. speed in the harbour except outer harbour is 3 knots. Ships entering the harbour must if necessary wait outside for ships leaving the harbour.

MAX. SIZE: Max. length about 200 metres, draft 8 metres at high water. At oil quay max. draft 8 metres at high water. Tide about 0·3 metres.

PRATIQUE: Use international quarantine signals. If suspected disease or fever on board wire the Agent to arrange everything to obtain pratique as soon as possible.

RADIO: Nearest coast radio station "Skagen Radio", call sign "OXP". The harbour office is fitted with VHF Channels 16 and 12. Watch kept day and night.

TUGS: Tugs join vessel outside the harbour between the buoy and the harbour entrance Only the ship's line to be used.

BERTHING: No special requirement for berthing in the harbour, but several big ferries are running in and out during day and night

and sailing after a time schedule. It is therefore recommended to call the harbour office, VHF Channel 16, for permission to enter. Fishing harbour situated in the Northern part of the commercial harbour.
BULK HANDLING FACILITIES: Two grain berths, each with 8 metres depth alongside. One equipped with suction pipe capacity 60 tons per hour. One with grain elevator capacity 30 tons per hour.
Ferry berths in Outer Harbour, depth 6·4 metres to 7 metres, equipped for handling containers and roll-on/roll-off traffic. Heavy lift crane of 50 tons capacity.
TANKERS: Oil quay max. depth 8 metres. Hoses 8 in. diameter. Reducing pieces may be necessary. Slop water discharging and cleaning can be done by oil-separator. Tankers draft max. 8 metres at high water.
STEVEDORES: ETA advices are required before 09.00 in order to arrange gangs for discharge/loading the same day.
MEDICAL: No special requirement is necessary for medical attention. The town has all ordinary medical and hospital facilities.
FRESH WATER: Supplied by water hydrants on all quays.
FUEL: All kinds of fuel are available and no advance notice is necessary.
FIRE PRECAUTIONS: No smoking and no open fire. If discharging oil, fire watchman from the Harbour Authority required. If discharging gas, dangerous chemicals and ammunitions, etc., beside the watchman, the Harbour Authority will require restricted access to vessel.
DEVELOPMENT: A new 150-metre long ferry berth for roll-on/roll-off traffic under construction in the S.W. corner of the Outer Harbour.
GANGWAY/DECK WATCHMEN: Not compulsory but available if required.
OPENING/CLOSING HATCHES: Ships crew open and close the hatches. If necessary the longshoremen can do it for extra pay.
CUSTOMS ALLOWANCES: Only for ships coming from abroad – ¼ litre wine and ¼ litre spirits, 40 grams tobacco or 40 cigarettes per man per day and only three days ration in one time. On requirement after that, the Master can obtain a new allowance in proportion to the stay in harbour.
CONSULS: Sweden Tel. 08–422922 Germany Tel. 08–420011
Norway ,, 08–420900 France ,, 08–422299
Finland ,, 08–421044
REPAIRS: Three steel shipyards and one wood shipyard doing all kinds of repairs.
DRY DOCKS: Three dry docks, one floating dock and two small slips. Dimensions of largest dry dock: length 170 metres, breadth 24·6 metres and depth 7 metres.
REPATRIATION: Agent will arrange repatriation. All facilities for changing crew.
AIRPORT: Aalborg Airport, 60 km's. from port, several daily flights to Copenhagen Airport.
TIME: Local time GMT plus 1 hour.
HOLIDAYS: Weekends, Easter, Whitsun, Christmas, New Year and two Danish holidays in the spring.
POLICE/AMBULANCE/FIRE: Police, tel. 08–421444; Ambulance, tel. 08–422222; Fire, tel. 08–421444. In emergency dial 000.
SERVICES: Separating of slop water, compass adjusting, oil bunkering, repairing all kinds of navigation instruments and provisions.
AUTHORITY: Harbour Council, tel. 08–422477. Harbour Master's office, tel. 08–441740.

GULFHAVN: 55.12 N. 11.16 E.

Tanker discharge terminal operated by Gulf Oil Refining A/S.
DOCUMENTS:
Ship's Register.
Loadline Certificate.
Safety Radio-telephone Certificate.
Deratting Certificate or Exemption Certificate.
Exact list of tobacco, cigarettes and spirits showing the vessel's and the crew's supply on arrival.
Bill of Lading (if vessel is carrying cargo).
Copy of the crew list is required by Gulf Oil Refining A/S.
PILOTAGE: Pilot and a pilot vessel available. Pilot acts as Berthing Master; may be requested to board arriving vessels at either:
Buoy No. 13 (Route 28) position 55° 18.7′ N. or 11° 02.4′ E.
Halsskov Lightship position 55° 20.1 N. 11° 02.5 E.
or any place in proximity of Gulfhavn.
Pilot vessel equipped with VHF following channels: 6–10–12–16 of which Channel No. 16 used for ship-to-ship communication. Pilot station at Agersø also equipped with VHF radio with following channels: 12–13 and 16. Pilot can be contacted at the station on Channel 16.
A vessel's ETA should be communicated by Master to Agent, 72, 48 and 24 hours prior to arrival. Agent will keep Refinery advised and make necessary arrangement with Pilot.
MAX. SIZE: Maximum draft 47 ft.
TUGS: None available locally. If required 24 hours notice must be given. Pilot will advise if weather conditions demand use of tugs (in good time).
BERTHING: Oil Pier is a T-shaped structure on which four berths provided – one berth for 80,000 dwt tankers, one for 18,000 dwt tankers, one for 5,000 dwt and one for smaller vessels up to 500 dwt.

Depths alongside:		
	Berth 1	15.0 m.
	Berth 2	10,5 m.
	Berth 3	7,5 m.
	Berth 4	4,5 m.

Adequate lifting facilities to assist in hose connecting and handling of necessary hose equipment should be ready on arrival. Refinery representative will board on arrival and discuss discharging/loading operation.
MEDICAL: Hospital at Skelskør; tel. Skelskør 450.
DENSITY: Ranges between 1023 and 1007, dependent on season and weather conditions
FRESH WATER: Available at all four berths. Limited to 160 tons. Supplied with a pumping rate of 45 tons per hour.
FUEL: Bunker fuel available at all four berths. 24 hours notice required.
FIRE PRECAUTIONS: Fire-fighting vessels alongside berths kept ready for instant use.
GANGWAY/DECK WATCHMEN: Available if required.
IDENTIFICATION CARDS: Required by crew.
CONSULS:
Finnish Consulate: (Mr. Axel Le Dous) Algade 14, Korsør, tel. 320.
Norwegian Consulate: (Mr. J. U. Jepsen) Jens Baggesensgade 35, Korsør, tel. 6.
Swedish Consulate: (Mr. Bjarne Fischer) Brogade 2, Korsør, tel. 2.
German Consulate: (Mr. Finn Poulsen) Batterivej 7, Korsør, tel. 586.
All other consulates are situated in the Copenhagen area.
REPAIRS: Small deck and engine repairs can be carried out.
REPATRIATION: Facilities exist via Agent.
AIRPORT: Copenhagen 120 km. away.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police Skelskør 707; Ambulance Skelskør 707; Fire Refinery (00).
TELEPHONES: A public telephone box situated at entrance of pier outside cooling-water pumphouse.
SHORE-LEAVE: Allowed, but personnel not allowed to walk in refinery area. Transport will be arranged from ship to refinery entrance upon request.
AUTHORITY: Stigsnaes Toldkontrol 4230 Skelskør. Tel. 03 594376.

HADERSLEV: 55.15 N. 09.29 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Aarøsund pilot station.
ANCHORAGES: Aarøsund.
RESTRICTIONS: Impossible to enter Haderslev by night since no lights are in the fiord.
MAX. SIZE: Length 110 metres; width 17 metres; depth 4·9 metres.
HEALTH: See "Copenhagen".
RADIO: Lyngby Radio.
TUGS: None available.
MEDICAL: Advance notice required if hospital facilities are required.
FRESH WATER: Fresh water from quay.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by the crew.
CUSTOMS ALLOWANCES: Tobacco (100 cigarettes per man per three days); wine/spirits (1 bottle per man per three days).
IDENTIFICATION CARDS: Not needed.
CONSULS: Norwegian, Swedish, French, Belgian.
REPAIRS: Small repairs available.
REPATRIATION: No facilities.
AIRPORT: 15 kilometres from Haderslev.
TIME: GMT plus 1 hour.
HOLIDAYS: Discharging can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police, 045 2 2525; Ambulance, 000; Fire, 000.
TELEPHONES: No facilities.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, tel. 045 2 2400.

HELSINGOR (Elsinore) 56.02 N. 12.37 E.

DOCUMENTS:
1 Cargo Manifest.
2 Crew and Passenger Lists.
2 Tobacco Lists.
2 Stores Lists.
Measurement Certificate or Registry Certificate.
PILOTAGE: Call Pilot by hoisting Pilot Flag "G", or Morse signal "PT." Cable Address: "Helsingørpilot". Alternatively contact by VHF.
VHF Channel 16, Frequency 156,80 MHz (receiving frequency)
,, ,, 13, ,, 156,65
,, ,, 12, ,, 156,60
One hour's notice required before arrival at port. Pilot cutter, green hull, yellow superstructure, "Pilot" painted on superstructure. Boarding North of, South of and East of the port of Helsingør. Waiting area ½ mile South of the port of Helsingør. Helsingør pilots are also sea Pilots for Kattegat, the Belts, The Orestraights and the Baltic.
ANCHORAGE: South of the port, in the roads of Helsingør, depths from 19 to 25 metres with sand or loose clay bottom.
RESTRICTIONS: Following signals are given from the lighthouse situated on the head of the Southern pier: prohibition to sail is signalled by red rapid flashes in the harbour direction and green flashes out towards the approaches. Entering and sailing prohibition is signalled by red rapid flashes both sides. "Vessels moving in the harbour" is signalled by yellow flashes out towards the

approaches, yellow in towards the harbour. Ship departing waits for ship entering. When a vessel gives signal to enter (1 long whistle or blast) it is regarded as an entering vessel.
MAX. SIZE: Up to 26 ft. draft.
RADIO: Harbour Office of Helsingør call VHF Channel 16, shift to Channels 12 or 13 for working.
TUGS: Tug stationed in Helsingør to give towing assistance from the roads. Vessel should have ready a 6 in. nylon towing rope.
BERTHING: Vessels berthed in order of arrival.
MEDICAL: Hospital and medical facilities available.
FUEL: Not available.
FRESH WATER: Approx. 30 tons of fresh water per hour delivered through 15 in. hoses at the berths.
WATCHMEN: Not required.
CUSTOMS ALLOWANCES: For use on board during call reasonable stores and other requirements will be approved by the customs. Following quantities allowed per man per 24 hours, not exceeding 3 days: 40 cigarettes or 10 cigars or 20 cigarillos or 40 grams other tobacco products, ¼ litres wine and ¼ litres spirits.
IDENTIFICATION CARDS: Crew need passports.
REPAIRS: Helsingør Skibsvaerft og Maskinbyggeri A/S are qualified to undertake all forms of repair work.
DRY DOCKS: Dock No. 1: 155 metres long, 29·5 metres wide, 6·6 metres depth. Dock No. 2: 116 metres long, 16·3 metres wide, 4·7 metres depth.
AIRPORT: 1 hour by car from Copenhagen International Airport.
TIME: GMT plus 1 hour.
HOLIDAYS: Work can be performed all the year round.
POLICE/FIRE/AMBULANCE: Police tel. 03.21.14.48; Ambulance/Fire tel. 03.21.01.45.
TELEPHONES: Telephones are only available on board in particular circumstances.
SHORE LEAVE: Crew are free to go ashore.
AUTHORITY: Harbour Master, Harbour Office Helsingør – Sofie Brahesgade 1, 300 Helsingør. Tel. 03.21.05.15.

HORSENS: 55.52 N. 09.52 E.

DOCUMENTS:
Crew List (East European countries only).
List of Tobacco.
Manifest (for Agents and Stevedores).
Bills of Lading (for Agent's use).
Ship's papers:
International Load Line Certificate.
Certificate of Register (international letter of measurement).
Deratting Certificate.
Radio Safety Certificate.
PILOTAGE: Pilot station is situated on island "Hjarnø" at the entrance of Firth of Horsens. Telegram address: Hjarnø Pilot Station Horsens. VHF channel 6–12–16. Advance notice required, 2 hours. Normally pilot boat will be located 2 miles south of Hjarnø – off Søndergrund. Pilot boat will meet bigger ship's more southerly between As-hoved and Abelø when required. Ship's waiting for Pilot may anchor in As-bay, between Søndergrund and As-hoved.
ANCHORAGE: No special anchorages at the firth; vessels may anchor where safe navigation permits – attention is called to cable area at Hjarnø Sound.
MAX. SIZE: Max. length, approx. 500 ft.; max. breadth, approx. 70 ft.; max. draft, approx. 22 ft. A dredged channel 32 metres wide and 6·9 metre deep leads to the harbour.
HEALTH: Kindly inform Agent or Port Authorities in advance in event of any suspected disease or fever on board. Normally no necessary procedure to obtain pratique. Pratique is automatic after calling another Danish port.
RADIO: The Danish coast stations:

Blåvand radio: 2076 kH_2 (receiving) 1813 kHz transmitting							
Skagen	,,	1988	,,	,,	1701	,,	,,
Lyngby	,,	2069	,,	,,	1687	,,	,,
Rønne	,,	1995	,,	,,	2586	,,	,,

TUGS: Normally join vessel in harbour area. In event of bigger tugs being required they must be ordered 24 hours in advance.
STEVEDORES: For working Monday morning ETA must be given Friday during office hours. Otherwise ETA must be given the day before work to commence. One suction apparatus for discharging grain. Normally the cargo is handled by shore cranes. There are 4 coal cranes and 5 piece-goods cranes available.
MEDICAL: No advance notice required. Hospital facilities available.
TANKERS: Discharge lines diameter: 6 in. and 8 in. Three berths for tankers, one at Esso with 5·6 metre of water alongside, one at DAK with 6·9 metre of water, and one at KH with 6·9 metres of water.
FRESH WATER: Is delivered alongside from shore connections.
FUEL: All types of light fuel available. No heavy fuel.
GANGWAY/DECK WATCHMEN: No service of watchmen necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCE: Tobacco: 30 cigarettes per man per day – or 100 cigarettes permitted to be held out of bond. Wine and or Spirit: One bottle of each to be held out of bond.
IDENTIFICATION CARDS: Not needed.
CONSULS: Finland, 05–623433; Norway, 05–624666; Sweden, 05–624411; France, 05–623288.
REPAIRS: No shipyard – only small repairs can be carried out.
REPATRIATION: No special facilities for effecting crew changes exist.
AIRPORT: Distance from airport about 50 kilometres, with regular airlines.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Dial 0–0–0. Fire alarms placed around the port.
TELEPHONES: Not available on board vessels.
SHORE LEAVE: Allowed.
DELAYS: No delays can normally be expected. Larger ships with big draft may expect delay during nights with poor visibility. They have to wait for daylight in order to enter port through dredged channel.
AUTHORITY: Harbour Master.

KALUNDBORG: 55.41 N. 11.06 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
De-ratting Certificate or exemption.
Bill of Lading (if cargo).
Customs need a Tobacco and Spirit List, showing the vessel's and the crew's supply by arrival.
PILOTAGE: Not compulsory. Pilot station situated at Kalundborg, telegram: Kalundborg Pilot, tel. Kalundborg 03.51.08.89. Green plastic vessel carrying int. signal flag or lights for Pilot. Contact by VHF Channels 16, 12 and 6. Pilot is taken on board at the entrance of Kalundborg Fjord.
ANCHORAGE: Large vessels anchor in 42 ft. of water outside between Rosnaes and Asnaes; S.W. to N.W. winds cause swell but holding ground is good. Small vessels anchor between Gisselore Point and Harbour, from where channel leads to harbour.
RESTRICTIONS: Depth in channel and at entrance 39 ft. 4 in., entrance width 131 ft.
MAX. SIZE: 900 ft. Length. 38 ft. draft.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: Available, normally join vessel off harbour, often using vessel's lines. If tugs lines are used, an extra charge will be made.
BERTHING: *Pier "A":* 12 metre basin, depth alongside 41 ft., max. safe draft 38 ft., max. length 900 ft. 12 in. hoses for crude oil discharge. 10 in. hoses for products. Deballasting pipeline available.
Pier "B": 10½ metre basin, max. safe draft 33 ft., max. length 900 ft. 12-in. hoses for crude discharge. 10-in. hoses for products. Deballasting pipe line available.
Pier "C": 7 metre basin, max. safe draft 20 ft., max. length 330 ft.
Pier "D": 5 metre basin, max. safe draft 15 ft., max. length 240 ft. Crude discharging rate about 38,000 bbls. = about 6,000 ts. per hour. Loading rate for products about 600 ts. per hour, asphalt only 120 ts. per hour, gas only 50 ts. per hour. Connections: amidships. Capacity of slop tank, about 4,800 tons.
East Harbour: Depth is 23 ft. Equipment: One crane for coal-discharge and one crane for grain-discharge.
Fertiliser-quay: Depth is 26 ft. 6 in. Equipment: One crane for phosphate-discharge.
West-harbour: Depth is 22 ft. 6 in. Equipment: One suction-apparatus.
One mobil "Cooles" crane available in all harbours.
STEVEDORES: Available, ordered by Agent, no ETA to stevedores necessary.
MEDICAL: Hospital and doctors available.
DENSITY: 1,011.
FRESH WATER: Available, supplied from shore by hose, about 15 tons per hour.
FUEL: All grades available, 24 hours ETA required by truck or barge.
PORT FIRE PRECAUTIONS: No smoking allowed.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: Each crew member allowed 100 cigarettes or 20 cigars or 100 grams tobacco and 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish, Norwegian; others at Copenhagen.
REPAIRS: All types of repairs available.
REPATRIATION: All facilities exist.
AIRPORT: Nearest at Copenhagen about 80 miles from Kalundborg. Served by regular airlines.
TIME: GMT plus 1 hour. No alterations through the year.
HOLIDAYS: New Year's Day; Easter Thursday; Good Friday; Easter Monday; Ascension Day; 1st May; Whit Monday; Prayer Day; 5th June; Christmas Day; 2nd Christmas Day. No work can be carried out.
SHORE LEAVE: Allowed.
DELAYS: Due to ice between 15th December and 31st March.
AGENTS: Jorgen Schultz, Postbox 44, Cables "Schultz Kalundborg".
Petertank I/S, Postbox 38. Cables "Petership Kalundborg".
Kalundborg Shipping Agency. Postbox 34. Cables "Kalship Kalundborg".

KOGE: 55.27 N. 12.12 E.

DOCUMENTS: For Customs vessels require:
Vessels of 150 ton and upwards, Loading Line Cert.
Vessels of 300 ton and upwards, Loading Line Cert. Radio Security Cert.
Vessels of 500 ton and upwards, Loading Line Cert. Radio Security Cert. Equipment Security Cert.
For all passenger vessels also Security Cert.
For stevedores vessel shall have Bills of Lading, Manifests and Loading plans.
PILOTAGE: Vessel to call Pilot two hours before arrival. VHF on pilot station and pilot boat. Watch on Channel 16. Normal international light and sound signals used. Pilot boat located about 2 nautical miles East of port. No difference in bad weather.
ANCHORAGES: 1–2 nautical miles East of port with good bottom conditions.
MAX. SIZE: Maximum permissible length, 150 metres; maximum permissible draft, 7 metres; oil carriers only 5 metres.
HEALTH: Normal quarantine rules.
RADIO: Lyngby Radio or any other radio station in Denmark.
TUGS: No tugs in port. Can be obtained from Copenhagen.
STEVEDORES: Normal ETA and description of vessel required.
MEDICAL: Doctor and hospital assistance available; other facilities to be obtained from Copenhagen.
TANKERS: Only one tanker berth, no specific requirements.
GENERAL: Wind between N.E. and S.E. can give up to 1·6 metres high water and W-wind up to 0·9 metres low water.
FRESH WATER: Water from wharf.
FUEL: Products from Texaco and Gulf are delivered in Køge, others from Copenhagen.
FIRE PRECAUTIONS: Normal fire precautions. Tankers cannot request to go to berth before loading/discharging. 2 fire watchmen from the fire department.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: about 40 grams per day per man or 40 cigarettes per day per man. Wine and/or Spirits: about ¼ litre spirits and 1 litre wine per man per day.
IDENTIFICATION CARDS: Not needed.
CONSULS: Nearest in Copenhagen.
REPAIRS: Small repairs.
DRY DOCKS: 2 small slipways for vessels up to 200 tons.
REPATRIATION: No facilities exist.
AIRPORT: Nearest is Kastrup Lufthavn; Copenhagen about 40 km. away.
TIME: GMT plus 1 hour. No change during year.
HOLIDAYS: Normal Danish holidays, change from year to year. Normally work can be arranged.
POLICE/AMBULANCE/FIRE: Ambulance and Fire (03) 653300; Police 651448 or use alarm 000.
TELEPHONE: No arrangements exist for placing on board.
GENERAL: The port north of Køge, Junckerhavnen, 55° 27′ 4″ N. 12° 11′ 7″ E. is a private port used only for vessels to the factory.
SERVICES: Pilot makes compass adjustments.
SHORE LEAVE: Allowed.
PORT AUTHORITY: The Harbour Master, Køge Havn, DK–4600 Køge, Denmark. Tel. (03) 650113.

AGENT: F. Ohlssons, EFTF, Havnen, DK–4600 Køge, Denmark. Telex 5736; Tel. (03) 650006; Telegram Ohlsson.

KOLDING: 55.29 N. 09.29 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Pilot station in Skærbæk at mouth of Kolding Fjord. Tel. (05) 562486. VHF Channel 16.
ANCHORAGES: At Skærbæk.
MAX. SIZE: Maximum permissible length 180 m. Maximum draft: 7·0 m.
RADIO: Lyngby Radio.
TUGS: Available.
STEVEDORES: Obtained through Agents.
MEDICAL: Hospital facilities available.
FRESH WATER: Available from quay.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes. Wine and/or Spirits: 1 bottle wine, 1 bottle spirits.
IDENTIFICATION CARDS: Not needed.
CONSULS:
Finland: J. Borum, Haderslevvej 25, Kolding. Tlf. (05) 521233.
Iceland: V. Thorning-Petersen, Kolding, Tlf. (05) 520022.
Norway: Eduard Christensen, Låsbygade 34, Kolding, Tlf. (05) 527711.
Sweden: Ove Grønborg, Osterbrogade 14, Kolding. Tlf. (05) 522711.
REPAIRS: Only small repairs can be carried out.
AIRPORT: Distance from Billund Airport 40 km. Billund Airport is served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Copenhagen".
POLICE/AMBULANCE/FIRE: Police, tel. (05) 522800; Ambulance, tel. (05) 522344; Fire, tel. (05) 522344. Help, tel. 000.
TELEPHONES: Telephones obtainable on board.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master P. D. Klaaborg, Havnepladsen, Kolding. Tel. (05) 520594.

KYNDBY: 55.49 N. 11.53 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Not compulsory but recommended. Pilot boards at entrance of Isefjord at Hundested.
ANCHORAGE: Off the berth.
MAX. SIZE: Up to 21 ft. 6 in. draft.
RESTRICTIONS: Daylight berthing only.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: Obtained from Copenhagen or Elsinore if required by larger vessels.
BERTHING: Power Station quay, 300 m. long, depth alongside 23 ft. 6 in. 16 in. pipeline for fuel oil discharge.
FRESH WATER: Available by pipeline at quay.
FUEL: Not obtainable.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
REPAIRS: No facilities.
AUTHORITY: Electricitetsselskabet Isefjordvaerket Interressentskab.

NAESTVED: 55.14 N. 11.45 E.

DOCUMENTS: See "Kalundborg".
PILOTAGE: Pilotage compulsory for all ships over 150 b.r.t. To order, tel. Kaerrebaeksminde 03742124 or by Agents.
ANCHORAGES: 2 miles S.W. of head lights in Kaerrebaeksminde in 12 metres depth, near the buoy.
RESTRICTIONS: No entry at night time, half hour before sunrise, to half hour after sunset, and according to tides.
MAX. SIZE: Length 285 ft., 40 ft. beam, 17 ft. 6 in. draft.
HEALTH: See "Kalundborg".
RADIO: Lyngby Radio.
TUGS: M/S "Enø" 350 h.p. About 1 mile from Kaerrebaeksminde.
BERTHING: No berthing in Kaerrebaeksminde; only in Naestved.
BRIDGES: One in Kaerrebaeksminde with a total width of 23 m.
MEDICAL: Hospital available.
FRESH WATER: Available from quay.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: By crew.
CONSULS: Germany, tel. 03721536. Sweden: tel. 03720700.
REPAIRS: None.
SHORE LEAVE: Allowed.
POLICE/FIRE/AMBULANCE: Police 721448; Fire/Ambulance 000.
AUTHORITY: Harbour Master Naestved, Toldbodgate 4 Naestved. Tel. 03720056.

NYBORG: 55.19 N. 10.49 E.

DOCUMENTS:
Health Declaration.
Customs Declaration.
PILOTAGE: Required notice ETA 6 hours. Pilot station tel. (09) 310089. Pilot boat VHF Channel 16. Pilot station Slipshavn. Pilot cutter yellow-painted with "Nyborg Lods" in black letters.
ANCHORAGE: South of Knudshoved Lighthouse. Depth 16 metres (52 ft.). Small vessels anchor S.W. of Avernakke Pynt.
MAX. SIZE: Avernakke Pynt Bro (Oilpier) Draft 32 ft. length about 600 ft. Vesterhavn draft 24 ft. length about 400 ft.
RADIO: Lyngby Radio.
TUGS: One tugboat normally stationed in the port. Tugs required notice 8–10 hours.
STEVEDORES: Ordered by Agent.
MEDICAL: Hospital facilities available.
TANKERS: Discharge at Avernakke. Discharge lines 8 in. and 10 in. New Oil Harbour under construction, to be operational in 1973.
DENSITY: About 1005.

FRESH WATER: Supply by pipeline to berths.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close, otherwise according Charter Party.
CUSTOMS ALLOWANCE: Tobacco, 100 cigarettes for 3 days. Wine and/or Spirits: 1 bottle spirit for 3 days.
IDENTIFICATION CARDS: Not required.
CONSULS: Finland 311198, Norway 310737, Sweden 312106.
In Odense (near Nyborg):

Great Britain	115456	France	118700
Holland	115456	Iceland	120076
Portugal	120012	Spain	127781
W. Germany	972323		

REPAIRS: Most repairs possible.
DRY DOCKS: 700 dwt; slipway 70 dwt.
AIRPORT: Nearest airport, Beldringe, Odense.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Prayer Day, Ascension Day; Whit Monday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 311448; Ambulance 000; Fire 000.
SHORE LEAVE: No restrictions.
AUTHORITY: Havnefoged, Havnekontoret, (19) 310587.

NYKOBING: 55.55 N. 11.41 E.

DOCUMENTS:
Ship's Register.
Loadline Certificate.
Derating Certificate.
Crew List stating quantity of cigarettes, cigars, tobacco, cigarette paper, spirits, wine and guns.
Cargo List.
PILOTAGE: Pilot ordered through Agents and will board at Skellerev or Argus Ground (both outside Guldborg bridge).
ANCHORAGE: By Skellerev, safe ground.
RESTRICTIONS: Port only accessible by daylight, max. draft 19 ft. 6 in., max. breadth for passing Guldborg bridge 25 metres. Entrance from South (Gedser) not recommended, as depth of water in the Southern part of Guldborgsund only amounts to 8 ft.
RADIO: For vessels coming through the Kiel Canal, Kiel Radio could be used, otherwise nearest station Lyngby Radio.
TUGS: Available on request.
BRIDGES: Vessels calling Nykøbing Falster have to pass Guldborg Bridge about 8 miles North of harbour. Turning bridge, breadth 25 metres, opens by request after sunrise and ½ hour after sunset (from 1st Nov. to 1st March from ½ hour before sunrise). When requesting passage use international flag N on half foremast and give one long and one short blast.
STEVEDORES: Ordered by agents, on receiving vessel's ETA.
MEDICAL: No advance notice required for medical attention.
FRESH WATER: Supplied from quay installations.
FUEL: All grades obtainable—delivered by tank lorry
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
TOBACCO/WINE ALLOWANCES: Each crew member 100 cigarettes (or corresponding quantity of tobacco) and 1 bottle spirits.
IDENTIFICATION CARDS: Not necessary.
CONSULS:
Norway
Sweden
West Germany
Netherlands
Finland
REPAIRS: Small deck and engine repairs possible.
AIRPORT: Nearest at Copenhagen (2 hours by train.)
TIME: No alteration to clocks. GMT plus 1 hour.
HOLIDAYS: New Year; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; 1st May (Labour Day, half only); Ascension Day;Whit Monday; Constitution Day (5th June, half only); Christmas and Second Christmas Day.
POLICE/AMBULANCE/FIRE: Dial 0–0–0 and ask for police, ambulance or fire service.
SHORE LEAVE: Crew members may go ashore without any restrictions.
AGENT: Marquardt & Tornøe's EFTF., P.O. Box 81, 4800 Nykøbing FL. Denmark. Tel. (03) 85 31 77. Telex 47310.

ODENSE: 55.25 N. 10.25 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Compulsory between Stige and Odense. Pilot boards at Gabet, entrance to the fjord or at Stige, entrance of channel.
ANCHORAGE: Inside Odense Fjord in depths of 25 ft. Larger vessels anchor outside of Gabet.
RESTRICTIONS: Port is entered through dredged channel, 22 m. wide, 25 ft. depth. Navigation usually throughout the year. Ice-breaker assistance available if necessary. Vessels over 3,000 tons enter in daylight only. Speed limit of 4 knots in entrance channel.
MAX. SIZE: Draft, maximum 24 ft. fresh water, length, 160 m. controlled by swinging basin.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
RADIO: Lyngby Radio and VHF Channel 16.
TUGS: A tug is available. Not compulsory but necessary for larger vessels.
BERTHING: Three harbour basins including 10,500 ft. of quays with depth of 24 ft. 6 in. alongside. Coal quays at Fynsvaerket, depth 24 ft. 6 in. alongside.
Berths rigged for handling bulk cargo by cranes. Berths available for containers and roll-on/roll-off traffic.
TANKERS: Discharge at Lindoe private quay, 304 ft. long, depth alongside 7·5 metres.
DENSITY: 1003.
STEVEDORES: Can be arranged through Agent.
AIRPORT: Situated 15 km. from the harbour.
POLICE/FIRE/AMBULANCE: In emergency dial 000 and ask for service required.
CONSULS: All European countries represented in Odense.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Available by pipeline at all berths.
FUEL: All grades available.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
REPAIRS: All engine and boiler repairs can be effected.
Lindoe Shipyard situated in Odense Fjord about 15 km. from Odense.
AUTHORITY: Havne Kaptajnen, Odense.
AGENT: C. Hoppe & Company, POB 136, 5100 Odense. Tel. 09–11 99 88. Telex 59 88. Cables: "Brokerhoppe Odense".

RANDERS: 56.29 N. 10.04 E.

DOCUMENTS:
2 Crew Lists.
2 Lists with statement of each crew member's cigarettes, tobacco and spirits.
PILOTAGE: Apply for Pilot 6 hours before arrival to Agents or direct at pilot station Tel. (06) 485026, or contact Pilot by VHF 1 hour before arrival. Channels 6 12, 16.
ANCHORAGE: Udbyhoej Northside, depth 7 metres.
MAX. SIZE: Maximum length, 475 ft.; breadth, 57 ft.; draft 20 ft.
HEALTH: No special requirements.
RADIO: Lyngby Radio and Skaw Radio.
VHF: VHF service from Harbour Office, Channels 6, 12, 16.
TUGS: 500 h.p. tug available – use ship's lines.
STEVEDORES: Ordered by Agents, no ETA to stevedores necessary. Working periods: Monday to Friday 07.30–11.30, 12.00–16.30; Saturday no work.
MEDICAL: Hospital facilities available, no particular innoculations required.
TANKERS: 6 in. discharge lines; no slop discharge facilities.
DENSITY: Brackish in port area. No tide.
FRESH WATER: Shore installations.
FUEL: All grades. Deliveries by lorry only.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Tonnage Certificate, De-ratting Certificate, Load Line Certificate.
CUSTOMS ALLOWANCE: Each crew member 100 cigarettes or 25 cigars or 100 grams tobacco, and 1 bottle spirits and 1 bottle wine meant for 3 days.
IDENTIFICATION CARDS: Not required.
CONSULS: France (06) 42 44 22, Norway (06) 426100, Finland (06) 42 51 11, Sweden (06) 420022, Iceland (06) 42 39 00.
REPATRIATION: Hotel accommodation available for changing of crew.
AIRPORT: Tirstrup Airport, 42 km. from Randers, 1 hour by bus, 5–7 daily flights to/from Kastrup Airport (Copenhagen).
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January (New Year); Maundy Thursday, Good Friday, Easter Monday; 1st May from 12.00 hours (Labour Day); Whit Monday from 12.00 hours; 24th December from 12.00; 25–26th December (Christmas).
POLICE/AMBULANCE/FIRE: Tel. 000.
TELEPHONES: Not available.
AGENTS: Carl Hassager & Co., c/o Axel Urup Skov, Sydhavnen, DK 8900 Randers. Tel.06 42 05 22; AO 06 42 31 91; Telex.63732; Cables: Hassager, Lloyd's.

RONNE: 55.06 N. 14.42 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Customs Declaration.
1 Declaration for crew's tobacco, spirits, etc.
1 Declaration of Health.
1 Declaration to Police, number of crew, passengers, etc.
1 Bill of Lading (or Manifest).

PILOTAGE: Apply for Pilot via Rønne or Lyngby Radio, advance notice not less than one hour. Pilot boats have VHF but not continuously open. Area where Pilot has to be taken on board is by Rønne light-buoy, 2 miles S.W. of the harbour; if weather bad Pilot boat guides the ship inside the breakwater and then boards.
ANCHORAGE: No safe anchorages outside the harbour.
MAX. SIZE: Maximum length 400–450 ft., draft 22 ft. There is no tide.
HEALTH: No special procedure necessary, but if there is suspected disease or fever on board or ship comes from area with fever, etc., call for quarantine doctor. If ship's last call was Danish port pratique automatic.
RADIO: Rønne Radio, call-sign OYE; or Lyngby Radio, call-sign OXZ.
TUGS: Normally join the vessel inside breakwater; ship's lines to be used.
CARGO HANDLING: Three berths equipped with hydraulic ramps for roll-on/roll-off traffic via stern or head only, one of which suitable for ships up to 450 ft. length 65 ft. beam, draft 21 ft.

Three berths for sand loading 400–600 tons per hour, for vessels up to 350 ft. length, 21 ft. draft.

Two berths for macadam loading 400 tons per hour, for vessels up to 300 ft. length, 21 ft. draft.

Also berths for handling coal and grain.
STEVEDORES: To arrange gangs Monday morning, advices have to be given Friday before 11.00. To arrange work other days, notice must be given before 16.00 the day before.
MEDICAL: Hospital facilities are available. It is not necessary to give advance notice.
TANKERS: Two berths for coastal tankers draft up to 22 ft., length up to 300 ft.
FRESH WATER: Available 10–12 ton an hour.
FUEL: Light fuel, Redwood 200 sec. Heavy fuel 3500 sec., also 1000 and 1500 sec. Notice 6 hours ETA.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: Nationality Cert., Derat. Cert., Load Line Cert. Radio Cert. (Safety Cert. for passenger ships only).
CUSTOMS ALLOWANCE: Tobacco: 40 cigarettes or other tobacco per day. Wine/Spirit: ½ bottle per day.
IDENTIFICATION CARDS: Not needed.
CONSULS: The following countries are represented in Ronne: Sweden, Finland, France, Netherlands, Norway and West Germany.
REPAIRS: All kinds of repairs can be carried out.
DRY DOCKS: Only small ships up to 350 tons.
REPATRIATION: Is possible.
AIRPORT: 3 miles, served 3–5 times per day by SAS to Copenhagen.
TIME: GMT plus 1 hour. No alteration
HOLIDAYS: New Year's Day; Easter, 3 days Thursday, Friday, Easter Day (Monday); May 1; Whit Monday; June 5; Christmas Eve; Christmas Day; 2nd Christmas Day. Cargo work only possible for foodstuff, etc.
SERVICES: Compass adjustment only
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Ronne Havn, DK 3700 Ronne, Tel. 03950678.

SKAERBAEK: 55.31 N. 09.37 E

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.

PILOTAGE: Not compulsory. Pilot joins at mouth of Kolding Fjord. Can be contacted by VHF Channel 16.
ANCHORAGE: Off Skaerbaek in depths of 23 ft.
MAX. SIZE: Tankers up to 35 ft. draft.
RADIO: Lyngby Radio.
TUGS: Available, not normally required.
BERTHING: Power station wharf: 260 m. length; depth alongside 23 ft. Oil Jetty: depth 36 ft.
TANKERS: Discharge at jetty through two 8-in. loading arms.
MEDICAL: Medical attention available, nearest hospitals at Kolding and Fredericia.
REPAIRS: Local machine shops can manage small repair jobs.
FRESH WATER: Obtainable from quay.
FUEL: Not available.
CONSULS: Nearest at Kolding. Distance 15 km.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half holidays: May 1st, June 5th and December 24th.
AIRPORT: Billund Airport, 40 km. distant.
AUTHORITY: Sydostjydske Faellescentral Skaerbaekvaerket. Tel. (05) 562 466.

SONDERBORG: 54.55 N. 9.47 E.

DOCUMENTS:
Ship's Register.
Crew List.
Crew Manifest.
Radio Safety Certificate.

PILOTAGE: Vessels exceeding 20 ft. in draft or 3000 gross tonnage use Northern entrance where Pilot boards vessels at buoy 4 or 7, route 25.

Ships coming from South (passing harbour bridge) contact pilot boat at buoy 6 or 7 route 8. Pilot not compulsory. VHF on pilot station. Harbour Master and Pilot tel. 044 22765.
RESTRICTIONS: No restrictions night entry. No tide. N.E. to E. winds raise water level up to 3 in. S.W. to N.W. winds lower it by same amount.
BERTHING: *South Harbour:* Mainly used by small passenger and fishing boats.

North Harbour: Concrete quay about 2,000 ft. long, depth alongside 24 ft. At plywood factory, dolphin moorings, up to 29 ft. draft. Harbour is divided into above mentioned two parts by a rail bridge. Lifting sections 98 ft. wide. Submarine cables in area from 50 yd. South of bridge to 100 yd. North.
BUNKERS: Available.
TUGS: Available; 6 hours notice required.
FRESH WATER: Supplied by pipeline to berths.
REPAIRS: Two slipways. 100 and 500 tons capacity.
AIRPORT: In Sonderborg. Regular airline inland.
TIME: GMT plus 1 hour.
AUTHORITY: Harbourmaster. Tel. 044 22765.

SVENDBORG: 55.03 N. 10.38 E.

DOCUMENTS:
Certificate of Registry.
Freeboard Certificate.
Rat. Certificate.
Crew List.

PILOTAGE: Telegraphic address, "Pilotstation, Svendborg". For contacting pilot boat on VHF, use Channel 16. International signals for Pilot. In Eastern entrance Pilot boards at Thurø Rev. In Western entrance Pilot boards at Lehnskov, or if ordered at Skrams Flak.
ANCHORAGE: At Lunkebugt (Eastern entrance) and by Lehnskov (Western entrance).
MAX. SIZE: Longest ship ever docked was 541 ft. long, 67 ft. breadth, draft 18 ft. 9 in. Shorter ships may enter with deeper draft.
HEALTH: Pratique automatic.
RADIO: All Danish coast stations can be used. (See "Horsens".)
TUGS: Normally no tugs stationed in Svendborg, ships wanting tugs order through Agent before arrival.
BRIDGES: One mile west of harbour a bridge crosses the sound. Free height 33 metres.
STEVEDORES: Ordered by Agent.
MEDICAL: Doctors and hospital service always available.
DENSITY: Approx. 1024.
FRESH WATER: Available at all piers. 20 tons per hour.
FUEL: No bunker lines. Diesel oil can be delivered by tank cars.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 40 cigarettes or 40 gr. tobacco. Wine/Spirit: ¼ litre.
IDENTIFICATION CARDS: Not needed.
CONSULS: Vice-Consulates: Norway, tel. 09 21 31 17; Sweden, 09 21 14 10; Finland, 09 21 11 51; W. Germany, 09 21 15 39; Iceland, tel. 09 21 42 83.
REPAIRS: All repairs to deck and machinery carried out by shipyard.
DRY DOCKS: Floating docks for ships up to 7,000 ton dwt.
REPATRIATION: Facilities exist.
TIME: GMT plus 1 hour (same all year).
HOLIDAYS: New Year's Day; the day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 5th; Prayer Day; Whit Monday; June 5th; 25th and 26th of December.
FIRE/AMBULANCE/POLICE: Call 000.
TELEPHONE: No telephone for ships.
SERVICES: Compass adjusting.
SHORE LEAVE: No restrictions concerning shore leave for crew. Dogs not allowed to go ashore.
AUTHORITY: Harbour Master, Havnekontoret, Svendborg. Tel. 09 21 06 57.

VEJLE: 55.42 N. 09.33 E.

DOCUMENTS: Required on arrival:
2 Crew Lists.
2 Passenger Lists.
1 Tobacco List.
1 National Reg. Certificate.
1 Load Line Cert.
1 Tonnage Cert.
1 Manifest.
1 Bill of Lading.
1 Deratting Cert.
1 Radio Safety Cert.
1 Clearance inward and outward.
1 Safety Cert.
PILOTAGE: Pilot by request at Rosenvold Hage, radio Pilot Vejle, VHF Channel 16, Vejle pilot station. 3 hours notice of ETA.
ANCHORAGE: (1) At Rosenvold Hage, (2) at Træskohage.
MAX. SIZE: Length max. 550 ft., max. draft 23 ft.
HEALTH: Pratique procedure is carried out by customs dept.
RADIO: Lyngby Radio, OXZ, Blaavand Radio OXB.
TUGS: Available inside port, ship's lines.
STEVEDORES: Available. Seven o'clock start must be informed 24 hours in advance.
MEDICAL: Hospital facilities available day and night with doctors available 24 hours per day.
TANKERS: 2 tanker berths, max. draft 23 ft. No slop tank available. Diameter of discharge lines 8 in. and 6 in.
DENSITY: Average density 1,020.
FRESH WATER: Delivered from lines on piers. 14 ts. p.h.
FUEL: All grades available. No advance notice required.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes. Wine and/or Spirits: 1 bottle of each.
IDENTIFICATION CARDS: Not needed.
CONSULS: Vice-Consuls: Greece, 821929; Norway, 829122; Spain, 820233; Germany, 820011.
REPAIRS: Deck and engine repairs can be undertaken.
DRY DOCKS: None.
REPATRIATION: No facilities.
AIRPORT: Billund 32 km., 3 flights per day.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Easter; 1st May, Whit Sunday, Christmas holidays. Cargo work can be done on overtime except 1st May (Labour Day).
POLICE/AMBULANCE/FIRE: Police, tel. 821744; Ambulance, 822244; Fire, 822244.
TELEPHONES: No arrangements exist for placing on board.
SHORE LEAVE: Allowed for all crew.
AUTHORITY: Harbour Master, Havnepladsen, 7001 Vejle. Tel. 820217.

VORDINGBORG (South Harbour – formerly Masnedsund): 55.30 N. 11.54 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Available from Masnedoe Pilot Station tel. 03–770355.
ANCHORAGE: Vordingborg Roads.
MAX. SIZE: Draft 21 ft. maximum, breadth 25 metres owing to passage of bridge before entering harbour.
RADIO: Lyngby Radio.
TUGS: Available from Nakskov, Korsoer, Copenhagen. Notice for towage about 6/8 hours.
BERTHING: Berths equipped for handling grain, ore, coal, liquid chemicals and LPG carriers.
MASNEDOE POWER STATION: Private harbour. Draft 21 ft. Fresh water available. Pilotage, towage, as for Vordingborg.
BRIDGES: Passage of bridge 25 metres wide, opening day and night. Bridge normally in radio contact with pilot station. Fully lighted.
STEVEDORES: Local stevedores ordered by Agent.
MEDICAL: Hospital available.
FRESH WATER: Supplied by pipeline to berths.
FUEL: All common fuels available.
GANGWAY/DECK WATCHMEN: Available but not compulsory,
OPENING/CLOSING HATCHES: Crew allowed open and close. otherwise as per C/P.
CERTIFICATES:
Registered Certificate of tonnage
Deratting Certificate.
Construction Certificate.
Loadline, and Equipment Certificate on first call.
CUSTOMS ALLOWANCE: About 200 cigarettes and a limited amount of spirits each man.
CARGO GEAR: 2 mobile cranes, one grain-sucker and elevator, one coal crane.
IDENTIFICATION CARDS: Not required.
CONSULS: At Copenhagen.
REPAIRS: Most repairs, engine and equipment available. Electronic service only available from Copenhagen.
DRY DOCK: No local dry dock. Nakskov/Copenhagen nearest.
HOLIDAYS: See 'Copenhagen'.
POLICE/AMBULANCE/FIRE: Police 03–771448; Ambulance, Fire Brigade 0–0–0.
AGENTS: A. P. Steffensen, Postal address: 4760 Vordingborg tel. 03–770210–770212. Telex: 5476. Cables: Stefbroker Vordingborg a.o. 03–770960.

Dominican Republic

AZUA (PUERTO VIEJO): 18.30 N. 70.40 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Health Certificate.
Viands Register.
3 Weapons Lists.
Also refer to "Santo Domingo."
PILOTAGE: Ordered by Agent; vessel should wait for Pilot at a distance of one mile from the port.
ANCHORAGE: In the approaches, depth is 28 ft.
RESTRICTIONS: By night wait for Pilot's arrival.
HEALTH: Pratique is obtained by Agent. In case of infectious illness the whole crew is put in quarantine.
TUGS: Available and tug's lines are used.
MEDICAL: Necessary for Agent to receive advance notice of required medical attention. Doctor available.
FRESH WATER: Delivered by barge.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Required.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: No restrictions.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: No repairs possible.
REPATRIATION: Facilities available.
AIRPORT: Situated 170 miles from port.
HOLIDAYS: Work is allowed on all holidays.
POLICE/AMBULANCE/FIRE: Tel. 175.
TELEPHONES: None available on board.
SHORE LEAVE: Allowed.
AUTHORITY: Carlos W. Prestol Botello, Afferez de Fragata, Marina de Guerra (Navy). Address, Comandancia de Puerto de Azua RD.
AGENT: See "Santo Domingo".

BARAHONA: 18.10 N. 71.10 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Cert.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: No entry at night.
MAX. SIZE: 575 ft. length; 29 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: One small tug available, ship's lines used.
BERTHING: Sugar molasses wharf, general gypsum wharf.
STEVEDORES: ETAs required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Discharge at molasses wharf.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line at wharves, ship's hoses used.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 230 km/s.

TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: Police, tel. 417. Ambulance, tel. 441; Fire, tel. 348 or 398.
TELEPHONES: Shore telephone alongside ship connected to Sugar Mill.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission. Berthing/unberthing during daylight only.
AUTHORITY: Comandante de Puerto, Barahona.

AGENTS: See "Santo Domingo".

BOCA CHICA: 18.27 N. 69.35 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738 and 2182 kHz.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: No entry at night.
MAX. SIZE: 400 ft. length; 25 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: If required, tug is brought from Santo Domingo.
STEVEDORES: ETAs required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Only small propane gas tankers can be accommodated.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line connection at dock, low pressure. Ship's hoses used.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Six km/s to airport, served by regular airlines with numerous flights daily.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: At Santo Domingo.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto, Marina de Guerra, Comandancia, Andres, Boca Chica.

AGENTS: See "Santo Domingo".

CABO ROJO: 17.55 N. 71.39 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: Entry permitted at night.
MAX. SIZE: 600 ft. length; 40 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: No tugs available.
BERTHING: Alcoa Private Wharf, bauxite only. Mechanical loading, no stevedores.
MEDICAL: Medical attention can be arranged by Alcoa after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: One tanker at a time could be accommodated.
DENSITY: Salt water inside harbour.
FRESH WATER: Sometimes available.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 360 km.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable.
POLICE/FIRE/AMBULANCE: Contact Port Authority.
TELEPHONES: Telephone on dock connected to Alcoa office.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto, Cabo Rojo.

AGENTS: See "Santo Domingo".

LA ROMANA; 18.27 N. 69.01 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
5 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat Exemption Cert.
Vaccination Certificates for each person.
PILOTAGE: Compulsory. Ordered by agents on receipt of vessel's ETA, 72, 48 and 24 hours before arrival. Pilot launch painted white with grey cabin and with letters LP-24 painted on sides. Pilot boards one mile from port entrance.
ANCHORAGE: West of Isla Catalina in depths of 15 to 18 fathoms.
RESTRICTIONS: No entry or sailing in hours of darkness.
MAX. SIZE: Length: 580 ft. Draft: arrival 25 ft., sailing 28 ft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: Santo Domingo Radio, HIX2, frequency 2738 kc/s. Near the port, use Centromana Radio on same frequency.
TUGS: One tug of 620 h.p. available. Extra charge for use of tugs line.
BERTHING: One concrete pier 720 ft. long.
STEVEDORES: To be ordered four hours before commencing work.
MEDICAL: Doctors and hospital facilities available. Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Berth for one tanker at the pier. Discharge lines 10 in., 8 in., and 4 in.
DENSITY: 1025.
FRESH WATER: Available from 2 in. pipeline on pier. Very low rate of supply.
FUEL: Not available.
WATCHMEN: To be provided by vessel. Compulsory gangway watch kept by Customs Guards.
HATCHES: Opened and closed generally by ship's crew.
CUSTOMS ALLOWANCES: Seamen may take ashore only two packets of cigarettes and no alcohol.
IDENTIFICATION CARDS: Shore passes issued by Immigration Officer.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: Arranged via Santo Domingo.
AIRPORT: Distance 70 kms.
TIME: GMT minus 5 hours. Clocks put back half an hour in winter months.
HOLIDAYS: January 1st.; January 21st.; January 26th.; February 27th.; Good Friday; Corpus Christi; May 1st.; August 16th.; September 24th.; December 25th.
POLICE/FIRE/AMBULANCE: Police 235; Ambulance, 455; Fire, 455.
TELEPHONES: In dock office, ask Sugar Mill for number required.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto, La Romana.

AGENT: Gulf Western Americas Corporation, Division Central Romana, La Romana. Tel 343, 452, 453, 338 and 228. Telex ABC Croman RCA–326149.

MANZANILLO: 19.43 N. 71.45 W.

DOCUMENTS:
6 Crew Lists.
6 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-Rat. or Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.

PILOTAGE: Compulsory. Boards incoming vessels about one mile from the dock. (The Pilot's working hours from 8.00 a.m. to 12.00 noon, 2.00 p.m. to 5.00 p.m.; a fee charged after working hours. A fee is also charged for movements in harbour.) Ships will be received Saturdays and Sundays and at night for the same rate for the Pilot.

ANCHORAGE: Vessels that cannot be docked on arrival will find safe anchorage to the East of the dock where there is plenty of swinging room, in about 20 fathoms of water, with good holding ground of mud and sand.

APPROACHES: Coast Guard Service recommend that a ship, entering Manzanillo Bay from the East, should stay well out until it has rounded shoals surrounding Seven Brothers Islands. At approximately 19° 58′ West longitude, a course of 127° will bring it into the bay near the wharf. A ship arriving from the West should stay about six miles off Cape Haitian Light. When abreast the light a course of 111° will lead into the Bay a short distance North of the pier.

RADIO: Radio Station HIL31. This station is private and for the use of Grenada Co. only. Messages of ETA, etc. from vessels should be sent via Miami WAX or New Orleans Radio WNU.

Vessels bound for Manzanillo, should radio their ETA to Santo Domingo Pilot Station daily, from 0600 to 1800 hours on frequency 2738 and 2182.

Vessels having single sideband equipment may also contact radio Instituto Agriario Dominicano at Manzanillo, at wavelength 26·70 and 26·38 kHz from 0700 to 1200 and 1400 to 1700 hours EST.

TUGS: No heavy duty tugs available but there is a launch for the handling of ship lines.

BERTHING: Prevailing winds are Easterly and sometimes interfere with docking or undocking. On the East side vessels should dock bow in, since there is not enough room to swing vessels safely around for a port docking. On the West side vessels can dock either side to the pier, depending on the direction and force of the wind. In general banana vessels will be docked on West side of the pier and cargo vessels on the East side. Pier has a concrete deck 744 ft. long, 72 ft. wide. Both sides of the pier are protected with a pine fender system. The water depth at land end of pier is 10 ft. and at the seaward end 60 ft.

MEDICAL: Small dispensary in Manzanillo. Hospital facilities in Monte Cristi, 30 kilometres away.

STEVEDORES: Available.

FRESH WATER: Available for ships calling at this port only.

FUEL: None available.

GANGWAY/DECK WATCHMEN: Carried out by crew.

OPENING/CLOSING HATCHES: Crew or stevedores.

CUSTOMS ALLOWANCES: Each crew member will be allowed to take ashore one only opened package of cigarettes.

CREW IDENTIFICATION CARDS: Required.

REPAIRS: Small repairs carried out only.

REPATRIATION: Facilities available.

HOLIDAYS: While the Custom House is closed on holidays arrangements can usually be made for working overtime, paying overtime rates.

SHORE LEAVE: Members of crew are allowed to go ashore at this port, but Masters should caution them not to take on their persons any dutiable articles, as the Customs will search such men upon landing and should any such articles be found on their persons, this will be treated as an attempt to smuggle; severely punishable offence.

AUTHORITY: Comandante de Puerto, Manzanillo.

AGENTS: Agencia Maritima y Comercial C.p.A. Paseo Presidente Billini (Malecon) 27, Apartado 1125, Santo Domingo. Tel.: 688–3371. Telex: RCA 4137. Cables: "Rmella Santo Domingo".

PUERTO PLATA: 19.49 N. 70.41 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declaration.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.

PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738.

ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.

RESTRICTIONS: Night entry not recommended.

MAX. SIZE: 550 ft. length, 28 ft. draft.

HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.

RADIO: When within range, Santo Domingo Radio.

TUGS: No tugs available.

STEVEDORES: ETAs required 24 and 12 hours before arrival to arrange gangs.

MEDICAL: Medical attention can be arranged after vessel is cleared preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.

TANKERS: Berth at molasses/petroleum berth.

DENSITY: Salt water inside harbour.

FRESH WATER: Pipe-line at wharves. Ship's hoses used.

FUEL: Only available by truck from Santo Domingo.

GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.

OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.

CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.

IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.

CONSULS: All Consuls at Santo Domingo.

REPAIRS: Minor repairs only.

REPATRIATION: Can be arranged.

AIRPORT: Distance 250 km.

TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.

HOLIDAYS: All holidays workable at overtime rates.

POLICE/FIRE/AMBULANCE: At Santo Domingo.

TELEPHONES: Nearest in Customs House alongside wharves.

SHORE LEAVES: Allowed.

GENERAL: No boats to be lowered without official permission.

AUTHORITY: Comandante de Puerto, Puerto Plata.

AGENTS: See "Santo Domingo".

RIO HAINA: 18.25 N. 70.01 W.

DOCUMENTS and all general information, see "Santo Domingo".

PILOTAGE: Pilot boards from small boat flying a flag with a white "P" on a black background, about ½ mile from harbour entrance.

RESTRICTIONS: Berthing and unberthing during daylight hours only.

MAX. SIZE: Draft about 31 ft. Length about 600 ft. for sugar berth.

BERTHING: Vessels going to load sugar swing inside the harbour with the aid of a tug, and berth starboard side to the quay. Ship's gangway is recommended. There is sometimes quite a swell running inside the harbour. The port anchor is used for berthing and unberthing.

LOADING: Sugar is loaded by three mechanical loaders which are fixed so that large vessels are required to shift along the quay to load in end hatches. Loading rate is quoted as being 1,000 tons per hour. Cargo quantities are given in short tons.

At least one beam has to be removed from each hatchway to allow loader to enter.

SAN PEDRO DE MACORIS: 18.30 N. 69.12 W.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Health Documents.
Manifest.
Bills of Landing.
Ship's Papers.
Refer to "Santo Domingo" for further information.

PILOTAGE: ETA required 24 hours before arrival. Pilot meets vessels 2 miles from buoy. Pilot Radio Station frequency is 2738; in the event of bad weather vessel should remain 3 miles south of the buoy. Pilot boards from small unmarked motor boat.

ANCHORAGE: One mile south of the lighthouse; depth 60 ft.

RESTRICTIONS: Channel depth 30 ft. Up to 350 ft. length, no restrictions. Larger vessels enter in daylight only.

MAX. SIZE: Vessels of 600 ft. length have berthed alongside. Draft up to 29 ft. maximum.

Larger vessels leaving port after loading may require to use port anchor to manoeuvre around sharp bend in buoyed channels just inside harbour entrance.

HEALTH: In case of illness or death on board, send a cable before arrival; doctors available.

RADIO: Radio Station, frequency 2738, call Radio Pilot de San Pedro de Macoris.

TUGS: Compulsory. Tugs join vessels inside the port – 150 ft. from the quay.

BERTHING: Quay No. 1, – 900 ft. long, 25 ft. depth; Quay No. 2, 600 ft. long, 25 ft. depth; Quay No. 3, 600 ft. long 24 ft. depth.

Large vessels arriving to load swing inside the harbour using starboard anchor and berth port side to quay. At a later date barges are placed between the ship and quay, to permit greater draft, and Pilot receives extra payment for doing so. Use of gangway is recommended.

LOADING: Vessels loading sugar use ship's gear and ship has to supply rope slings. The chains on the centre sections of MacGregor hatches are broken, and a gap of about 2 ft. made, through which the bags of sugar are bled into the holds at the rate of about 220 tons per gang per day. Only six bags per sling are lifted at a time. Stevedores cover hatch openings with tarpaulins when loading is completed for the day. They will make up any extra slings that are required if ship supplies rope.
STEVEDORES: Hours of work are as follows: Monday to Friday, 0800–1200, 1400–1800; Saturday, 0800–1200; Sunday, No work.
TANKERS: Oil line diameter 8 in. Max. pressure 60 lb. per square inch.
FRESH WATER: Available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Crew.
CUSTOMS ALLOWANCES: Only sufficient for port consumption. Allowed take only 2 open packets cigarettes ashore.
IDENTIFICATION CARDS: Required.
CONSULS: Great Britain Vice-Consul only. Others at Santo Domingo.
REPAIRS: Installations for all types of repairs.
AIRPORT: Airport is located at 40 kilometres distance.
TIME: GMT minus 5 hours.
TELEPHONES: No telephones on board.
REGULATIONS: Rat guards to be fitted on all ropes. No boats to be lowered without official permission.
REPATRIATION: Can be arranged.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto, San Pedro de Macoris.
AGENT: See "Santo Domingo".

SANTO DOMINGO (formerly Ciudad Trujillo): 18.28 N. 69.53 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.

All these documents and a "Solicitud de Despacho" should be legitimised by the Dominican Consulate at the last foreign port, but in case there is none, it can be done in this port by paying the Consulary duty. Master has to show all vaccination cards of the whole crew on board to Maritime Health Doctor before crew is allowed to disembark. If Certificates expired, they are not allowed to go ashore until they are re-vaccinated. Veterinary inspector visits all ships arriving to investigate the origin of the beef consumed on board. In case beef has been supplied from countries with foot and mouth disease, the larder is sealed, but the Captain is allowed in presence of the Inspector to take the daily amount required for consumption on board. Not necessary for Inspector to seal the larder if beef does not come from such countries.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738, 2182, and 2638 kHz. Pilot boards 1 mile off breakwaters
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: If draft over 24 ft. ,Master should advise Agent before arrival. Berthing after dark not advisable for petroleum and grain berths.
MAX. SIZE: Length over 650 ft. inadvisable. Max. draft 29 ft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: Join vessel inside port. Ship's lines used.
BERTHING: Daylight berthing only for vessels proceeding to private Tallow/Soda terminal and Cement Wharf.
BRIDGES: Vessels proceeding up river, height limited to 95 ft. above waterline.
STEVEDORES: ETA's required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore.
TANKERS: One berth, draft 29 ft., at Sans Souci.
DENSITY: Brackish inside harbour. Effect of tide negligible.
FRESHWATER: Pipe-line alongside berths. Ship's hoses used.
FUEL: Fuel and diesel available ex-tanker berth. At other berths, only available by truck.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond not sealed.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
DRY DOCK: Can accept vessels up to 320 ft. long, 50 ft. beam, 17 ft. draft.
REPATRIATION: Can be arranged.
AIRPORT: Distance, 26 kilometres; served by regular airlines with numerous flights daily.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: Police, San Domingo 682–3000; Ambulance, San Domingo 682–4288; Fire, San Domingo 682–2000.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto, Santo Domingo.

AGENTS: Baez & Rannick S.A., Edificio La Cumbre, Central Commercial NACO, Apartado 1221, Santo Domingo. Cables: "Tatem Santodomingord". Telex: ITT 3460034, RCA 326178. Tel. 565–6661.

Ecuador

GUAYAQUIL: 02.12 S. 79.52 W.

DOCUMENTS:
Port Doctor:
De-rat. Certificate.
Maritime Declaration of Health.
Crew Roll with dates of vaccination against smallpox for each member.
Same for each passenger.
Passenger List.
Passenger List in Transit.
Harbour Master's Office:
Voyage Report.
Clearance from last port.
Crew Roll with original visa from Ecuador Consul in first port of voyage (3 copies).
Passenger List with original visa from Ecuador Consul in embarking port, or declaration that they have no visa, signed by Captain (2 copies).
Passenger List in transit signed by Captain or declaration that they have no passengers in transit (2 copies).
Provisions List, Stock and Medicines on ship (3 copies).
Cargo Manifest in transit (1 copy).
Combustible or inflammable Cargo (1 copy).
Customs:
8 copies of Manifest.
Sealed envelope of Manifests, consular and commercial invoices and non negotiable vouchers.
Cargo index and copy of Cargo Manifest in direct transit (8 copies).
A Register (8 copies) of spare parts for vessel and provisions.
Crew Roll and detailed list (8 copies) of personal belongings of officers and crew.
Passenger List, with indication of their suitcases and list of suitcases that travel without their owners; in this case should be specified the port where they were put on board and personal declaration of each passenger (8 copies).
If the vessel with ballast, Master will be obliged to produce (besides the ballast certificate) documents already mentioned in each respect. Master or Maritime Agency will produce a written statement to Customs within twelve hours from arrival of vessel whether they decide to take any cargo for exporting. If not loading vessel must leave within the following 24 hours.
Immigration:
Crew List signed by Master.
Passenger List of those who disembark there or a declaration of none for this port, signed by Master.
Passenger List in transit, or a negative declaration signed by Master.
In case of having passengers to disembark in this port, Master should produce passports and visas.
Crew identification cards or similar documents.

Inspection of ship by Authorities will be done (compulsory) within three hours of arrival, usually as soon as ship berths, or in quarantine.
PILOTAGE: Vessels approaching port to notify their arrival by Naval Radio Station HCG, 24-hour service, frequency 8476 kc/s. and 500 kc/s. Traffic list broadcast every hour on 8476 kc/s.

Advance notice of not less than 12 hours required, addressed to Capuerto Aportuaria Agencia in either English or Spanish with the following details: date, and time of ETA, destination (whether buoy No. 1 or Puna), maximum draft,cargo details, details of passengers or mail, and if Pilot required.

Pilot Station for Puerto Maritime: Situated in position 02° 43′ 18″ South 80° 17′ 30″ West. Pilot boat needs one hour to go from pilot station to Buoy No. 1. Contact by VHF Channel 16, 24-hr. service. Pilot boat is wooden, 45 ft. long, black hull, white cabin, with letter "P" on sides. During day carries blue flag with letter "P" and by night has regulation pilot lights.

Pilot Station for River Guayas: Situated in village of Puna. Pilot boat requires minimum 30 minutes to move from pilot station to

vessel. Vessels requiring Pilot signal Morse letter "X" by lamp or sound.

Pilot boat has grey iron hull, white cabin with Lancha de Practicos written on both sides. By day carries blue flag with letter "P". By night regulation pilot lights.

ANCHORAGES: *Puerto Maritime:* 1 mile South and 2 miles West of sea buoy in position 2° 44′ 26″ S. 80° 24′ 44″ W. Minimum depth in the area is 35 ft.

Guayas River: Inside area between bearings 180° and 135° from the lighthouse of Punta Mandinga at Puna, 1 mile from the lighthouse.

MAX. SIZE: Maximum length for ships entering Puerto Maritime is 650 ft., with a maximum draft of 33 ft. Vessels of deepest draft should begin to enter one hour before high tide. For Guayas River maximum length 600 ft., maximum draft 23 ft. 6 in.

HEALTH: Procedure to obtain free pratique is to produce health certificates to port doctor upon arrival. To get free pratique by radio, ship must radio to port doctor any changes in health situation on board since leaving last port.

TUGS: Normally join vessel beyond Buoy No. 80. Tugs are compulsory, also use of their lines is compulsory. Cost of both services is included in total cost of port duties.

BRIDGES: No bridges that restrict traffic either in Estero Salado nor in Guayas River, but ships that are to berth in village of Eloy Alfaro (Duran) should take into consideration height of telephone lines between Guayaquil and El Islote, minimum height 48 ft.

STEVEDORES: Radio message to ship's Agent will give agency enough data to make all arrangements required for operations of loading/discharging. In Maritime Terminal an average discharge/loading rate of 25 metric tons per hour per hook.

MEDICAL: If ship requires medical attention, a notice of 12 hours should be given to Agents. Guayaquil Hospital and clinics are available. Vaccination supplied by Health Authorities against smallpox.

TANKERS: Discharge asphalt in Guayas River at a special quay, maximum draught 23 ft. 6 in. Discharge of petrol for aviation in Puerto Maritime is to lighters, maximum draught permitted is 33 ft.

DENSITY: Is 1012.

FRESH WATER: Available. Three pipes at each berth delivering at a rate of about 20 metric tons per hour each.

FUEL: None available.

DEVELOPMENTS: Building of two more landing places with a total area of 1,000 square metres.

GANGWAY/DECK WATCHMEN: Capitania del Puerto provides members of the Policia Maritima. Ships should supply watchmen with food.

OPENING/CLOSING HATCHES: Carried out by crew.

CERTIFICATES: All ship's certificates required.

CUSTOMS ALLOWANCE: Each member of crew allowed 600 cigarettes. Each crew member or passenger allowed one litre of wine and one litre of spirits.

IDENTIFICATION CARDS: Not required.

CONSULS:

Western Germany	Guatemala
Argentina	Haiti
Belgium	Netherlands
Bolivia	Honduras
Brazil	Israel
United Kingdom	Italy
Columbia	Japan
Costa Rica	Lebanon
Chile	Mexico
Nationalist China	Nicaragua
Denmark	Norway
Dominican Republic	Panama
Salvador	Paraguay
Spain	Peru
U.S.A.	Portugal
Philippine Republic	Sweden
Finland	Uruguay
France	Venezuela
Greece	

REPAIRS: All types of deck and engine repairs are possible.

DRY DOCKS: Dry dock with capacity of 3,600 metric tons.

REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriation.

AIRPORT: Airport is 8 miles from Maritime Terminal and has schedule flights to everywhere.

TIME: Local time is GMT minus 5. There are not any alterations during year.

HOLIDAYS: 1st January; Good Friday, 1st and 24th May; 24th and 25th July; 10th August; 9th and 12th October; 2nd and 3rd November; 25th December. But only on the 1st January and 25th December is there no working in port.

POLICE/AMBULANCE/FIRE: For any of these services call 211 (interno del Puerto).

TELEPHONES: Arrangements for placing telephone on board ships on request.

SHORE LEAVE: Allowed.

AUTHORITY: Capitan del Puerto de Guayaquil, Puerto Maritimo, Casilla de Correos No. 5739; tel. 342–120. Harbour Master's Office, tel. 514–604.

LA LIBERTAD: 02.12 S. 80.85 W.

DOCUMENTS: Port clearance is effected at Salinas, 3 miles west of La Libertad.

The following papers must be ready for presentation to the authorities on arrival:

1 Bill of Health signed by the Master and visaed by the Ecuadorian Consul at port of departure.
1 Ballast Certificate visaed by Ecuadorian Consul at port of departure.
6 copies of Cargo Manifest (if any cargo for the port).
6 copies Bills of Lading.
9 Crew Lists (original visaed by Ecuadorian Consul at port of departure).
9 Passenger Lists for the port (if no passengers state "without passengers"). If applicable, the list should show names, sex, age, nationality, port of embarkation, occupation and whether married or single. Passengers must make a declaration of their luggage on Ecudorian Form No. 94.
9 Stores Lists.
5 Lists of Crew's personal effects (new articles only).
4 Lists of unaccompanied baggage (if none, state "without them").
4 Lists of Encomiendas (list of small private parcels to be landed in Ecuador – if none, state "without them").
4 Lists of Mail (if none, state "without them").

If there is no Ecuadorian Consul at the port of departure, the documents must be visaed by the Consul of a friendly nation.

PILOTS: There are no pilots. ETA should be given to port 12 hours before arrival. Open roadstead.

ANCHORAGE: No limitations except depth 36 ft.

Vessels proceeding to oil terminal should anchor about 1 mile N.N.E. of the mooring buoys (which are about 15,000 ft. off-shore) where the Port Authorities and Mooring Master board. The anchorage is an open roadstead with sandy bottom.

MAX. SIZE: *Tankers* – LOA 650 ft.
Beam 84 ft.
Loaded draft 34 ft. 6 in. maximum.
Depth MLWS at mooring is 43 ft.

RADIO: ETA messages may be sent by radio to Radio Naval, HCG Guayaquil Radio, 8,476 kc., 500 kc. Radio Naval would then repeat the message to the Naval Station in Salinas, or to the Telegraph Office. Radio Naval have no VHF/RT or Telex.

HEALTH: Vessels arriving from foreign ports should fly appropriate International Code signals to advise state of health and request free pratique. Vessels put in quarantine required to fly signal QL all the time they are in port until port Health Authority advises to the contrary.

RADIO: Radio Naval – HCG – 8476 kc and 500 kc.

TUGS: Only tankers require tugs to berth at the buoys. Other vessels work cargo at anchor.

BERTHING: No wharves for large vessels, only for coasters.

STEVEDORES: Arranged by Agent; separate ETA not required.

MEDICAL: If urgent medical attention required, Master should radio details in advance. All facilities available.

TANKERS: The Anglo-Ecuadorian Oil Fields Terminal is located in Santa Eleana Bay. Four small marker buoys indicate the seaward end of the submarine pipe-line. An Easterly current usually prevails, rate being from ½ to 1½ knots. There is one 14 in. submarine pipeline fitted with two 10 in. flexible hoses for connecting to ship. Maximum loading rate is about 450 tph, and maximum pressure is about 150 psi.

Mooring Master assists in berthing vessel. Vessels are moored port side to, using starboard anchor off the starboard bow and mooring buoys for lines to the port bow and astern. Vessels moored during daylight hours only; however, they may unmoor at any hour of the day or night. Recommended that at least one tank of clean ballast be retained on board vessels until mooring has been completed. Ballast will then be pumped overboard. Vessels should be equipped with three 9½ in. or 10 in. (circ.) – 200 fathom hawsers for use in mooring to and seven rope stoppers each at least 3 fathoms long. The following signals are used in connection with the loading of cargo. A submarine telephone is picked up with loading hoses and affords direct communication to shore.

By day: Start loading, 2 long blasts of vessel's whistle or siren, 1 red flag hoisted; Stop loading 4 long blasts of vessel's whistle or siren, flag hauled down.

By night: Start loading, 2 long blasts of vessel's whistle or siren, 1 red light hoisted; stop loading, 4 long blasts of vessels whistle or siren, 1 red light hauled down.

To summon the launch, 3 long blasts are to be blown on the vessel's whistle.

DENSITY: 1028

FRESH WATER: Not available.

FUEL: Bunkers are not availalbe. The nearest bunkering port is Talara, Peru, or Balboa, Panama.

MEDICAL: Medical treatment is available at Ancon Clinic.

CONSULS: There is no consular representation of any country at La Libertad. The nearest are at Guayaquil and include the U.K., U.S.A., Norway, Sweden, Denmark, Greece and Panama.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Can be done by the crew or stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine/spirits per man.

IDENTIFICATION CARDS: Not required.

REPAIRS: Anglo-Ecuadorian Oil Fields Company can effect small repairs.

REPATRIATION: Can be effected from port of Guayaquil.

AIRPORT: At Guayaquil, 130 km. away, served by regular airlines.

TIME: GMT minus 5 hours.
HOLIDAYS: January 1st; Carnival; Good Thursday; Good Friday; May 1st; May 20th; July 24th; August 10th; October 9th; October 12th November 1st; November 3rd; December 6th; December 25th.
TELEPHONES: No connections to vessels possible, except at tanker moorings which is direct to loading installation only.
SHORE LEAVE: Permitted.
AUTHORITY: Capitania del Puerto de Salinas, Ecuador S.A. Tel. 77–2039.

MANTA: 00.56 S. 80.43 W.

DOCUMENTS:
A. List of documents, two copies (Port Authority – 1, the latter will sign a copy for Purser).
B. Sailing Permit from last port. One copy for Port Authority representative, who will copy the permit and give original to Captain of Port.
C. General Declaration, five copies – Health Department 1, Captain of Port 1, Immigration 1, Custom House 1, and Port Authority 1. The document will contain (see Note No. 4 below):
1. General data on ship, voyage, cargo and passengers.
2. Health declaration.
3. Stores Declaration.
4. Under remarks – any pertinent item.
Should be signed by Master and ship's Doctor or, if no doctor aboard, by Purser. For further details, see Note No. 3 at end of this Article.
D. List of passengers destination Manta, including list of their baggage, four copies – Customs 1, Immigration 2, Port Authority 1.
E. List of Passengers in transit, three copies – Immigration 2, Port Authority 1.
F. Crew List (including and indicating any members leaving vessel at Manta), four copies – Customs 1, Immigration 1, Captain or Port 1, Port Authority 1.
G. Manifest of Cargo for discharge at Manta including transhipment four copies – Customs original and copy, Port Authority 2.
H. Unaccompanied Baggage List including baggage for any member of the crew, who may disembark, three copies – Customs 2, Port Authority 1.
I. Mail Manifest, two copies – Post Office 1, Port Authority 1.
J. Checking Books, five copies plus one copy for each point of possible discharge of cargo from vessels for Port Authority.
K. Bills of Lading, one complete set for Port Authority.
L. List of vessel supplies including liquors, cigars, cigarettes, other tobacco products, matches, lighters, clothes, novelties, and provisions will be maintained in Purser's office for review by Custom House.
M. Tissue Manifest, hatch list and cargo plan. One copy of each for Port Authority prior to arrival of vessels. These papers to be sent by air mail as per regulations.
N. Ballast Certificates will be used instead of manifests when vessels do not carry any cargo.
O. General Manifest. This manifest will include all cargo loaded during voyage which will include all cargo in transit – one copy. General manifest will be maintained in purser's office for review by Customs House, and be accessible for customs at all times.

Note No. 1: All papers (items A to K) will be delivered to representative of Port Authority who will check them against list of documents to be receipted for Purser. Port Authority will subsequently distribute documents to interested parties as indicated above.

Note No. 2: Port Authority reserves the right to refuse berthing facilities until all documents received. Of course, this authority will be handled with discretion to avoid unnecessary or unwarranted delay to vessels, passengers, and cargo.

Note No. 3: All ship's papers will be filed in Port Authority office, and authorities noted herein are welcome to inspect them whenever they wish to do so.

Note No. 4: General Declaration should contain the following:
A. Name of vessel, length and registered tonnage.
B. Owners.
C. Voyage number and ports of call on voyage.
D. Total Number of passengers aboard.
E. Total tonnage (of 1,000 kilos) of cargo aboard.
F. Total number of passengers for Manta.
G. Total tonnage (of 1,000 kilos) of cargo for Manta.
H. Health declaration.
I. Stores Declaration that ship's consumable foodstuffs and consumable supplies are under lock and key; that the slop chest, bazaar, and store-rooms containing liquors, cigars, cigarettes, other tobaccos, matches, lighters, clothes, novelties, sports material, toilet articles, cosmetics, medicines, etc. have been locked and sealed with metallic nonreusable seals with . . . . . serial numbers. The seals are identifiable by their non-repeat numbers.
All vessels should have these seals aboard and should equip doors and door frames with suitable secure hardware through which seals can be passed. (Model of the form for the above document may be obtained from the Port Authority.)

Note No. 5: Baggage listed as cargo should not also be listed as baggage or vice versa.

PILOTAGE: Compulsory. Pilot boat by day will show blue flag at mast head; by night red light thirty in. below mast head light, both visible around the horizon.

Pilot will board at point located at distance of half a mile, 045 degrees from Manta lighthouse (latitude 00–56′ 20″ S. longitude 80–43′ 02″ W.). He will immediately proceed to conduct ship to inner harbour and dock at assigned pier or anchor in assigned anchorage.

Vessels will not have to anchor, but will reduce speed to steerageway and stop propeller. Lower Jacob's ladder so Pilot may board safely. Pilot will act as Representative of Port Authority. Other officials and Representative of steamship Agency will embark once ship has tied up.

Pilotage compulsory for all foreign vessels over 500 tons, with following exceptions:

(1) Fishing craft, yachts, tugs, barges and other craft of less than 500 tons total displacement whose handlers are suitably licensed by Captain of the Port of Manta.

(2) Vessels of the Ecuadorian Navy.

Note: Masters of large vessels and handlers of small craft who do not follow all rules of safety, including Rules of the Road may lose their right to navigate within jurisdiction of the Port Authority and may be subject to additional sanctions.

ANCHORAGES: Free anchorage area located around a point 1 mile from Manta lighthouse (latitude 00.56.3S, longitude 80.43.1 W.). Depth 45 ft. Anchorage inside breakwater will be assigned by pilot.
RESTRICTIONS: No restrictions upon entry. Vessels up to 32 ft. draft may enter at any time of day or night.
MAX. SIZE: Maximum permissible length 600 ft.; breadth 60 ft. draft 32 ft.
HEALTH: Radio pratique granted all ships in accordance with International Sanitary Regulations. Health documents will be delivered to boarding officer of Port Authority. When pratique granted by radio, not necessary for port doctor to board vessel.

In request by radio for pratique, vessels should give following data 12 to 24 hours before arrival:
A. Date and hour of expected arrival.
B. Number of Ecuadorian passengers.
C. Number of alien passengers.
D. Statement regarding existence or non-existence of communicable diseases aboard.

RADIO: Manta HCM 8372 kc/s. Radio telephone 2182 kc/s.
TUGS: A 1,200 h.p. tug, joins vessel in vicinity of pier. Ship's lines usually used. Use of tug for docking and undocking is at discretion of Port Authority.
BERTHING: Berth will be assigned by Pilot at boarding time.
STEVEDORES: Arrangement for stevedores made by ship's Agent prior arrival.
FRESH WATER: Fresh water available in small quantities.
FUEL: Diesel oil available in small quantities by truck.
FIRE PRECAUTIONS: Regular fire precautions should be taken by all ships. Smoking should be prohibited in any section of the ship used for cargo. No smoking on the weather deck, cargo decks, and the ship's holds, whether cargo being worked or not. Smoking around hatches or at cargo winches must be prevented.

Smoking should be restricted to the passenger section of vessels, and to officers' and crew's quarters where suitable receptacles are available.

Persons including officials can be fined or refused entrance to Terminal at discretion of Port Authority for careless or intentional disregard of reasonable fire prevention precautions.

Port Authority reserves right to inspect cargo working sections of vessel, to check precautions against fire, and to determine whether there are any undue accumulations of combustible materials.

Pumps and other fire fighting equipment aboard should be maintained in a state of readiness as long as vessels are in the terminal.
DEVELOPMENTS: Two new piers to be built within next five years.
GANGWAY/DECK WATCHMEN: Custom police keep watch at the gangway.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco, small amounts for personal use while in port. Wine and/or Spirit, wines and liquors by the glass for consumption on board while in port.
CARGO GEAR: Ship should have cargo nets, but Port Authority can provide cargo nets at extra cost.
IDENTIFICATION CARDS: Crew members should have identification cards while ashore at all times.
CONSULS:
Germany, Mr. Jorge Appenzauser, tel. 844, Villas Ales.
Columbia, Mr. Dr. Aníbal Ramírez Angel, tel. 696.
Chile, Mr. Marino Concha Richards, Manuel J. Calle 200, tel. 307.
Panama, Dagoberto Santana, Morona.
Italia, Rómulo Massari, Pastaza-Amazonas, tel. 395.
REPAIRS: No repair facilities available.
REPATRIATION: Repatriation of crew members through Port of Guayaquil.
AIRPORT: Airport with 2500 metres runway. 2 flights a day to Guayaquil at 08.00 and 12.00 and flights to Quito at 08.50 except on Tuesday, Thursday and Sunday.
TIME: Local time GMT minus 5 hours.
HOLIDAYS: No movement of cargo within the terminal on Christmas Day, or after 20.00 on the 31st of December, or on New Year's Day.
POLICE/AMBULANCE/FIRE: Police 444; Ambulance 666; Fire 2222.
TELEPHONES: Telephone service can be obtained at Terminal Office, at same rate as public telephones.
SHORE LEAVE: Crew members are welcome ashore.
AUTHORITY: Autoridad Portuaria de Manta. Rompeolas. Tel. 2511. PO Box 4768.

PUERTO BOLIVAR: 03.14 S. 80.01 W.

DOCUMENTS:
3 Voyage Memorandums.
2 Maritime Health Declarations.
1 Consular Despatch.
1 Port of Origin Certificate.
10 Crew Lists.
8 Stores Lists.
3 Individual Declaration List for each member of the crew.
8 Lists Passengers Disembarking at this port.
8 Lists Passengers in transit.
4 Luggage, Mail and Commissions Lists.
4 Manifest of Cargo Lists.

PILOTAGE: Send ETA through Radio Naval of Guayaquil 24 hours before arrival. Pilot will board vessel on the port side 1 mile from the sea buoy. In case Pilot not available it is recommended to anchor 1 mile from "Punta Jambeli" between the buoy and the lighthouse of Lambeli. Pilot boat is wooden, grey hull and white cabin, it carries pilot signals in accordance with International Regulations. Service available 24 hours a day. Pilotage is compulsory.
ANCHORAGES: Pilot will indicate recommended anchorage.
ENTRY RESTRICTIONS: Depths 30 ft. at low water.
MAX. SIZE: At Espigon Quay depths alongside 21 ft. inner end to 31 ft. at quay head.
HEALTH: On the arrival of vessel the authorities come on board. If there are no illnesses aboard, the doctor gives free pratique. In case of any illness, Master should advise by radio and the vessel wait in quarantine for the visit of Port Health Doctor.
RADIO: Radio Naval of Guayaquil, Radio Naval of Puerto Bolivar.
TUGS: Only one tug to help berthing. Usually, ship's lines are used. This service is free.
BERTHING: At Espigon Quay should be carried out during slack water. Tidal currents of 1–3 knots are at right angles to berthing face of the quay.
STEVEDORES: Agents take charge of gangs.
MEDICAL: Hospitals, clinics and dental surgery in Machala at 6 km. from this port. There is also a medical service for vaccination.
DENSITY: Salt water.
FRESH WATER: There is not enough water for the port, so cannot supply vessels.
FUEL: No fuel in this port. In case required one has to contact Guayaquil and they send it by small tankers.
GANGWAY/DECK WATCHMEN: The Agent names one or two watchmen for the vessel besides the maritime police and coast guard.
OPENING/CLOSING HATCHES: Carried out by shore gang supervised by someone on board.
CERTIFICATES: Vessel's Register and Tonnage Declaration required.
CUSTOMS ALLOWANCES: 100 cigarettes per person and 1 bottle wine or spirits per person.
IDENTIFICATION CARDS: Not necessary.
CONSULS: Consul of Peru, tel. 778 680.
REPAIRS: There are no facilities in this port.
REPATRIATIONS: The Immigration Office can arrange.
AIRPORT: Distance to the airport is 6 km. It has four daily flights in connection with Guayaquil.
TIME: GMT minus 5 hours; there is no change.
HOLIDAYS: 1st January; Carnival; Maundy Thursday; Good Friday and Saturday; 1st May; 24th July; 9th October. If necessary they work every day.
POLICE/AMBULANCE/FIRE: There are no services.
TELEPHONES: Cannot be connected to the vessel.
GENERAL: When the vessel is anchored, landing service is done by launches. They are called by one long whistle and two short ones. This service works 24 hours a day.
SHORE LEAVE: Passengers or crew do not need any special permit to land.
AUTHORITY: Port Captain: Puerto Bolivar, Ecuador. Tel. 778308.
AGENT: Augusto San Lucas, Agente Naviero, Paez 132 y Malecon, Puerto Bolivar.

Eire

BANTRY BAY: 51.41 N. 09.27 W.

DOCUMENTS:
1 Crew Lists.
1 Stores List.
1 Crew Declaration.
1 Maritime Health Declaration.
Ship's Register (tonnage).
British Light Dues (receipts).
Clearance from Last Port.

APPROACHES: The approaches to the bay are marked by the Sheep Head Light, visible 18 miles, Roancarrig More Light, visible 12 miles, and Whiddy Island Light, visible 3 miles.
The channel to the Gulf Oil Terminal is marked by radar reflecting buoys numbered 1 to 9, the starboard hand buoys having odd numbers.
The buoys marking the channel to the Inner Harbour do not have radar reflectors, but can easily be picked up on radar screen.
PILOTAGE: Pilot can be requested through Land's End Radio or Valentia Radio to "Harbourmaster Bantry", giving 6 hours notice. Also through VHF Channels 11, 14 and 16 to Gulf Control when within 10 miles. Pilot boat blue and white fast motor launch (28 ft.) flying pilot flag from stern.
For tankers of 250,000 tons and upwards, Pilot boards between No. 2 and No. 3 buoys.
For all other vessels, Pilot boards at West Ground Buoy.
ANCHORAGE: For tankers of 250,000 to 350,000 tons in vicinity of No. 2 buoy.
For tankers of 45,000 tons in vicinity of No. 5 buoy.
All other large vessels, South of No. 5 buoy at mouth of Glengarritt Harbour. For smaller vessels, the East end of Whiddy Island (10 fathoms) and Bantry Harbour (25 ft. depth).
MAX. SIZE: (a) Oil Terminal – up to 500,000 tons with draft up to 96 ft.
(b) Bantry Harbour – draft not more than 25 ft.
(c) Bantry Pier – 150 ft. length with draft 14 ft. 6 in.
HEALTH: All vessels must exhibit quarantine signals until quarantine formalities completed or free pratique granted. By day, International Code Flag "Q"; by night, red light over white light.
No person other than Pilot is allowed to board any vessel either alongside jetty or at anchorage until pratique has been granted. Pilot to be informed when any suspected disease or fever on board.
RADIO: Messages and ETAs through Valentia Radio, Land's End or any UK station. Port Operation (Gulf) Service, call sign "Gulf Control" (24 hours) VHF Channels 11, 14 and 16.
TUGS: Four tugs of 3,200 h.p. serve Oil Terminal. Two tugs of 300 h.p. available in Inner Harbour. Tugs' lines used.
BERTHING: Allowed at all stages of tide at Oil Terminal Jetty, depending on weather conditions.
Berthing at Bantry Pier depends on size of vessel and state of tide.
GULF OIL TERMINAL: Tankers berth alongside island jetty 1,600 ft. in length situated approximately 1,300 ft. offshore. The Island is comprised of a central loading platform with connected mooring dolphins. The outside berth designed for tankers up to 500,000 dwt. with maximum draft of 96 ft. The inside (South) berth can accommodate vessels up to 85,000 dwt. with maximum draft of 85 ft.
Outside berth fitted with 16-in. cargo lines.
Inside berth fitted with 12-in. cargo lines.
All bunker lines are 12-in. diameter.
BALLAST: There is strict enforcement of law against oil pollution. All ballast must be discharged ashore at terminal, where 16-in. ballast lines available to shore.
STEVEDORES: Available; 24 hour advance notice to Agent required.
MEDICAL: 24 hour standby launch available if vessel enters Bantry Bay for medical attention to crew. Vessels should give instructions whether doctor needed on board. Vessel should pass ETA though Valentia Radio to "Harbour Master Bantry". Or if in VHF range (50 miles) ETA to "Gulf Control" on Channel 14.
FRESH WATER: Available at Bantry Pier. At Oil Terminal Jetty or Harbour, water not available unless special arrangements made for barges.
FUEL: Gas oil and heavy fuel for tankers available at Oil Terminal. Gas oil and fuel available at Bantry Pier in road tenders of 20 tons.
REPAIRS: Local repair firms can undertake limited repairs, but nearest dockyard available for major repairs is at Cork.
DENSITY: 1025.
CUSTOMS ALLOWANCES: Tobacco: Depending on stay in port. Approximately 80 to 100 cigarettes per man for 2 to 3 days. Wine and/or Spirits: ½ litre per man.
IDENTIFICATION CARDS: Required.
REPATRIATION: There are facilities for crew repatriation.
CONSULS: No local representatives.
AIRPORT: Situated 48 miles away; 2 to 4 flights to London per day. Flights also to Paris twice a week.
TIME: GMT plus 1 hour during summer months. GMT from October to March.
HOLIDAYS: Cargo work can be carried out on most holidays, except Christmas.
POLICE/AMBULANCE/FIRE: Call local exchange.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Permitted. Liberty launch available for tankers at 1 hour's notice.
SERVICES: Vessels requiring any of the following services should advise Agent prior to arrival, giving fullest possible details:
Divers: Services of divers available to vessels for inspection and freeing fouled propellers.
Provisions: Normal supplies of most categories available. Ample time should be given to ship chandler.
Laundry: Small laundry takes limited amount in Bantry (24 hrs.), Large amounts sent to Cork (24 hrs. return service), but rather expensive.
GENERAL: All vessels required to fly Irish Ensign on foremast during daylight hours. Irish territorial waters extend 12 miles seaward from mainland.
AUTHORITY: Harbour Master, Harbour Office, Bantry. Tel. 64 or 275.
AGENT: Bantry Marine Limited, Bantry. Tel. 275.

CASTLETOWN BERE: 51.41 N. 09.54 W.

DOCUMENTS:
Health Certificate.
Crew List.

List of Bonds.
Ship's Register.
Log Book.
Crew Passports.

PILOTAGE: No recognised Pilot; Pilot can be contacted through Harbourmaster.
ANCHORAGE: See Charts: 13 ft. available at MLWST.
MAX. SIZE: Maximum permissible draft 13 ft.
HEALTH: Customs give pratique if ship clear; if not, Doctor will be notified.
RADIO: Land's End and Valentia.
TUGS: No tugs.
BERTHING: In accordance with Harbour Master's instructions.
STEVEDORES: No stevedoring arrangements.
MEDICAL: No advance notice necessary. Hospital facilities available.
FRESH WATER: Available at quay.
FUEL: Diesel available at quay; no advance notice necessary.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Done by crew.
CUSTOMS ALLOWANCE: Tobacco: Captain 8 oz. Officers 6 oz. Crew 4 oz. Wine and/or Spirits: Captain: 1 gal. wine, 1 gal. beer and 1 pint spirits. Officers: 1 gal. wine, 1 gal. beer and 1 pint spirits. Crew: 1 gal. beer or 1 gal. wine and 1 pint spirits.
IDENTIFICATION CARDS: Required.
AIRPORT: 80 miles to Cork Airport, served by regular airlines.
TIME: GMT plus 1 hour. Reverting to GMT from October to March.
HOLIDAYS: Cargo work can be arranged on all holidays.
POLICE/AMBULANCE/FIRE: Police Castletownbere 2; Ambulance Castletownbere 4; Fire Castletownbere 49.
TELEPHONES: Not available for placing on board.
SHORE LEAVE: Allowed.
AUTHORITY: Ministry for Agriculture and Fisheries, Cork, Co Cork.

CORK (including Cobh, Whitegate): 51.50 N. 8.17 W.

PORT LIMITS: Line joining Cork Head and Power Head.
DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
1 Health Declaration.
3 Customs Manifests.
For shore formalities
Ship's Register.
Safety Equipment Certificate.
Safety Radio Certificate.
Load-line Certificate.
Light Dues Certificate.
Deratisation Certificate.

PILOTAGE: Minimum 24 hours notice of ETA and draft to Agent. Accurate ETA's are vital as Pilots only go afloat on this basis. When within VHF range, contact should be established through "Cork Harbour Radio" (see "Radio"). This station combines Port Operations and Information service and co-ordinates the pilotage service. The pilot launches are also fitted with VHF, Channels 6, 12 and 16.

For large deep-drafted vessels, Pilot usually boards up to 2 or 3 miles South of Roches Point. Compulsory river pilotage area extends upstream from Spit Bank Light.

ANCHORAGES: Safe deep-water anchorages as arranged with Pilots.
RESTRICTIONS: Navigation by night and day. Ships of 18 ft. draft can make passage of river to Cork at any stage of tide.
SIZE OF VESSEL: *Cork:* Maximum length 500 ft. extendable to 520 ft. at discretion of Harbour Master. Draft fresh water on spring tides 28 ft. On neap tides 26 ft. *Whitegate:* Tankers up to 850 ft. length. 38 ft. draft. Max. draft 39 ft. 6 in., at highest tides.
HEALTH: Health Declaration form is presented to Customs Officer or Port Health Inspector and pratique issued without delay. In cases of disease on board notify Agents who inform Health Authorities.
RADIO: Coast Station – Valentia Radio. W/T and R/T. R/T link call facilities now available. Telex fitted. In U.K., Coast Stations also relay messages direct to Agents.

Harbour Radio: VHF Channels 12 (156·6 Mc/s.), 14 (156·7 Mc/s.) and 16 (156·8 Mc/s.). 24-hour watch maintained. Call sign "Cork Harbour Radio". A port operations and information service is provided and it is through this organisation that the requirements of the Harbour Master will be made known.

TUGS: Deep drafted vessels take tug assistance from Horse Head to Cork and vice versa. Tug's lines are used. Tankers use two to four tugs for berthing at Whitegate Terminal.
BERTHING: The quays at Cork afford good accommodation for vessels up to 500 ft. OL, on fresh water drafts of 26 ft. on Mean Neap tides and 28 ft. on Mean Spring tides with 30 ft. alongside quay. The Deep Water Quay at Cobh is 600 ft. long, and vessels of 18 ft. draft can berth with safety.
SPECIAL CARGO FACILITIES:

Grain: Two mobile suction discharge plants, combined discharge rate up to 240 TPH. Maximum ship size 500 ft. OAL, 28 ft. draft on spring tide.

Ore: One mobile loading conveyor, maximum discharge rate 250 TPH. Maximum ship size 500 ft. OAL, 28 ft. draft on spring tides. Conveyor system also used in conjunction with mobile cranes for discharging of vessel up to 5,000 dwt.

Coal/Fertilizers/Sulphur: Four 6-ton level luffing grab cranes combined discharge rate up to 360 TPH. Maximum ship size 500 ft. OAL, 28 ft. draft.

Containers: 30-ton travelling transporter crane. Maximum ship size 350 ft. plus OAL, 18 ft. draft all states of tide. Greater draft can be accommodated dependent on rise of tide.

Roll on/Roll off and Passenger Car Ferry Terminal: Maximum height of link span 28·4 ft. above LWOST. Minimum height of link span 9 ft. above LWOST. Maximum loading 65 tons. Distance from side of berth to centre line of link span 37·5 ft. Maximum ship size 450 ft. OAL. Draft 18 ft. all states of tide. Greater draft can be accommodated dependent on rise of tide.

Livestock Loading Ramp and Lairage: Maximum ship size 350 ft. plus OAL. Draft 18 ft. all states of tide. Greater draft can be accommodated dependent on rise of tide.

Pfizer Jetty: Length between dolphins 850 ft. Max. draft 33 ft. on all tides.
Molasses discharge rate, 1,000 TPH
Fuel Oil discharge rate, 600 TPH.
Sulphuric Acid discharge rate, 200 TPH.

STEVEDORES: Labour hiring times. Week-days 0800, 1000, and 1130. Gangs for week-end working must be hired at 1700 hours on Fridays. ETA advice could include number of gangs workable.
MEDICAL: All medical and hospital services available at short notice.
TANKERS: Irish Refining Co. Terminal at Whitegate is situated on East side of Lower Harbour. Two deep water berths for tankers. Designed for 45,000 dwt. Slop reception facilities available.
Length between dolphins, 1,200 ft.
Crude discharge rate up to, 4,000 TPH.
HOF loading rate up to, 1,700 TPH.
Gas Oil loading rate up to 700 TPH.
Petrol loading rate up to 600 TPH.
LPG loading rate up to 20 TPH.
DENSITY: Average density of water in river 1008.
FRESH WATER: Available at all quays ex hydrants – delivery rate 25 tons hour.
FUEL: All fuels with exception marine diesel oil available. 24 hours notice required.
DEVELOPMENTS: Tankers up to 75,000 dwt. may be accepted at Whitegate when second channel is developed.
WATCHMAN: Recommended but not compulsory.
OPENING/CLOSING HATCHES: Crew must perform this work as dockers decline to do it.
CUSTOMS ALLOWANCES: 200 cigarettes per man, and 1 bottle spirits per man.
CARGO GEAR: No special local requirements. Regulations similar to British Board of Trade safe working requirements.
IDENTIFICATION CARDS: Not required.
CONSULS:
France, Sweden, Norway, Netherlands: B. A. Gotto, 3 St. Patrick's Quay, Cork . 23294.
Finland, Denmark: J. C. Hannigan, 3 St. Patrick's Quay, Cork. 23294.
Belgium: G. Jones, 33 St. Patrick's Quay, Cork. 24828.
Italy: P. Cali, University College, Cork. 26871.
Germany: D. J. Cullinane, Copley Street, Cork. 20717.
REPAIRS: All types of deck and engine repair facilities available.
DRY DOCK: Verolme Cork dockyard main dry dock can take vessels up to 520 ft. in length. Floating dock of 2,000 tons lifting capacity.
REPATRIATION: Can be carried out without difficulty.
AIRPORT: Five miles from city. Regular flights twice daily to London. Onward connections to all destinations.
TIME: GMT from 0200 hours on Sunday following 3rd Saturday in October to 0200 hours on Sunday following 3rd Saturday in March (unless later is Easter Saturday, in which case to 0200 hours on Sunday following 2nd Saturday in March).

One hour ahead on GMT (i.e. Standard European Time) for remainder of year.

HOLIDAYS: St. Patrick's Day (March 17th); Good Friday; Easter Monday; First Monday in June; First Monday in August; Christmas Day (December 25th); St. Stephens Day (December 26th).
POLICE/AMBULANCE/FIRE: 999 is emergency number for all services. Actual: Police 23161; Fire 21107; Ambulance 21107.
SERVICES: All tanker services available at Whitegate. Otherwise, various general services required by ships available at Cork.
SHORE LEAVE: No restrictions on shore leave.
DELAYS: Except waiting for tide there are very few occasions on which entry to or departure from the Port is subject to delay.
AUTHORITY: Cork Harbour Commissioners, Custom House Street, Cork. Tel: 23125.

AGENT: James Scott and Co. (Cork) Ltd., 3 St. Patrick's Quay, Cork, and Yacht Club Building, Cobh. Tel. 23294. Telex 6120. Cables "Scott Cork".

DUBLIN: 53.21 N. 06.15 W.

PORT LIMITS: Port of Dublin includes all water between Rory O'More Bridge (over River Liffey) and imaginary line drawn from Martello Tower at Sutton on North side of Dublin Bay to Sorrento Point at Dalkey on South side, but excluding Dun Laoghaire Harbour.
DOCUMENTS:
Forms C.1 or C.2 Customs report form (actually a copy of Manifest).
Form CU. 35 Victualling Bill (note covering Bonded Stores to be loaded Dublin).
Form CU. 7 Entry Outwards in ballast (for vessels sailing light).

Form CU. 10 Entry Outwards with cargo.
Form CU. 25 Entry Outwards (details of previous and forthcoming voyages.
Health Form.
"Jerque" Note (list of bonded stores on board on arrival).
Crew List must also be presented with personal declarations of dutiable possessions (i.e. radios; T.V.s; record players, etc.).

PILOTAGE: Limits of Dublin Pilotage District are waters of River Liffey between Butt Bridge and of sea Westward of Sixth Meridian between parallels of latitude passing through Bailey Lighthouse on North and through Sorrento Point on South including all bays, creeks and harbours and all tidal and closed docks within such area. Following classes of ships exempted from compulsory pilotage if not carrying passengers:

(1) Ships trading coastwise of not more than 200 tons gross tonnage.
(2) Home trade ships (including ships trading coastwise), of not more than 450 tons gross tonnage, excluding ships carrying petroleum or explosive cargo.

Incoming Vessels: Pilots board incoming ships from black-hulled pilot cutter in Dublin Bay. Cutter only cruises when vessels are expected, and accurate ETA requested to avoid delay.

ETAs should be given 12 hours before arrival and amendments may be made up to 2 hours before original ETA.

ETAs and any subsequent amendments should be passed by radiotelephone (VHF Hague Channel 16; call sign Dublin Harbour Office) or radiotelegram to "Harmaster Dublin".

Holders of Dublin Pilotage Certificates should indicate this by flashing single letter signal "C" when approaching pilotage area between sunset and sunrise.

Vessels Outward Bound or Shifting: Order for Pilot should be made early as possible through Harbour Office tel. 48771 or Telex No. 5476 during office hours; and tel. 48772 outside office hours. Following details should be given: name and situation of vessel, destination, draught, time of departure. It must be stressed that such orders must be made in sufficient time making due allowance, particularly at night, for accessibility of vessel.

ANCHORAGES: Scotch Bay – S.E. Dublin Bay and just East of Dun Laoghaire 6/10 fathoms at low water.

RESTRICTIONS: Draught restrictions: 30 ft. 00 in. HW Neap Tides; 30 ft. 6 in. HW Normal Tides; 31 ft. 6 in. HW Spring Tides. Vessels less than 400 ft. overall, drawing 20 ft. 6 in. or less can enter at any state of tide.

ENTRANCE: Approach well lighted and easy of access. Inner Channel of Harbour, formed by almost straight channel of River Liffey from entrance at Poolbeg Lighthouse to Alexandra Basin, is 800 ft. wide for greater part of length and maintained at depth of 24 ft. LW. From Alexandra Basin entrance, River is quayed for a distance of nearly two miles to Butt Bridge in centre of City.

MAX. SIZE: State of tide governing maximum draft, but no length or breadth restrictions.

HEALTH: Pratique automatic for movements Ireland/U.K. area. Maritime Declaration of Health indicates requirements. This declaration must be submitted on arrival by master of ship coming from foreign port. This requirement does not now normally apply to vessels trading *solely* between Republic and ports in West Germany, Belgium and Netherlands, Atlantic and Mediterranean coast of France, Italy and Greece. Other requirements mentioned on Maritime Declaration of Health form still apply to such ships.

"Foreign Port" is port situated elsewhere than Eire, Northern Ireland, Great Britain, Isle of Man, or Channel Islands.

Master of foreign-going ship may be asked to produce valid Deratting Certificate or Deratting Exemption Certificate in respect of vessel. Travellers (passengers and crew) may be requested to produce valid certificates of vaccination against smallpox if from an infected local area, or if from countries in Africa, Asia, North and South America. This requirement does not apply to arrivals from Azores, Bermuda, Canada, Canary Islands, Madeira, French Guiana, Guadeloupe, Martinique, Greenland, Surinam, Netherlands-Antilles, United States of America. Ships may be subjected to sanitary inspection by inspectors of Port Health Service.

Swill must not be landed from vessels which trade outside Eire.

Granting of pratique by radio not practised at Dublin, but is under consideration at present.

RADIO: Valentia Radio, Ireland. Portishead Radio, U.K. Anglesea Radio, U.K.

TUGS: Normally meet vessels at North Bank Lighthouse (roughly half-way mark of main channel) 1 mile West of Poolbeg Lighthouse. Tugs rope optional.

BERTHING: Custom House Docks – from 2 hours to one half hour before high water. Otherwise no restrictions.

The area available for shipping extends from Eastern Breakwater to Butt Bridge and inclusive of Alexandra Basin, Alexandra Basin Extension, Custom House Docks and Grand Canal Docks; it is 227 acres in extent.

North Side of the River, from Butt Bridge to North Wall Light, available as berthage, 7,529 ft., depth LW 9 to 22 ft.

South Side of the River, from Butt Bridge to Ringsend Gut, available as berthage 5,728 ft., depth LW 16 to 22 ft.

South Bank Quay serving Electricity Supply Board's Ringsend Power Station, 700 ft., depth LW 28 ft. Two transporter cranes of 5 tons each for discharge of coal, and pipelines for discharge of oil.

Alexandra Basin. Quays on *South* and *West* sides 2,690 ft., depth LW 24 to 26 ft.

Alexandra Quay West on North side of Alexandra Basin, 1,230 ft., depth LW 32 ft.

Alexandra Quay East, 1,200 ft., depth LW 32 ft.

Alexandra Basin Extension comprises east side Ocean Pier, Alexandra Quay East and East and West Oil Jetties.

Fertilizer Jetty in Alexandra Basin has a main section of 750 ft. used for bulk cargoes, depth LW 31 ft. with provision for deepening, equipped with pipe-lines for liquid sulphur and ammonia; conveyor and two electric cranes of 10 tons each for rock phosphate and potash in bulk. 300 ft. long approach section leading to main jetty (with special facilities for working acids and ammonia and loading out grain) for accommodation of smaller bulk vessels.

Ocean Pier West at Eastern end of Alexandra Basin, 1,372 ft., depth LW 32 ft.

Ocean Pier South at Eastern side of Alexandra Basin entrance, 467 ft., depth LW 32 ft.

Ocean Pier East, 800 ft., depth LW 32 ft.

STEVEDORES: ETA required by Stevedores before 1500 hours, Monday to Thursday for work the following day, and by 1500 hours Friday for work Saturday, Sunday or Monday.

Average discharge rates: *Grain:* 3,000 tons per day. *Timber:* 30 standards loose per gang/day. 120 standards packaged per gang/day. *General:* Bagged cargo and fast general, including paper, 250 tons per gang/day. *Other Generals:* 90 tons per gang/day.

TANKERS: No slop residue discharge facilities.

Tanker Berths	*Maximum Draft*
No. 1, West Oil Jetty, West Side	31 ft.*
No. 2, West Oil Jetty, East side	31 ft.*
No. 3, East Oil Jetty, West side	31 ft.*
No. 4, East Oil Jetty, East side	19 ft.
South Bank Quay (E.S.B.)	27 ft. 6 in.*
South Bank Quay New Berth	27 ft. 6 in.*

*Time suitable for navigation in approaches – 1 hour before High Water.

Common User Oil Pipeline System: This system provides five pipe-lines to Eastern Oil Jetty and seven pipelines to Western Oil Jetty. Cargoes of tankers berthed at these jetties can be discharged to storage installations of any of the oil companies.

DENSITY: 1025 at all stages of tide.

FRESH WATER: Available at all berths by $2\frac{1}{2}$ in. hoseline – 8/10,000 gal. per hour per hydrant.

FUEL:

Grades of Fuel Oil	*Viscosities*
Heavy Fuel Oil	3,500 sec. max.
Inter. Fuel Oil	1,500 sec. max.
Medium Fuel Oil	950 sec. max.
Light Fuel Oil	200 sec. max.

Advance Notice required. Bunkering by pipe-line depends on availability of Oil Berth. Bunkering by Oil Barge normally a.m. notice on day required. Bunkering by Road Tanker – 24 hours notice.

FIRE PRECAUTIONS: Port By-Laws; Harbour Master's orders/Letters to Masters. Ref.: Board of Trade "Carriage of Dangerous Goods in Ships" and Aeby "Dangerous Goods".

Packed Petroleum: Small consignments (7,000 gal. maximum) Class A product – must be removed from port area ex-ship, or to special compound. Class B or Class C may be permitted on quays after check for leaks.

Fibrous Cargoes: See Directives No. 2 and 3 to Masters. Jute, hemp and sisal must be removed ex-ship from port area.

Cotton, cocoa fibre, kapok, etc., must be removed ex-ship to Hazardous Goods Shed.

General Harbour Police-Watch obligatory during handling of all hazardous or inflamable cargoes, and on tankers during vessels' stay in port. No smoking permitted in Oil Zone, sheds, etc.

GANGWAY/DECK WATCHMEN: If no watchmen from crew, then shore watchman is recommended.

OPENING/CLOSING HATCHES: Patent hatches by crew; other hatches with some assistance from dockers.

CERTIFICATES:

Certificate of Registry.
Radio Safety Certificate.
Load Line Certificate.
Current Trinity House light bills.
Safety Equipment Certificate.

CUSTOMS ALLOWANCE: Tobacco per 8 days: 200 cigarettes – Master; 150 cigarettes – Officers; 100 cigarettes – Crew. Wine and/or Spirits: $\frac{1}{4}$ pint per day per man.

CONSULS:

Brazil: P. J. Murphy, Honorary Consulate of Brazil, Saintbury Avenue, Co. Dublin. Tel. 803262.
Denmark: Office address, Royal Danish Consulate General, 71 Lr. Leeson Street, Dublin 2. Tel. 60880
Honorary Consul General: Jorgen H. Tholstrup.
Dominican Republic: 49 Upper Mount Street, Dublin 2.
Honorary Consul: Dr. J. I. Fitzpatrick
Finland: *Honorary Consul General:* A. G. Larsen, Cement Ltd., 19 Lr. Pembroke Street, Dublin 2. Tel. 67319
Honorary Vice-Consul: John Donnelly, F.C.A., B.L., Gardner Donnelly & Co., 8 Nassau Street, Dublin 2. Tel. 64044
Greece: North British and Mercantile Buildings, 32 Nassau Street, Dublin 2.
Honorary Consul: Cecil D. Mooney.
Honorary Vice-Consul: Douglas T. Figgis.
Iceland: *Honorary Consul General:* Thomas P. Hogan, 6 Monkstown Avenue, Co. Dublin. Tel. 808103
Latvia: *Honorary Consul:* John F. Foley, 51 South Mall, Cork.
Mexico: *Honorary Consul:* Don McGreevy, Building Centre, 17 Lr. Baggot Street, Dublin 2. Tel. 62745
Monaco: *Honorary Consul General:* The Lord Killanin, 30 Lansdowne Road, Dublin 4.

Honorary Consul: A. G. Quirke, 34 College Green, Dublin 2.
Norway: *Honorary Consul:* John Guinness, 17 College Green, Dublin 2.
Panama: *Honorary Consul:* Gene Kruger, Gresham Hotel, Upper O'Connell Street, Dublin 1.
Honorary Vice-Consul: Paul J. Byrne, Panamanian Consulate, 20 Eden Quay, Dublin 1.
Peru: *Consul General:* D. T. Figgis, Peruvian Consulate General, Clyde House, Clyde Road, Dublin 4.
Philippines: John M. O'Connor, Consulate of the Philippines, J. G. O'Connor & Co., Solicitors, 9 Clare Street, Dublin 2.
South Africa: *Honorary Trade Commissioner:* N. P. McEvoy, 4 Mary's Abbey, Dublin 7. Tel. 47372
Turkey: *Honorary Consul General:* William Anderson, Turkish Consulate, 122 St. Stephen's Green, Dublin 2. Tel. 58721.

REPAIRS: All classes of repairs carried out by Liffey Dockyard Ltd.
DRY DOCKS: Graving Dock No. 1: Length overall 412 ft.; width at entrance 70 ft.; depth over sill at HWOST 17 ft. 9 in., depth over blocks at HWOST 15 ft. 6 in. Equipment – one 6 ton EP crane.

Graving Dock No. 2: Inside length with caisson gate in: Extreme outer position 663 ft.; normal outer position 637 ft. Centre position 367 ft.; inner position 257 ft. Width at entrance 80 ft.; depth over sill at HWOST 25 ft. 6 in. Depth over blocks at HWOST 23 ft.

The intermediate positions for the caisson gates make it possible to operate inner section so as to accommodate a small or medium-size vessel independently of remainder of dock.

Equipment: One E.P. crane, 25 tons at 72 ft. radius to 5 tons at 100 ft. radius. Seven power capstans of 5, 10 and 15 tons pull. Fresh and salt water hydrants at dock sides.

Patent slips: No. 1 – Length of cradle 76 ft. for vessels up to 200 tons displacement. No. 2 – Length of cradle 106 ft. for vessels up to 900 tons displacement.

REPATRIATION: May be arranged by ship's Agent through Departmenf ot Justice.
AIRPORT: Dublin Airport, 6 miles North of city centre, served by regular services direct to U.K., Europe, U.S.A. and Canada.
TIME: GMT plus 1 hour. Reverting to GMT between October and March.
HOLIDAYS: St. Patrick's Day (National Holiday) (17th March); Good Friday*; Easter Monday†; Spring Bank Holiday† (1st Monday in June); August Bank Holiday† (1st Monday in August); Christmas Eve, half holiday (24th December); Christmas Day (25th December); St. Stephen's Day (26th December).
* Not a port holiday, but all other offices closed.
† These days can be worked at Sunday rates and conditions.
POLICE/AMBULANCE/FIRE: Contact Harbour Police patrol or at Dock Gates, or dial 999 on public telephone for all emergency services.
TELEPHONES: Coin-box telephones available on request at Oil Berths. No rental charges; normal coin-box rates.
GENERAL: Masters' cash requirements for week-end must be notified to Agent by noon on Friday.
SERVICES: No facilities for tank cleaning or discharge of tank washings.
SHORE LEAVE: No port restriction on crew's shore leave.
PORT AUTHORITY: Dublin Port and Docks Board, 19–21 Westmoreland Street, Dublin 2. Tel. 778238. Telex 5476 HAMA EI.

GALWAY: 53.16 N. 09.03 W.

DOCUMENTS:
1 Crew List (official form).
1 Passenger List (official form).
1 List of Articles (dutiable) in Possession of Crew (official form).
1 Stores List (to include bonded surplus stores for seal, firearms, ammunition, animals, radio transmitting and receiving sets (unofficial form).
Maritime Declaration of Health (official form).
Documents, etc., required by Agent for Customs Purposes:
Ship's Register.
Load-line and Safety Certificates, etc.
Receipt for previous payments of light dues if any.

PILOTAGE: Pilots board incoming vessels only at "tide times" (approx. 2½ hours before HW until HW); vessels arriving at times outside this period should anchor and await pilot. Safe anchorages at inner roadstead or near Margaretta Buoy according to tonnage and draft, pilot will board at either. Application for pilot should be to Agent with notice of ETA. International light and sound signals may be used.
ANCHORAGES: During South-west gales safest anchorage is at Black Head.
RESTRICTIONS: Entry from two hours before HW until HW only.
MAX. SIZE: Governed by depth on sill of 28 ft. at springs and 24 ft. at neaps: width of dock gates, 65 ft. and length of turning area 480 ft.
HEALTH: Master of ship arriving from foreign port must deliver Maritime Declaration of Health order obtain Pratique. An oral Declaration will suffice for ships trading solely between Republic of Ireland and Belgium, Holland and European France. Pratique will be granted or withheld depending on answers given to questions put in Health Declaration.

In event of a suspected disease of fever on board, vessel is detained pending arrival of Medical Officers of Health. No unauthorised person is allowed to leave ship without authority of Chief Medical Officer.

Pratique is automatic when vessel arrives from ports in Great Britain, Isle of Man, Northern Ireland and Channel Islands or another Port within Eire.

RADIO: ETA cables to Agents, etc., through Valentia Radio if approaching from South or Malin Head if from North. Channel 16 VHF. Valentia has telephone link service.
TUGS: No tugs available.
CARGO HANDLING FACILITIES: One 30-ton cantilever crane will be in operation at Dun Aengus South Quay early in 1973. Grain, ore, coal, bulk fertilisers, etc. are all handled by grabs. Ore is loaded by special conveyors (200 tons per hour).
STEVEDORES: Agents arrange after receipt of ETA.
MEDICAL: No special port medical requirements. Ships medical requirements should be included in ETA signal.
TANKERS: No special requirements. One berth.
DENSITY: 1012 (average).
FRESH WATER: Available by hose.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: (open quays) watchmen recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Wine, Spirits and Tobacco: members of a crew who remain out on a vessel during her stay in port are allowed to retain in their own possession, under certain conditions, the following quantities of the undermentioned goods:

	Tobacco in any form (to cover 8 days)	*Spirits in any form* (to cover 4 days)	*Wine* (to cover 4 days)
The Master	8 oz.		
Officers (i.e., mates, engineers, wireless operators, ship's surgeons, pursers, chief stewards or serangs)	6 oz.	1 pint	1 gallon
Other crew members	4 oz.	1 pint	

IDENTIFICATION CARDS: Not needed.
CONSULS: T. McDonogh & Sons Ltd., Merchant's Road, Consuls for France and Belgium only. No others in Galway.
REPAIRS: Deck and engine repairs carried out afloat.
DRY DOCKS: No dry dock.
REPATRIATION: Crew changes and repatriation can be effected.
AIRPORTS: Dublin (140 miles) and Shannon (55 miles). Airports served by regular flights.
TIME: GMT plus 1 hour. Reverting to GMT from October to March.
HOLIDAYS: Christmas Day; St. Stephen's Day (26th December); St. Patrick's Day (17th March); Easter Monday; Whit Monday; First Monday in August.
POLICE/AMBULANCE/FIRE: Police 2121; Ambulance 4141; Fire 999.
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES: Compass adjusters available in Dublin. Twenty-four hours notice to Agent.
SHORE LEAVE: Allowed.
DELAYS: Apart from tidal, none.
AUTHORITY: Galway Harbour Commissioners, Harbour Office, Galway, 2329.

KILLYBEGS: 54.38 N. 08.26 W.

DOCUMENTS: See "Dublin".
PILOTAGE: No permanent Pilot but one can be acquired on request.
ANCHORAGE: Very safe anchorage.
RADIO: Malin Head Station.
BERTHING: Large fishing fleet has to be accommodated.
MEDICAL: Necessary to send advance warning re illness or injury to a crew member.
FRESH WATER: Available.
FUEL: Fuel oil available.
DEVELOPMENTS: Major harbour scheme has commenced – additional wharfs, and piers.
IDENTIFICATION CARDS: Not needed.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Harbour Master. Tel. Killybegs 32.

LIMERICK (including Foynes): 52.40 N. 08.37 W.

DOCUMENTS:
1 Crew List with personal declaration of dutiable possessions (C.V.142).
1 Aliens List (in manuscript).
3 Passenger Lists (if applicable).
General Declaration and Cargo Manifest (C & E 925 and 926) for entry inwards and outwards.
Medical Declaration of Health.
3 copies Ships Stores Declaration (C & E 927).
Certificates of Registry, Safety Equipment, Safety Radio, Loadline, Light Dues, Deratisation.
Harbour Authority require Deck Cargo declaration (if applicable)
Boarding officer's figure accepted.

PILOTAGE: Compulsory from Scattery Island to Limerick and intermediate ports. Large vessels usually take Pilot off Kilcredane Head. Scattery Pilots will take vessels to Limerick, Shannon Airport, Foynes Island, Foynes, Tarbert, Ballylongford, Cappa/Kilrush, etc.

A 24-hour ETA amended later as necessary is essential. VHF watch kept when vessels are expected.
ANCHORAGES: Good anchorages at Carrigaholt, Scattery Roads, Tarbert, Labasheeda, West of Foynes, Cahircon and Beagh Castle.
RESTRICTIONS: Minimum depth to confluence of River Fergus 40 miles inland is 60 ft. LWOS. From thence it shallows rapidly and Limerick Dock is restricted to the 2 hours preceding HW.
MAX. SIZE: *Limerick Dock,* 485 ft. long 65 ft. beam to tidal draft (16 to 20 ft.). *Foynes Is. Jetty,* up to 60,000 tons dw. *Tarbert Is. Jetty* to 80,000 tons dw. *Shannon Airport,* up to 5,000 tons dw.
HEALTH: Pratique is granted without delay on presentation of Health Certificate to Customs Officer. In cases of disease on board notify Agents soonest and they will arrange Port Health inspection.
RADIO: Valentia Radio will transmit direct to Agent's telex. Since 1971 a link call facility is also available. VHF watches are kept when messages are expected from shore stations at Cappa/Kilrush, Foynes and Limerick. Portable shore radios are also set up at Tarbert and Shannon Airport. The pilot boat, dredger and most harbour craft are fitted with VHF.
TUGS: No tugs, but the Limerick Harbour Dredger is fitted with a towhook and will assist if necessary.
BERTHING: Limerick dock and quays from 2 hrs. before HW to HW night or day. Tarbert: flood tide. Foynes Island: flood tide, daylight only. Shannon Airport: sone restrictions at low tides.

Limerick Wet Dock is 11 acres in area and has 10 berths. Limerick Quays are limited to small coasters as all berths dry at LWOS.
FRESH WATER: Available all berths except Foynes Is. and Shannon Airport.
FUEL: Obtainable from road tanker only.
STEVEDORES: Labour hiring time 0800. Gangs for Saturday work must be hired by 1700 hours Friday. No Sunday work. Crew must open and close hatches.
CONTAINER FACILITIES: A 32-ton gantry container crane and back-up area is provided at Limerick Docks.
MEDICAL: Medical and hospital services available locally.
DENSITY: SG Limerick Dock 1000, SG West of Shannon Airport 1025.
WATCHMAN: Available through Agents.
HATCHES: Ship's crew normally open and close hatches.
CUSTOMS ALLOWANCE: Tobacco per 8-day period: Master 8 oz., officers 6 oz., Crew 4 oz., Spirits and wines per 4-day period: Master and officers 1 pint spirit and 1 gall wine; crew 1 pint spirits. (1 quart wine may be substituted for 1 pint spirits).
DEVELOPMENTS: The ports of Limerick, Foynes and Kilrush are in the process of forming one "Shannon Ports Authority". Meanwhile Limerick Harbour Commissioners have completed during the last few years a hydrological investigation of the river between Limerick and Shannon Airport and a hydrographic survey of the estuary between the airport and the sea. Geophysical investigations including seismic surveys and drilling tests at Kilclogher indicated that where vessels of 200,000 tons dw. may now penetrate the estuary for nearly 40 miles, modest dredging would enable 500,000 tons dw. vessels to use the deep sheltered water of the lower estuary.

Shannon Airport jetty at present under construction will be in operation by 1973. It will enable aviation fuels to be pumped direct to airport.
REPAIRS: Most repairs can be effected locally. Dry dock is available for vessels up to 44 ft. beam.
REPATRIATION: Without difficulty or delay.
AIRPORT: Shannon International Airport is 15 miles from city. Regular international flights.
TIME: Standard European Time in summer and GMT in winter.
HOLIDAYS: 17th March (St. Patrick's Day); Easter Monday first Monday in June; First Monday in August; 25th December(Christmas Day); 26th December (St. Stephens Day).
EMERGENCY SERVICES: At Limerick Dock contact Main Gate or Dock Gate, or dial 999. At Tarbert Oil jetty and Shannon Airport jetty ring numbers indicated on jetty telephone. At Foynes Island contact shift foreman on jetty.
SHORE LEAVE: No restrictions on shore leave but Masters of tankers at Foynes Island must arrange liberty launches with Agent on arrival.
AUTHORITY: Limerick Harbour Commissioners, Limerick, Tel. 45173 (Harbour Master 44914).

AGENT: Mullock & Sons Ltd., Ship's Agents and Chartering Brokers, Security House, 15 Lower Mallow Street, Limerick. Tel. 061–45044; 061–45155 and Foynes 45. Cables "Mullock Limerick".

RATHMULLEN: 55.05 N. 07.31 W.

DOCUMENTS: Papers supplied by Agent in Rathmullen or by Customs.
PILOTAGE: Pilot obtained through agent in Rathmullen 24 hours notice of ETA required.
ANCHORAGE: Anywhere in Lough.
MAX. SIZE: Any size of vessel can anchor. Max. draft for berthing, 30 ft.
HEALTH: See "Dublin".
RADIO: Malin Head.
TUGS: None required.
BERTHING: No specific requirements.
STEVEDORES: 24 hours ETA required.
MEDICAL: Assistance can be arranged at short notice. Hospital facilities are available.
FRESH WATER: Available on berth.
FUEL: Different grades available at short notice.
GANGWAY/DECKWATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco, Wine: See "Dublin".
IDENTIFICATION CARDS: Not needed.
CONSULS: None at port.
REPAIRS: Only small repair jobs carried out.
REPATRIATION: Facilities exist.
AIRPORT: 80 miles away, serviced by regular flights.
TIME: GMT plus 1 hour. Reverting to GMT in winter months.
HOLIDAYS: Work can be arranged on all church and bank holidays.
POLICE/AMBULANCE/FIRE: Police, Rathmullen 2; Fire, Letterkenny 112; Ambulance, Letterkenny 230.
TELEPHONES: No arrangement for placing telephones aboard.
SERVICES: No special services.
AGENT: Charles Deeney, Kerrs Bay, Rathmullen. Tel. Rathmullen 10.

ROSSLARE: 52.16 N. 06.20 W.

PORT LIMITS: The limit lines start from a point on shore 4,000 ft. South-east of viaduct and extend due North for a distance of 6,000 ft. and thence due West for a distance of 7,000 ft., thence due South for a distance of 3,430 ft., terminating on shore at a point 3,650 ft. West of existing viaduct.
DOCUMENTS:
Customs Documents.
Ships Manifests.
Crew List.
PILOTAGE: Not compulsory.
ANCHORAGES:
Prohibited Anchorage: 304° – 4½ cables from Lighthouse
Thence 214° – 2 ,, ,, ,,
,, 124° – 4½ ,, ,, ,,
,, 034° – 2 ,, ,, ,,
No anchorage inside breakwater. Sheltered from Southerly round to North Westerly winds.

Dangers: shoals with depths of less than 18 ft. extend about 4 cables E.S.E. from head of breakwater. Shoal 18 ft., Southern end of which lies about ¾ cables Northward of end of breakwater. Southern end of an extensive stony flat, having depths of 13 ft. to 18 ft. lies about 3½ cables further to N.W. Between these shoals lie several outcrops of 18 ft.–19 ft.
MAX SIZE: Maximum draft 16 ft. 6 in. No. 3 berth – 440 ft. length, 16 ft. 6 in. draft. No. 4 berth – 380 ft. length, 16 ft. 6 in. draft.
HEALTH: If no infectious diseases on board, pratique given by customs preventive staff on arrival.
TUGS: None available.
BERTHING: Berth No. 3 reserved for British Rail and Irish Shipping Ferries. Berth No. 4 must be clear for all departures from Berth No. 3 One berth for roll-on/roll-off traffic.
STEVEDORES: Ordered by Agents. ETA necessary.
RADAR/VHF: No Port radar service. VHF call sign "Rosslare Harbour Radio" Channels 16 and 14.
MEDICAL: Advance notice required at least one hour. Hospital facilities 12 miles away.
FRESH WATER: Laid on berth 3, 4, delivery by hose.
FUEL: No facilities.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Crew assisted by stevedores.
CUSTOMS ALLOWANCE: Tobacco: Captain 1 oz. per day up to 8 days. Officers ¾ oz. per day up to 8 days. Crew ½ oz. per day up to 8 days. Wine and/or spirit: Spirits: Captain, Officers, Crew ¼ pint each, per day, maximum four days.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: No repair plant. Minor repairs possible by firms at Wexford (12 m.), Waterford (52 m.), Arklow (50 m.).
REPATRIATION: No facilities.
AIRPORTS: Dublin 110 miles. Cork 134 miles.
TIME: GMT plus 1 hour. Reverting to GMT in winter months.
HOLIDAYS: New Year's Day; St. Patrick's Day (17th March); Easter Monday; June Bank Holiday; August Monday; Christmas Day (December 25, and 26). No work Christmas Days – December 25, and 26.
POLICE/AMBULANCE/FIRE: Police: Rosslare Harbour 33204; Ambulance: County Hospital, Wexford 22233; Fire: Fire Brigade, Wexford 22618.
AUTHORITY: Coras Iompair Eireann, Heuston Station, Dublin. Tel. Harbour Master, Rosslare Harbour 33114. Telex. 8730.

SLIGO: 54.16 N. 08.28 W.

DOCUMENTS:
Crew List.
Aliens List for other than Irish and British Ships.
Customs Clearance from previous port.
Health Declaration.
Manifest.
Surveys 109 Deck Cargo, and 107 for Grain.
PILOTAGE: Tel. 071-73157 for Outside Pilot, Sligo 3036 for Inside Pilot who can be contacted on VHF Channels 12 and 16. Pilot boat a black yawl. Pilot boards off Raghley Head.
ANCHORAGE: East of Wheat Rock Buoy depth 40 ft.
RESTRICTIONS: Small vessels from half tide to two hours after high tide, large vessels near high tide and daylight.

MAX. SIZE: 275 ft. long, breadth not restricted, draft 16 ft. spring tides 13 ft. neap tides.
HEALTH: Home trade areas, verbal declaration, all others written declaration. Vessels from Great Britain automatic procedure. Suspected diseases inform Customs Officer or County Medical Officer of Health. Appropriate signals day and night.
RADIO: Malin Head, Wick or Port Patrick Radio.
TUGS: None.
STEVEDORES: 24 hours notice required. Coal 500 tons per day for crane. Fertilisers in bags two gangs, 500 tons per 8 hour day. Timber 40 stds. per hatch per day.
MEDICAL: No facilities.
DENSITY: 1004, high tide.
FRESH WATER: Available by hose, at 2s. 6d. ton.
FUEL: All grades available, 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES:
Register.
Articles.
Lights Dues Certificate.
Deratization Certificate.
CUSTOMS ALLOWANCE: Members of crew who remain on a vessel during stay in port allowed to retain, under certain conditions, he following quanti ties of the undermentioned goods:

Tobacco in any form (to cover 8 days): Master 8 oz. 200; Officers 6 oz. 150; crew members 4 oz. 100.

Spirits in any form (to cover 4 days) 1 pint (1 bottle each). Wine of any strength allowed in place of spirits at rate of one pint wine to ½ pt. spirits. In addition, an allowance of 1 quart of beer or 1 pint of wine n.e. 30° per man per day.

Members of a crew of whatever rank finally leaving vessel allowed take ashore, free of duty, for own personal consumption, following quantities of undermentioned goods, when they form whole of their unconsumed stores:

(*a*) If from ports in Great Britain, Northern Ireland, or the Isle of Man, or continental ports between the Elbe and Brest (except vessels crossing at regular and frequent intervals): Tobacco in any form 4 oz. Spirits (ordinary drinkable) ¼ pint. Spirits (Cordials or perfumed) ¼ pint.
(*b*) If from any other port, double the quantities specified at (*a*).
(*c*) Irrespective of the port from which arriving:
IDENTIFICATION CARDS: Required.
CONSULS: Netherlands Vice-Consul, Sligo 2622.
REPAIRS: Welding and light repairs.
REPATRIATION: Facilities exist.
AIRPORT: Dublin, 135 miles away.
TIME: GMT plus 1 hour. Reverting to GMT between October and March.
HOLIDAYS: St. Patrick's Day (17th March); Easter Monday; Whit Monday (1st Monday in August); 25th and 26th December. Not usual to work on any of these days.
POLICE/AMBULANCE/FIRE: 999.
TELEPHONES: None available for placing on board.
GENERAL: In North-west gales, shelter available at Killybegs, Donegal Bay.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Sligo Harbour Commissioners.

WATERFORD 52.15 N. 07.07 W.

DOCUMENTS:
3 Manifests.
1 set Bills of Lading.
1 Crew List (aliens).
1 Ship Stores List.
1 Passenger List.
PILOTAGE: Tel. Address "Dunmore Pilots" 24 hours ETA if possible. Tel. Dunmore East 83119. VHF call sign "Dunmore Pilots". Channel 16 calling up, Channel 14 Working.

Pilot Boat black hull with words "Pilots" in white on sides. Location off Dunmore East Pier.

In event bad weather a vessel is directed to Passage East by VHF where a Pilot will board in smooth water.
ANCHORAGE: Good anchorage on Eastern Shore at entrance to Harbour in Easterly winds. 30 ft. LWOST.
RESTRICTIONS: Draft restricted by two bars. At Duncannon, a sand bar with a low water depth of 14·4 ft. The other at Cheek Point with low water depth 11·5 ft.

Vessels of deeper draft await tide at Dunmore East Anchorage.
MAXIMUM SIZE: 450 ft. o.a. normally; 475 ft. o.a. by arrangement. Draft 22 ft. neap tides; 24 ft. 6 in. spring tides.
HEALTH: Vessels fly Q flag, pratique given by Customs. Infectious diseases to be notified to Agent before arrival.
RADIO: Messages through Land's End or Valentia Radio Stations.

Harbour Commissioners have VHF station at Dunmore East, Channel 14 for calling, Channel 16 working.

A watch is kept at the station during the following hours:

0000 to 0100	1200 to 1300
0400 to 0500	1600 to 1700
0800 to 0900	2000 to 2100

BERTHING:

Wharf	*Length*	*Depth LWOST*
Forde	300 ft.	22 ft. 8 in.
Clyde	800 ft.	17 ft. 0 in.
British Rail	280 ft.	18 ft. 0 in.
North Wharf Berths 1, 2, and 3	984 ft.	22 ft. 8 in.
North Wharf Berth No. 4	480 ft.	25 ft. 8 in.
Container Terminal	490 ft.	25 ft. 8 in.
R. & H. Hall Ltd.	260 ft.	25 ft. 0 in.
Frank Cassin	506 ft.	22 ft. 6 in.

BULK HANDLING FACILITIES: Three container cranes, one 35 tons, one of 25 tons, and one of 15 tons, with a 20-ton heavy lift crane as standby.

Privately owned grain elevators handle grains up to 200 tons per hour into silos with capacity of 20,000 tons.
TUGS: No tugs available.
BRIDGES: Times of passing through Redmond and Suir Bridge for National Board and Paper Mills Berth and for vessels proceeding upriver to Fiddown, to be arranged by Ship's Agent.
STEVEDORES: Agent arranges discharge upon receipt of ETA.
Grain discharge: 1,400 tons per day (180 tons per hour).
Coal discharge: 300 tons per gang per day.
Sugar discharge: 800 tons per gang per shift of 8 hours.
Fertiliser discharge: 280 tons per gang per day.
Timber discharge: 30 standards per gang per day.
MEDICAL: Hospital and ambulance available. Arrangements made by ship's Agent.
DENSITY: 1,008 at LWOST.
FRESH WATER: Available by hose 15 tons per hour.
FUEL: Supplies available by road tanker.
DEVELOPMENTS: Consideration being given to deepening the approach channel. The extension of the deep-water berths will have 25 ft. 8 in. alongside at low water spring tides.
GANGWAY/DECK WATCHMEN: Day watchmen not necessary. Night watchmen at Master's wish.
OPENING/CLOSING HATCHES: Done by crew.
CERTIFICATES:
Register.
Freeboard Certificate.
Tonnage Certificate.
Deratization Certificate.
Radio Certificate.
Life-saving Appliance Certificate, etc.
CUSTOMS ALLOWANCE: Tobacco: Master 8 oz. Officers 6 oz. Crew 4 oz. Wine and/or Spirit: 1 pint spirits.
CARGO GEAR: Not beyond ordinary Factory Act requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS: Belgian, French, Spanish, Danish – M. Farrell & Son, tel. 4978. Dutch Consul – S. Morris Ltd., tel. 4300.
REPAIRS: Minor repairs.
DRY DOCKS: No dry docks available.
REPATRIATION: Facilities exist.
AIRPORT: Dublin 100 miles, Cork 75 miles, Shannon 75 miles. Served by regular airlines.
TIME: GMT plus 1 hour. Reverting to GMT in winter months.
HOLIDAYS: St. Patrick's Day; Easter Monday; August Bank Holiday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 4888; Ambulance 4844; Brigade 5555.
TELEPHONES: None available for placing on board.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Waterford Harbour Commissioners, George's Street, Waterford. Tel. 4907. Telex none.

El Salvador

ACAJUTLA: 13.35 N. 89.52 W.

DOCUMENTS:
1 Clearance.
4 Voyage Memorandum.
8 Crew List.
8 Disembarking Passengers' List (local passengers list).
8 Transit Passenger List.
8 Store List.
International Health Certificate.
Certified Manifests.
12 Copies of the Manifests.
12 Copies of Bill of Lading.
Cargo Distribution List.
Tally Books.
PILOTAGE: Compulsory. (*a*) Vessels requiring Pilot use International Code Signals. (*b*) Pilot boards vessel at a distance between 1 and 2 miles from the port, where vessel should wait with engine stopped. (*c*) Pilot ladder required for boarding. (*d*) Gangway ladders should be raised and folded, derricks and cranes inside, anchors ready for berthing.
ANCHORAGE: Pilot meets the vessels and immediately proceeds alongside. If there is no berth available, the vessel must wait a turn, instructions to anchor will be given by VHF radio, in this case vessels anchor ½ mile off the end of pier "A".
MAX. SIZE: One berth for vessels of 31 ft. draft, 490 ft. length; one berth for vessels of 37·5 ft. draft, 490 ft. length; one berth for vessel of 31 ft. draft, 550 ft. length; one berth for vessels of 37·5 ft. draft, 660 ft. length; two berths for vessel of 31 ft. draft, 590 ft. length.
HEALTH: If there is any suspicion of illness aboard, Captain has to inform by radio 24 hours in advance, indicating nature of disease and all details. On arrival, vessel should anchor with yellow flag hoisted, to wait for the doctor of the port.

RADIO: There is no special key for calling. Port VHF service is open 24 hours a day. Contact through Channels 16 and 27.

Channel 27 receives on 157·35 MHz and transmits at 161·95 kHz. Business and operation.

Channel 16 156·8 MHz ship calling and Safety.

In the control tower, the set is 100 watts AM, transmitter/receiver by three Channels:

Channel 1 2163 kHz calling the tugboats.
Channel 2 1282 kHz calling and Safety.
Channel 3 2196 kHz calling the ships.

In the tugs the sets are 60 watts AM, transmitter/receiver by five Channels:

Channel 1 2163 kHz calling the control tower.
Channel 2 2182 kHz calling the Safety.
Channel 3 2196 kHz calling the ships.
Channel 4 2638 kHz calling the ships.
Channel 5 2738 kHz calling the ships.

The following is a monitor to receive emergency calls: 2163 and 2196 kHz.

TUGS: Tow lines not usually used; if necessary the tug lines will be used, and their charge included in the whole service.

Three tugs, available, one 800 h.p., one 1,200 h.p., one 1,700 h.p. Tugs meet the vessels off the dock.

BERTHING: Vessels can berth in safety at any time, day or night.

In the case of cargo vessels it should be stressed that the swell experienced alongside is a serious problem and Masters would be well advised to make use of the shore lines offered on hire to save undue wear and tear on their moorings. Vessels frequently have to leave the berth because of the swell, and broken moorings are common.

Pier "A" – 1,005 ft. length including one berth 500 ft. long, 30 ft. depth alongside, and one berth 500 ft. long, 39 ft. depth alongside.

Pier "B" – 1,100 ft. length including one berth 600 ft. long, 39 ft. depth alongside, and three berths 550 ft. long, with 33 ft. depth alongside.

MEDICAL: There are doctors in the port who attend normal cases and specialists and hospitals in Sonsonate city at 20 km. (by road) and in San Salvador, capital of the Republic, 85 kms. from the port.

DEVELOPMENTS: Construction of breakwater to commence early 1973 to include tanker berth with 45 ft. depth alongside.

TANKERS: Moor at RASA Buoy berth. Mooring to 5 mooring buoys. Suitable for vessels up to 700 ft. length, and 40 ft. draft.

Diameter of pipe-lines, two of 10 in. for clean products, one of 30 in. for crude oil and fuel oil.

There are no facilities for slop discharge.

STEVEDORES: Must be ordered in advance of arrival by Agent, confirmation by radio-telephone as to the number of gangs needed is always convenient.

A line handling gang is in constant attention all day, this gang also attends gangway. No charge for this service.

DENSITY: Salt water.

FRESH WATER: Delivered by hoses

FUEL: Possible to supply diesel and Bunker "C" only in limited quantities delivered by lorries. Viscosities: Bunker "C" 175 Sec. Saybolt furol. Diesel 40 Sec. Saybolt universal.

FIRE PRECAUTIONS: Inspection of hoses; no smoking; not allowed to solder or light any kind of fire; isolation of the place of loading and discharging operations; fire equipment to be ready.

GANGWAY/DECK WATCHMEN: This service is done by the port staff free of charge.

OPENING/CLOSING HATCHES: This work is carried out by stevedores.

SHIP CERTIFICATES:

Vessel has to carry the Ship's Register (showing the register tonage).
Derat. Certificate.
International Health Certificate.
Manifest Certificates.

CUSTOMS ALLOWANCES: Customs allow to take out of the vessel only tobacco for personal use. Not allowed to take any wine or spirits out of the vessel.

CARGO GEAR: The whole loading equipment has to be in good state with certificates showing capacity and safety.

IDENTIFICATION CARDS: Not required, but each member of crew has to be in possession of a valid passport.

CONSULS: British Vice-Consul. In Sonsonate City there is the Consul of Guatemala Republic, tel. 51–0739, and in San Salvador City are Consulates for most countries.

REPAIRS: Possible to do minor engine and deck repairs. Other repairs can be carried out in San Salvador City. Any repairs that will delay sailing of vessels cannot be done without previous and specific authorisation of the manager of the port.

REPATRIATION: There are facilities for repatriation.

AIRPORT: There is an airport served by regular airlines in San Salvador at 95 kms. approximately from this port (by road).

TIME: No alterations in time during the year; local time is GMT minus 6 hours.

HOLIDAYS: 1st January, Maundy Thursday, Good Friday and Saturday, 1st May, 10th May, 6th August, 15th September, 2nd November, 25th December; the port stops working only on 1st January, Good Friday and 25th December.

POLICE/AMBULANCE/FIRE: National Police (Sonsonate) tel. 51–0838; Ambulance (Sonsonate) tel. 51–0589; Fire (CEPA, Acajutla) tel. 52–3000 (ext. 257); Fire (San Salvador) tel. 21–8661.

TELEPHONES: No possibilities to install telephones aboard.

GENERAL: Quarantine authorities pay strict attention to the meat on board and its residuum to prevent fever and it is forbidden to remove any kind of meat from the vessel. Berthed vessels need, in case of swell, special hawsers and wires provided by the port, and charged to vessel.

SERVICES: No facilities to discharge tank-washings.

SHORE LEAVE: Members of the crew are allowed to go ashore.

DELAYS: There are no delays for mooring, loading and discharging. Refuelling bunkers operates slower than normal loading and discharging.

AUTHORITY: Comision Ejecutiva Portuaria Autonoma CEPA; Avenida Cuscatlàn No. 317, San Salvador, El Salvador. C.A., tel. 23–4122. Cables: CEPA, El Salvador.

AGENT: F. D. Gibson & Company, POB 242, San Salvador. Tel. 213208. Telex 20174. Cables: "Gibson" San Salvador.

LA LIBERTAD: 13.29 N. 89.19 W.

DOCUMENTS: Required:

By Port Captainry

Clearance from last port called.
2 Crew Lists.
1 Store List.
1 Passengers List. In case passengers disembarking, passports to be countersigned by the migration delegate have to be shown.
1 Voyage Memorandum.
1 Manifest of Cargo from each port.

By doctor delegate of health

Health Certificate.
1 Voyage Memorandum.

By quarantine delegate

Voyage Memorandum.
Crew List.
Cargo Manifest, one for each port.

By CEPA delegate

Voyage Memorandum.
Crew List.
2 Store Lists.
Cargo Manifest (5 copies).
Tally Books for cargo.
Number of tons of diesel on board.
Number of tons of water.

By Customs delegate

Voyage Memorandum.
1 Crew List.
Passengers List.
Store List.
Cargo Manifests countersigned by the Consuls each port of origin and 7 more copies for each one.

PILOTAGE: Vessels requiring a Pilot use International Code signals. No official pilot service.

ANCHORAGE: Depths of 60 ft. available. Vessels can anchor at a minimum distance of 1 km. from the quay. All dry cargo vessels work cargo at the anchorage. No quay berths available.

HEALTH: On arrival vessel should anchor and wait visit of Port Authorities. Any suspected diseases should be notified 24 hours in advance.

RADIO: VHF Service with transmission and receiving frequency of 27·075 MHz. In the dock the set is 100 watts AM, transmitter/receiver by three channels:

Channel 1 2163 kHz calling the tugboats.
Channel 2 2182 kHz calling and Safety.
Channel 3 2196 kHz calling the ships.

In the tugs, the sets are 60 watts AM, transmitter/receiver by five channels:

Channel 1 2163 kHz calling the dock.
Channel 2 2182 kHz calling and Safety.
Channel 3 2196 kHz calling the ships.
Channel 4 2638 kHz calling the ships.
Channel 5 2738 kHz calling the ships.

The following set is a monitor to receive emergency calls: 2163 and 2196 kHz.

TUGS: No tugs required or available.

STEVEDORES: 24 hours notice required to arrange gangs and barges.

MEDICAL: Inform Agent as soon as possible to arrange a medical visit. The port has doctors to attend normal cases, and there are specialists and hospitals in San Salvador (capital of the Republic) at 35 kms. by road from this port.

TANKERS: At Esso Standard Oil, S.A. terminal, vessels anchor and moor to three buoys about 900 yards South-east of the shore and about 1,000 yards South-south west of the pier. Pipeline extends from La Puntilla in a south-easterly direction. Two pipe-lines for discharging products to Esso Standard Oil, S.A. The end of each pipe-line is marked by a metallic buoy, the cargo hoses for No. 1 and No. 2 pipe-lines are connected by separate chain to a "Spreader" which by single chain is attached to a metallic marker buoy. On the "Spreader" there is marked, by welding, *1 and *11 where the chains are attached, indicating what pipe-line they are connected to. Ship's crew is used in connecting and disconnecting cargo hoses.

Vessels should moor only on high water during daylight hours; however, they may unmoor day or night. Launch available for mooring and running lines. Approach is made from the Eastward on a true course 270°, a marker buoy is placed temporarily at a distance of 700 ft. seaward from end of pipelines to guide vessel in mooring operations. The marker buoy should be passed on the inside at a distance of 50 ft. Port anchor should be dropped first when the end of the pier is in true bearing 006°. When about 7 shots of chain have run out,

the starboard anchor should be dropped. The stern of vessel will swing or may be worked to Northward (starboard). A mooring line should be run to the port stern buoy from port side assisting in swinging the vessel into position. Vessel should tie up securely with three lines to each buoy, and anchor spread 60° with 60/76 fathoms of chain on each. The eyes of all lines to buoys should be well protected to prevent chafing on the buoys. When in position, the pipeline hose buoy is taken on board at the starboard side.
DENSITY: Salt water.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: There is a service of watchmen provided by Customs.
OPENING/CLOSING HATCHES: Carried out by stevedores.
SHIP CERTIFICATES:
Ship's Register.
Derat. Certificate.
International Health Certificates required.
CUSTOMS ALLOWANCES: Only tobacco for personal consumption may be taken ashore. No wine or spirits to be taken ashore,
CARGO GEAR: Vessels' cargo gear to be in good condition with certificates of capacity and safety.
IDENTIFICATION CARDS: Not required if crew members possess passports.
CONSULS: In the capital, San Salvador, 35 km. from the port, there are consulates for most countries.
REPAIRS: It is not possible to have repairs.
REPATRIATION: Facilities available.
AIRPORT: There is an International airport served by regular airlines in San Salvador, distance approximately 46 kms. from the port.
TIME: GMT minus 6 hours. No alteration.
HOLIDAYS: Festivals: Saturday of the Holy week, 14th April, 10th May, 22nd June, Corpus Christi, 5th August, 12th October, 24th October, 5th November, 7th December, 24th December, 31st December. Legal holidays: 1st January, Maundy Thursday and Good Friday, 1st May, 6th August, 15th September, 2nd November, 8th December, 25th December. The port is only completely out of work on the following days: 1st January, Good Friday and 25th December.
POLICE/AMBULANCE/FIRE: National Police (La Libertad), 35–3175; Ambulance (San Salvador), 21–9406; Fire (San Salvador), 21–8661.
TELEPHONE: It is not possible to place telephones on board.
GENERAL: Quarantine Authorities prohibit removal of meat from the vessel.
SHORE LEAVE: Crew is allowed to go ashore.
AUTHORITY: Comision Ejecutiva Portuaria Autonoma (CEPA), Avenida Cuscatlãn No. 317, San Salvador, El Salvador, C.A., tel. 23-4122. Cables: CEPA, El Salvador.

AGENT: F. D. Gibson & Co., PO Box 242, San Salvador. Tel. 21.32.08. Telex 20174. Cables: "Gibson".

LA UNION (Cutuco): 13.20 N. 87.51 W.

DOCUMENTS: See "Acajutla".
PILOTAGE: Obtained usually through Agent, can be cabled request to Port Captain-La Union.
ANCHORAGE: La Union Bay – up to 34 ft. Approximately 14 Class II and a large number of Class III anchorage berths are available in the harbour. Five Class II berths are in the vicinity of the pier in depths of 33 ft. to 30 ft., and approximately 9 more, in depths of 70 to 30 ft., are just Westward of Isla Zacatillo. The first area has a mud bottom; the second is sandy and rocky. The large number of Class III berths are in an area Northward of the pier and in the area between the two anchorages providing Class II berths. The least depth in each of the areas is 25 ft. A large number of relatively unsheltered anchorage berths of all classes is available outside the harbour in the Gulf of Fonseca.
RESTRICTIONS: Enter any time – preferable on flood tide with draft over 24 ft.
MAX. SIZE: Largest vessel that can be accommodated in harbour would occupy an anchorage berth with a minimum depth of 43 ft. and a diameter of 3,300 ft. Largest vessel that can be accommodated alongside wharf would occupy a berth with least depth of 25 ft.; length is not a limiting factor, although a maximum 550 ft. is recommended, due to strong currents, 3 knots, and pressure on part of any vessel extending for any greater distance beyond length of wharf.
HEALTH: Disease should be reported. Pratique necessary on each occasion.
RADIO: Direct to Agents or Guarailco, Sansalvador.
TUGS: No tugs required.
BERTHING: Berthing usually carried out on slack tides due to cross currents, up to 3 knots. The estimated military port capacity is 1,800 tons of general cargo per day. Port can accommodate two standard-type ocean-going cargo vessels, and possibly one alternative class T/C (small ocean-type tanker under favourable conditions) alongside berths, and approximately 14 ocean-type cargo vessels, and a large number of Class III (coaster-type cargo vessels) at anchorage berths. Roll-on/roll-off pier, depth alongside 16 ft. LW.
STEVEDORES: Prior advice preferable. Stevedore force consists of 12 gangs of up to 16 men per gang for on-board work. Similar gangs are available on pier, and up to 300 labourers, crane and fork-lift operators comprise shore gangs.
MEDICAL: Services available – no special restrictions.
TANKERS: Drafts 25/34 ft. fore and aft. Tankers of up to 550 ft. in length can be accommodated at either side of pier, where adequate connections of 6–8 in. and 10 in. pipe-lines are located. Largest vessel that can be accommodated alongside would occupy a berth with a least depth of 25 ft.; length is not a limiting factor, except as noted previously.
FRESH WATER: Four 2 in. connections on each side; volume estimated at 10 tons per hour.
FUEL: Bunkers and diesel – can be delivered when berthed.
GANGWAY/DECK WATCHMEN: Not required – National Marines on guard.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: Not controlled, but restricted ashore.
IDENTIFICATION CARDS: Passes for leaving ship to have Captain's signature.
CONSULS: Only Nicaragua is represented.
REPAIRS: No facilities.
REPATRIATION: Can be arranged.
AIRPORT: San Salvador – 120 miles away – regular airlines.
TIME: GMT minus 6 hours. No alterations.
HOLIDAYS: Easter Thursday, Good Friday. Port not worked only on those dates.
POLICE/AMBULANCE/FIRE: In La Union – proximate to Port.
TELEPHONES: None available.
SHORE LEAVE: Allowed.
AUTHORITY: International Railways of Central America.

AGENTS: F. D. Gibson & Co., PO Box 242, San Salvador. Tel. 21.32.08. Telex 20174. Cables: "Gibson".

Ethiopia

ASSAB: 13.01 N. 42.44 E.

PORT LIMITS: A line drawn from Ras Gombo to the Northern point of Umm al Baher (Islands) to Southern point of Umm al Baher, then to Ras Marcanah.
DOCUMENTS:
5 Manifests for transit passengers and passports.
5 Manifests for landing passengers and passports.
5 Crew Lists.
1 complete Crew Provisions List.
1 Crew Personal Effects List.
1 Store List.
6 Cargo Manifests.
PILOTAGE: Compulsory. Pilots take tankers in and out of oil harbour only during day-time. Pilots embark about 1 mile N.N.E. from Northern extremity of breakwater. Commercial harbour gives 24 hr. service. Vessels calling Assab must advise agent through Assab Coastal Radio Station by call sign ETC. Assab Radio Signal Station is available.
ANCHORAGES: Assab Bay provides good anchorage in 42 to 48 ft. of sand and coral bottom, good holding ground. Generally weather in Assab can be divided into two: summer time and winter time weather, during summer (May–September) Northerly wind blows with a maximum force of 3/4 BS. During winter time (October–April) South-easterly local monsoon winds blow usually 5/6 BS but reaching force 7/8 BS during day time and generally drop at night. This 7/8 BS force is mainly experienced about December to February.
RESTRICTIONS: There are two entrances, the North and the South entrance, the depth at the entrances is 38 ft. Least width 1,300 ft.

Vessels of any size enter or leave port during hours of darkness except tankers, and vessels carrying dangerous cargo. In these cases, where vessels are carrying explosives or other dangerous cargoes, Agents of calling vessels must notify the Port Office in advance of discharging and/or loading of explosives. Inflammable and other highly dangerous cargoes in commercial harbour are permitted from 0600 to 1800 hours local time.
MAX. SIZE: Largest vessels which can enter commercial harbour 800 ft. LOA, 80 ft. beam., 34 ft. draft.
HEALTH: Quarantine and sanitation services available. Quarantine officer boards arriving vessels and necessary medical clearance given.
RADIO: Coastal radio station available (*a*) position Latitude 13°.01.24 N. (*b*) Longitude 42°.44.38 E. Coastal radio station in service for 13 hrs. per day 0700 to 2200 hr. Call sign ETC. Transmits traffic lists on 489 kc/s after a preliminary announcement on 500 kc/s, 30 minutes past each odd hour starting at 0500 and ending 1700 (0530, 0730, 0930, etc.).

(*c*) Transmit traffic lists on 6509 at 0500, 0900 and 1300 and searches 6265·5–6280·5 between 0515–0600, 0915–1000, and 1315–1400.

(*d*) Transmit traffic lists on 8618 0700, 1100 and 1500 and searches 8354–8374 between 0715–0800, 1115–1200 and 1515–1600.

(*e*) Rates shall include station charges and charge of transmission over telecommunication network within Ethiopia.

(*f*) Accepts ship letter telegrams (SLT) from ships for delivery in Assab.

(*g*) For radio telephone service. Station keeps watch and replaces on 2182 for radio telephone service at 0615–0700, 0815–0900, 1015–1100, 1215–1300, 1415–1500, 1615–1700 and transmits traffic same hours on 4379·3. Service hours will be extended to 24 hours.
VHF: In the near future, VHF system will be installed in the port.
TUGS: Tug service compulsory for ships over 300 NRT. Two tugs of 600 HP each, attend ships during arrival and departure and one salvage tug of 1,000 HP is in service.

BERTHING:
(a) *North Half Jetty 1,620 ft. long, 36 ft. depth.*
(b) *South Half Jetty.*
(i) 1115 ft. long and 33·8 ft. depth.
(ii) 459 ft. long and 29·5 ft. depth.
(iii) 164 ft. long and 19 ft. depth.
(c) 2 coaster piers, each 260 ft. long 26 ft. depth.
Fenders are excellent and protect ships from impact; harbour is modern and has modern breakwater 711 metres long. Seven big ships and four coasters can be accommodated at a time.
STEVEDORES: Fourteen stevedoring agencies, any kind of cargo can be discharged and loaded. Skilled labourers and loading/discharging capacity are respectively 30–15 per hour. Crane lift capacity 30 tons.
Normal working hours: 0700 to 1200 hours, 1600 to 1800 hours. Work can be performed 24 hours a day including holidays.
MEDICAL: One hospital in town and clinic in port. When sick person on board, hoist (by day) International code flag "W", (by night) three lights in vertical line upper one red, and middle and lower, white lights. Doctor may be called on board at any time to attend sick crew or passengers by arrangement with Agents.
TANKERS: Oil harbour about 1·5 miles South-east of commercial harbour with draft 33 ft. Crude oil discharging terminal 500 metres from Southern end of breakwater open sea buoy berth – tankers of 800 ft. length, and 36 ft. draft can be accommodated. Diameter of pipeline for loading and discharging black products – 12 in., white products 10 in.
Tankers are moored at this harbour by dropping two anchors and tying up two ropes from each quarter to the buoys, and one rope from each quarter to the dolphins. All grades of oil in bulk discharged into shore storage tanks from this harbour, and fuel oil is discharged from the Commercial Harbour.
In Assab, the petroleum installations are of Shell Red Sea Co., and Mobil Oil East Africa Co.
SALT LOADING TERMINAL: Located 1·7 miles from the Commercial Harbour, salt loading ships drawing up to 33 ft. are berthed at this terminal using two anchors and mooring to buoys and dolphins.
DENSITY: At berths is 1·03 while the tides are negligible for all seasons; maximum 1 ft.
FRESH WATER: Available. Supplied upon request by agent and can be delivered at 60 tons per hour.
FUEL: All grades available, at commercial harbour. Advance notice necessary. Rate of 300 tons per hour.
FIRE PRECAUTIONS: Modern fire brigade.
GANGWAY/DECK WATCHMEN: Watchmen on deck necessary, and rate arranged as per agreement of employer and employee.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: All ship's International Certificates should be on board.
CUSTOMS ALLOWANCES: Tobacco, 400 cigarettes. Wine and/or Spirits. One litre or bottle of spirit.
CARGO GEAR: Different types of certified cargo handling equipment available.
IDENTIFICATION CARDS: Needed.
CONSULS: Only Italian Consulate in Assab, others live in Asmara the capital city of Eritrea.
REPAIRS: Minor repairs can be carried out at Port Office workshop.
REPATRIATION: Possible.
AIRPORT: 15 kilometres from Assab. Ethiopian Airlines. Five domestic flights per week.
TIME: GMT plus 3 hrs.
HOLIDAYS: See "Massawa".
POLICE/AMBULANCE/FIRE: *Port Police* Tel. 60049; *Haileselassie I Hospital* Tel. 60119; *Port Office fire brigade* Tel. 60102.
GENERAL: One modern hotel and one motel with full facilities available in town.
SHORE LEAVE: Crew allowed ashore, with boarding passes.
AUTHORITY: Ministry of Communication, Department of Marine, PO Box 58, Port Office, Assab, Ethiopia. Tel. 30, 67. Cable address "Asbour-Assab".
AGENTS: Flli-Biga et Cie, Via Dogali, PO Box 48. Tel. 37. Correspondence to Main Office: PO Box 1108, Asmara. Telex 2037 Spedaf. Cables: "Speditafrica".

MASSAWA: 15.37 N. 39.28 E.

PORT LIMITS: The coastline of Gurgussum Peninsula, at 15° 39′ N. to a point 15° 39′ N. 30° 30′ E. to 15° 35′ N. 39° 30′ E. to the coastline at 15° 35′ N. 39° 26′ 50″ E.
DOCUMENTS:
2 sets Manifests.
2 sets Bills of Lading.
5 Crew Lists.
5 Passenger Lists.
2 Stores Lists.
APPROACHES: Through North channel and South channel. In channel, in direction of leading lights 243°, maximum depth 31 ft. (but alongside 30 ft.). Marking buoy showing a wreck in position approximately 200 metres South East of North breakwater.
PILOTAGE: Pilotage is compulsory for all vessels over 100 NRT. Pilot section headed by a Chief Pilot and two other Pilots.
There are two pilot boats. ETA should be given to Agent who will inform Pilot 72 hours prior to arrival. Signal tower located in port area contacts vessel on arrival informing Agent and Pilot, and receiving or transmitting by Morse lamp messages to and from vessel.
ANCHORAGES: 8 cables East of main lighthouse. Anchorage North of leading light not recommended.
Tides. Normally the range of tide varies between 1·5 and 2·0 metres, but during spring tide season the range varies up to 3·0 metres.
MAX. SIZE: Length 520 ft., draft 30 ft.
HEALTH: Doctor normally boards with Pilot, but can be asked to board together with Customs and Immigration while vessel on roads. All crew members must be vaccinated against smallpox and yellow fever, and possess necessary certificates. Deratisation and other health certificates required. Deratisation cannot be effected at Massawa, but exemption certificate can be obtained.
RADIO: Assab Radio, call sign ETC, Djibouti Radio, or Aden Radio may be used. Asmara Radio, call sign ETC 2, working hours 0500 to 1700 GMT. Radio-telegraphy and radio-telephone services.
TUGS: Join vessel in port. Compulsory.
Three tugboats are available, two of 350 h.p. and the third 1,000 h.p. The smaller motor tugboats used for assistance mainly within the port limits, and the deep-sea salvage motor tugboat, for salvage operations, but whenever conditions demand, is also employed for assistance within the port.
BERTHING: Vessels normally drop anchor before berthing.
Commercial Harbour: Six berths, namely 1 to 6, and the overall distance from Berth No. 1 to Berth No. 6 is 907 metres. These berths normally used by vessels handling general cargo, bagged cargo and livestocks. Depth of water at mean low water springs (MLWS) is shown below:
Berth No. 1 – 16 ft. 6 in.
Berth No. 2 – 24 ft. 6 in.
Berth No. 3 – 28 ft. 6 in.
Berth No. 4 – 28 ft. 0 in.
Berth No. 5 – 27 ft. 0 in.
Berth No. 6 – 30 ft. 0 in.
Salt Berth: This is a single berth where vessels load salt in bulk. The depth at the berth is 32 ft. Maximum draft 29 ft. Loading with the help of conveyor belt at the rate of about 300 tons per hour.
Cement Berth: Depth 18 ft. 0 in.
American Jetty: Depth 18 ft.
However, dredging will be carried out to accommodate vessels of a greater draft in the near future.
STEVEDORES: Radio 24 hours' notice of ETA stating number of gangs required. Loading discharging rates 5 tons per hour on general, 10/15 tons per hour on bagged cargo.
DENSITY: 1025.
MEDICAL: Notice should be given to Agent only when specialist needed. Hospital treatment available. Dental facilities available at Asmara, 110 km. away.
TANKERS: AGIP, Arkiko oil station terminal: max. draft for entering channel 29 ft.
Total Pier, depth alongside 36 ft., max. draft 30 ft.
FRESH WATER: Supplied alongside, Maximum rate 600 tons per day or by barge of 50 tons on roads. Barge can be loaded/discharged in eight hours.
FUEL: Can be obtained alongside oil terminals and at Berths 5 and 6 for heavy fuel only. Diesel can be supplied by lorries alongside. No bunker barge available.
GANGWAY/DECK WATCHMEN: Compulsory when alongside.
OPENING/CLOSING HATCHES: Normally by labourers, but can be done by crew.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. New allowance can be delivered after one week. Wine/Spirits: 1 bottle of wine/spirits (opened). Wine and beer quantity necessary for the stay in port allowed upon reasonable request on arrival.
IDENTIFICATION CARDS: Not needed. Immigration gives port entry card (without crew member's name) which must be given back prior to departure. In case of loss a fine is likely.
CONSULS: Italian Vice-consulate, Box 62. Tel. 52214. Other consulates at Asmara for Belgium, France, Gt. Britain, Italy, Sudan and U.S.A.
REPAIRS: Good workshops for minor engine repairs. Slipway for vessel up to 600 grt.
REPATRIATION: Via Asmara. Daily flight Massawa–Asmara, then by international flights. Or Massawa–Asmara by road, 110 kms., asphalt road.
AIRPORT: 7 km. from port with daily service to Asmara. International airport at Asmara 60 km. by air.
TIME: GMT plus 3 hours.
HOLIDAYS: All Sundays; Ethiopian New Year's Day (11th September); the Feast of Finding the New Cross (27th September); the Coronation Day of H.M. The Emperor (2nd November); Christmas Day (7th January); the Feast of Epiphany (19th January); Ethiopian Martyr's Day (20th February); Commemoration of Battle of Adwa; Good Friday (one week after Catholic G.F.); Easter Monday (one week after Catholic G.F.); Return of H.I.M. to Addis Abbaba (5th May); the Birthday of H.I.M. (23rd July); the Feast of Assumption (22nd August).
POLICE/AMBULANCE/FIRE: Police, tel. 52425; Ambulance, tel. 52234–5–6; Fire Brigade, tel. 52220.
TELEPHONES: Possible to place telephones on board. Arranged by Agent.
SERVICES: Radar and gyro compass technician available, but special spare parts not available.
SHORE LEAVE: Crew cannot leave vicinity of Massawa without special immigration permit.

AUTHORITY: Department of Marine, Port Office, Massawa. P.O.B. 73. Cable: Masbour.

AGENT: Please always address to: Asmara Head Office – Fratelli Biga & Company Viale Leonardo de Vinci 2/14 – Asmara PO Box 1108. Share Company – Shipping Chartering, Stevedoring and Forwarding Agents (SCAC Group). Branches Massawa, Assab, Ababa, and Djibouti. Telegraphic "Speditafrica" Asmara. Telex 2037 "Spedaf" Asmara. Tel. 10359–10362 Asmara. Tel. 52114 Massawa. Home Tel. Shipping Advisor 13901 Asmara.

Faroe Islands

KLAKKSVIK: 62.14 N. 06.35. W.

DOCUMENTS:
One of each:
Crew List.
Passenger List.
Custom Documents (one list crew's quantity of tobacco and spirits).
Health Document.
Manifest.
Bill of lading.

PILOTAGE: Not compulsory but available. Give ETA via Torshavn radio, OXJ, one or two hours before arrival, and Pilot will meet vessel in Roads. International signals can always be used. VHF Channels 16, 12, and 6 in use.
ANCHORAGE: In Roads in 12 to 20 fathoms; good anchorage.
RESTRICTIONS: No restrictions upon entry.
MAX. SIZE: Up to 450 ft. length, but draft must not exceed 20 ft.
HEALTH: Pratique usually automatic.
RADIO: Torshavn Radio, OXJ, is only coast station in Faroe Isles.
TUGS: No tugs available.
BERTHING: Ships will be berthed on arrival, if ETA announced 12 hours before arrival.
STEVEDORES: Ships Agent will arrange stevedores.
MEDICAL: Inform doctors before arrival. Hospital facilities available.
TANKERS: Only small tankers, up to 2000–3000 tons can be handled
FRESH WATER: Available from quay. 30 tons per hour.
FUEL: Diesel oil available, usually without notice (or short notice).
DEVELOPMENTS: Berthing place will be widened about 600 ft. on each side of bay and permissible draft will be increased.
GANGWAY/DECK WATCHMEN: Watchmen usually unnecessary, but available if desired.
OPENING/CLOSING HATCHES: Normally done by crew.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes. Wine and/or Spirits, one bottle of wine and one of spirits.
IDENTIFICATION CARDS: Not needed.
CONSULS: British, tel. 5109 and 5489; Norwegian, tel. 55018 and 55353.
REPAIRS: All types of deck and engine repairs possible. Slipways for ships up to 200 ft. length.
REPATRIATION: Small changes in crew can usually be arranged and, for example, sick seamen/fishermen are often sent home, when recovered.
AIRPORT: Nearest airport on Vagoy, about 6 hours travelling. Regular flights, 6 a week.
TIME: GMT. Permanent.
HOLIDAYS: Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 5348; Ambulance 5464; Fire 04.
TELEPHONES: Can be arranged on board at one berthing place, at about 50,00 kr plus dues for conversations.
SERVICES: Compass adjusting, day and night.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Normally there are none.
AUTHORITY: The Harbour Office, Klakksvik, tel. 5081. (Harbour master private 5146 if 5081 does not answer).
AGENT: Christen Joensen, Klakksvik. Tel. 55922.

SOERVAAG: 62.04 N. 07.18 W.

DOCUMENTS:
Bill of Lading
Customs Documents (including Crew List).
Ship's Certificate (stating size of ship).

PILOTAGE: Ships can call Pilot via Thorshavn Radio. Pilot has good knowledge of local conditions.
ANCHORAGES: Danish Chart No. 82 – on Soervaag fiord – can be recommended as good. Bottom gravel.
RESTRICTIONS: Difference between high and low water up to 2 metres on springtide, and up to 1 metre on neaptide.
MAX. SIZE: Largest vessel reported in Soervaag was 12,000 dwt. tanker. Harbour about 150 metres long and formed with one long pier and another one stretching from it. Draft at pier 8 metres. Pier runs North-east/South-west.
HEALTH: Ships coming from countries having epidemic-disease have to fly the flag "Q". No persons allowed connection with shore, before official doctor given free pratique. Doctor comes from Midvaag or Wesmannahavn and can be at Soervaag in ½ hour.
RADIO: Only civilian radio on Faroe Islands is Thorshavn-Radio (Int. call sig.: OXJ) via this radio ships can call for medical assistance and weather forecast. These two services are free. All traffic to Faroe Islands via Thorshavn-Radio.
TUGS: No actual tugs can be obtained, but many small vessels which can be used as tugs.
BERTHING: Captains should take care when berthing not to come on to East side of pier – owing to very low water.
STEVEDORES: Arranged through A/S NI. Niclasen, Soervaag, or Harbour Master.
MEDICAL: Hospital in Thorshavn with all facilities.
TANKERS: Ordinary pier also used by tankers (draft 8 m.) size of load/discharge-lines: 3 in. and 6 in.
FRESH WATER: Ships can obtain fresh water direct from pier.
FUEL: Marine diesel fuel; turbo-jet A1–100; gasoline–petroleum.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Captains have to make arrangement with stevedores, receivers or shippers.
CUSTOMS ALLOWANCE: Tobacco, each crew member is allowed to have 200 cigarettes or 250 gm. of tobacco. Wine and/or Spirit, crew members not allowed any wine or spirit. Captain allowed 2 bottles every second day.
IDENTIFICATION CARDS: Not required.
CONSULS: Belgium, Finland, Greece, Iceland, Norway, Spain, U.K., West Germany, Brazil, France, Holland, Italy, Portugal, Sweden,
REPAIRS: Small deck and engine repairs carried out.
DRY DOCKS: On Skaalefiord, dry dock up to 1,500 dwt.
REPATRIATION: Available.
AIRPORT: Faroe Island has one airport – only 3 km from Soervaag. During summertime daily services to Bergen, Norway and Copenhagen, and weekly services to Glasgow.
During wintertime weekly services to above destinations.
TIME: GMT. Permanent.
HOLIDAYS: Same as Denmark.
POLICE/AMBULANCE/FIRE: Police 8; Ambulance 8; Fire 4 or 46.
TELEPHONE: Telephones can be placed on board.
SHORE LEAVE: Crew members are allowed ashore.
PORT REGULATIONS: Per ordinary regulations in Danish ports. Harbour dues to be paid before ship's departure.
DELAYS: Usually none.
AUTHORITY: Harbour Master, Soervaag, 3800 Faroe Islands. Tel. 7 or 46. Telegrams: Harbour Master Soervaag Faroe Islands.

TÓRSHAVN: 62.00 N. 06.45 W.

DOCUMENTS: See "Klakksvik".
PILOTAGE: Not compulsory. Can be obtained through Torshavn. Radio 2182 hhc. on Channel 16 VHF (Harbour Office).
ANCHORAGES: Due South of breakwater in depths about 30 fathoms.
MAX. SIZE: Maximum draft 25 ft. This is only restriction.
HEALTH: Pratique usually automatic.
RADIO: Tórshavn Radio, OXJ.
TUGS: No tugs available.
STEVEDORES: Must be arranged with the Agent.
FRESH WATER: 100 tons per hour, by pipe-line.
FUEL: All kinds of fuel at 100 tons per hour.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCES: Tobacco (½ carton); wine/spirit (1 bottle).
IDENTIFICATION CARDS: Not required.
REPAIRS: All kinds are possible.
DRY DOCKS: Slipway for vessels up to 1,000 tons.
REPATRIATION: Can be arranged.
AIRPORT: Regular airlines, two hours by car from Airport.
TIME: GMT Permanent.
HOLIDAYS: Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police, 1448; Ambulance, 3540; Fire, 04.
TELEPHONES: No facilities.
SERVICES: Compass adjusting only.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Tórshavnar Havn, Tvøroyri, Vág, Saltangará, Kollafjørd, Klakksvík. Tel. 1762–2047–1547.

TRANGISVAAG: 61.33 N. 06.50 W.

DOCUMENTS: One each,
Crew List.
Passenger List.
Bills of Lading.
Bonded Store List.

PILOTAGE: When Pilot required pre-arrange with Agent by telegram or telephone, 2 hours notice ETA wanted. Pilot boat is local fishing-boat, usually boarding vessel at harbour entrance.
ANCHORAGE: Safe sheltered harbour up to 30 fathoms deep along the entrance transit bearing. Vessels anchor one cable off shore in 8 fathoms, clay bottom.
RESTRICTIONS: Vessels may enter harbour day and night.
MAX. SIZE: Vessels may berth with draft up to 7 metres.
HEALTH: Pratique granted if no contagious illnesses aboard and all arrival formalities accomplished by the boarding officials.
RADIO: Thorshaven Radio, call signal OXJ, 24 hours service, listens 2482 kHz, replies and transmits traffic on 1778 kHz, traffic lists on 1778 kHz 35 minutes past each even hours. VHF: service: Channel 16 (156,80 MHz) Channel 26 (161,90 MHz). All ETA messages, etc. must be routed through Thorshavn Radio.
TUGS: None; if required local fishing-boats are capable to act as tugs.

BERTHING: Tveraa at Northern side of fjord. Outer side of quay 180 metres length and 20/21 ft. alongside. Innerside length 170 metres and 15 ft. alongside. Quay is for general cargo, fish and salt. Harbour basin length 58 metres, depths 7 to 18 ft. alongside.

Drelnes on S. side of fjord. Quay length 89 metres. Depth alongside outer side 23 ft.; inner side length 43 metres depth 22 ft.

STEVEDORES: Enable Agent to arrange gang important obtain in good time accurate ETA from vessel. Work normally not carried out on Sundays.

MEDICAL: Advance notice to Agent preferable, good hospital facilities for both surgery and medicine.

DENSITY: 1024.

FRESH WATER: Water available at main quay, rate 50 t.p.h.

FUEL: Diesel gas oil available, 50 t.p.h., no advance notice required.

FUTURE PORT DEVELOPMENTS: New quay under construction in extension of existing quay.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Crew allowed open and close hatches.

CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes or 200 grams tobacco out of Bond. Limited quantity wine and spirits.

IDENTIFICATION CARDS: Not needed.

CONSULS: Spanish Vice-Consul.

REPAIRS: Local marine repair companies can undertake all repairs of general nature to deck, engines, hull, electric and radio equipment, etc. Slipway available for small vessels.

REPATRIATION: May be arranged by sea or air.

AIRPORT: (Vágar) Served by regular airlines, located 50 miles from Trangisvaag.

TIME: GMT, no alterations during the year.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Christmas Day; Second Christmas Day; work not carried out these days.

POLICE/AMBULANCE/FIRE: Police tel. 10 and 53; Ambulance 134; fire 159.

TELEPHONES: Usually not placed aboard, but can be arranged.

SHORE LEAVE: Allowed.

AUTHORITY: Harbour Master, Trangisvaag, Tvøroyri, Faroe Islands.

AGENT: Eyvind Mortensen, POB 38, 3880 Tvøroyri. Trongisvágur, Faroe Islands, Tel. 30–170, Cables "Insurance".

Fiji Islands

LAUTOKA: (Vuda Point): 17.36 S. 177.26 E.

DOCUMENTS/HEALTH: Refer to "Suva".

PILOTAGE: Not compulsory at present. However, most vessels avail themselves of a Pilot, who boards at Navula Passage, 20 miles South of Lautoka. Masters should telegraph to their Agents ship's ETA and indicate whether they require a Pilot or not at least 24 hours in advance.

Pilot boards from one of two craft: (1) 55-ft. steel launch, blue hull with word "PILOT" in large white letters, white superstructure; (2) 26-ft. wooden launch, white hull and superstructure, bright orange cabin top.

Both vessels are equipped with RT and VHF Channels 16 and 20. Listening watch only when vessels are expected. Pilot normally boards 1 mile seaward of the passage on line of leads. In heavy seas it may be necessary for vessel to enter passage to enable Pilot to board. There is no anchorage outside the passage.

Vessels requiring pratique should anchor approximately 1 mile to Westward of Vio Island in Lautoka Harbour. Pilot for those vessels not employing one from Navula but requiring a Pilot berthing will board at the quarantine anchorage above.

ANCHORAGES: The whole of area enclosed by a circle of diameter approximately 1 mile between Vio Island and Pinder Reefs is an acceptable anchorage with depths ranging from 9 to 13 fathoms.

MAX. SIZE: Minimum depth in approaches to wharf 32 ft., depth alongside 36 ft. Generally speaking, any vessel not exceeding 32 ft. draft can be accommodated. Main wharf is only 457 ft. long but overhangs are allowable, dolphins for mooring lines being situated off each end of the wharf. Range of tide approximately 5½ ft. at springs and 3 ft. at neaps, but state of tide does not affect the foregoing.

At Vuda Point, the tanker berth of Lautoka, tankers in the 18,000 to 24,000 dwt. class can be handled. This is a submarine pipe-line installation, the ship mooring to four buoys, available depth being about 36 ft.

TUGS: No tugs available. Can be obtained from Suva if necessary.

BERTHING: Berthing and unberthing at Vuda Point only in daylight. Berthing at Lautoka is at discretion of Harbour Master or Pilot, but in normal conditions is effected at any hour of day or night.

Berthing in Lautoka is generally effected port side to.

Wharf	*Length*	*Depth*
Queens West	457 ft.	36 ft.
Queens North	257 ft.	24 ft.
Queens East	400 ft.	12 ft.
SPSM	146 ft.	32 ft.
Kings	300 ft.	6 ft.

FUEL: Diesel fuel is available at the North and East berths on Queens Wharf.

FRESH WATER: Fresh water is available at all berths.

TANKERS: See "Max. Size" above. No slop discharge facilities. Discharge line 8 in. diameter.

DENSITY: 1025.

CONSULS: None.

REPAIRS: Only comparatively minor repairs can be effected such as welding jobs and repairs to pumps and other auxiliaries.

REPATRIATION: Repatriations can be effected through vessel's Agents.

AIRPORT: Nadi International Airport is 16 miles from Lautoka. Frequent flights to all parts of the world by several major airlines operating through Nadi.

TIME: GMT plus 12 hours. No alterations to clocks.

POLICE/AMBULANCE/FIRE: Dial 000 in emergency. Police, 60222; Ambulance, 60399; Fire, 60211.

SERVICES: Tank-cleaning labour and labour for painting,chipping, etc. can be provided, but no equipment. No facilities for discharge of slop tanks etc. Compass adjustments can be arranged.

AUTHORITY: Harbour Master, Marine Department, Box 316, Lautoka. Tel. 61229 or 61168.

AGENT: See Suva.

LEVUKA: 17.41 S. 178.51 E.

DOCUMENTS:
Goods carried in unregistered space (C.E. 148) (1 only).
List of articles in possession of Crew, Officers and Master (1 only).
Crew List (2 only).
Passenger List (2 only).
Parcel List (1 only).
Primary Health Report (1 only).
Special Malaria Forms (1 only).
Vaccination Certificates (1 for each person).
Derating Certificates (1 only).

PILOTAGE: Pilots are arranged through Agents.

MAX. SIZE: Length 560 ft. Max. draft 25 ft.

HEALTH: Radio pratique may be granted when any vessel has not visited any malarious port and Master declares that crew and passengers are healthy and vessel has not come from any area where internationally quarantinable diseases are endemic or in epidemic. Vessel may then enter port by day or night. On berthing, Master must immediately deliver to Quarantine Officer fully completed Primary Health Report and Derating or Derating Exemption Certificate. If there is any suspected case of disease or fever on board, vessel must be anchored at quarantine anchorage until cleared by port Medical Authority. Pratique is automatic if a vessel has been granted pratique at another port in Fiji.

TUGS: No tug service available.

BERTHING: Only one vessel berthing at a time.

Berthing in Levuka is generally effected starboard side to, outside Queens Wharf. Both dry cargo ships and tankers use the one berth available for overseas shipping at Levuka. Berth length 575 ft. Depth 18 to 34 ft. dependent on tide.

STEVEDORES: Estimated time of arrival of any vessel and tonnage of cargo to be discharged should be received at least 24 hours from time of arrival.

MEDICAL: Normal hospital facilities are available. Specialist services not available but can be arranged for within 24 hours. Smallpox, cholera and yellow fever valid Vaccination Certificates are required to be held by ship's crew and passengers except those coming from New Zealand, Australia, Gilbert and Ellice Islands, Tonga or Samoa.

TANKERS: Load and discharge lines 8 in. steel pipe. One berth only.

DENSITY: 1,025 oz. to 1 cubic ft.

FRESH WATER: Available only during normal working hours, which is from 6 a.m. to 4 p.m. from Monday to Thursday, and Friday up to 3 p.m. Rate of delivery of water is about 15 tons per hour.

FUEL: Light marine diesel only – viscosity kin. at 100°F. = 3·4.

FIRE PRECAUTIONS: Bunkering only permitted during period between sunrise and sunset.

GANGWAY/DECK WATCHMEN: Services of watchman highly recommended to stop unauthorised persons from going on board.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: All crew and officers will be issued, with 25 pieces cigarettes per day. A maximum of 4 days' allowance may be given at any one time. Cigars or tobacco may be taken in lieu of cigarettes. Master's and other officers may be allowed to keep in their possession small quantities of liquor.

Daily allowances: spirits, one reputed quart to Master; beer, two reputed quarts to other officers; spirits, ¼ reputed quart to other officers; beer, two reputed quarts to Master.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Minor engine repairs are possible, but deck and major engine repairs could be carried out at Port of Suva, which is about 57 miles away.

REPATRIATION: Facilities exist for repatriation.

AIRPORT: Is situated on island of Viti Levu and the distance is about 200 miles. It is served by regular airlines (international). Connections twice daily from local airport, 12 miles from port.

TIME: 12 hours ahead of GMT.

HOLIDAYS: Working of cargo is not permitted on Sundays, Good Friday and Christmas Day. Application to work on Sundays to be made to the Senior Collector of Customs at Ovalau.

POLICE/AMBULANCE/FIRE: Police, 44033; Ambulance, 44015; Fire, 44041.
TELEPHONES: Arrangements may be made with Postmaster for installing telephone on board.
GENERAL: Rat guards must be affixed to all shore moorings or cables greased when alongside to prevent the advent of rats.
SHORE LEAVE: All crew members are allowed shore leave unless there is a special restriction from any Government authorities.
DELAYS: No berthing at night (lines cleared by quarantine authorities). Bunkering from sunrise to sunset. No loading or discharge during rain.
AUTHORITY: Harbour Master, Levuka. Tel. 44008.

AGENT: See Suva.

SUVA: 18.08 S. 178.26 E.

PORT LIMITS: A vessel is considered to be an "arrived vessel" having passed the W. Reef Beacon at the entrance to Suva Harbour.
DOCUMENTS:
1 Last Port of Clearance Certificate.
1 Declaration of Nett and Unregistered Tonnage form.
3 Passenger Lists.
3 Crew Lists.
3 Stores Lists (for high duty goods).
Passenger liners are required to submit Transit Passenger Lists and also a letter of Guarantee from Master.
Vaccination Certificates for Passengers and Crew.
Deratisation Certificates.
PILOTAGE: Arranged through vessel's Agents. 24 hours notice of ETA with confirmation 12 hours before arrival. Suva Harbour Control should be contacted on Channel 20 VHF when within VHF range. Pilot vessel is a white clipper bow launch with word "Pilot" in black on each side and will leave wharf 45 minutes before signalled ETA of vessel. Pilots board on leads 5 miles from front lead. Vessels may stand in on leads to meet pilot vessel. Vessels are advised to provide 2 man-ropes for pilot ladder which will usually be required on the port side. No anchorage for vessels awaiting a Pilot.
ANCHORAGES: Safe anchorage may be found in depths of 10 to 20 fathoms within the harbour. Holding is good, Mud bottom.
RESTRICTIONS: Vessels may enter at any time of day or night.
MAX. SIZE: No length or draft limitation for conventional vessels entering port. Largest vessel regularly entering is 42,000 tons.
HEALTH: Health authorities require that vessels cable details of ports visited within 50 days of ETA. Radio pratique will be granted to vessels which are healthy and have not visited a port in a malarial area within 50 days. Health authorities board and inspect any vessel which has visited a malarial port within 50 days and will spray any vessel which has visited a malarial port. Authorities board from a launch as vessel enters harbour. Quarantine officer will sight Maritime Declaration of Health and Deratisation Certificate on boarding. No further pratique formalities are required in Fiji ports other than first port of entry.
RADIO: Suva Radio, call sign 3 DP.
TUGS: Two tugs available, one of 680 h.p. and one of 340 h.p.
BERTHING: Vessels berth port or starboard side to King's Wharf or port or starboard side to Walu Bay wharf, as may be necessary. King's Wharf is 1,600 ft. in length, having a least depth alongside of 42 ft. at MLWS., whilst Walu Bay Wharf is 600 ft. in length, having a least depth alongside of 31 ft. MLWS.
Vegetable oil: Vessels loading vegetable oils berth at Walu Bay or N. King's Wharf.
LPG carriers: Berth North King's Wharf or Walu Bay.
STEVEDORES: Arranged by ship's Agents.
MEDICAL: Advance notice of medical assistance is desirable. Hospital facilities available. Current international vaccination certificates required.
TANKERS: Discharge lines 8 in. diameter. Tankers discharge at King's Wharf, North and South berths. Depths alongside 42 ft. No residue discharge facilities.
DENSITY: Salt water, density 1025 approx. No tide effect on density.
FRESHWATER: Available at all berths. Delivery rate 30 tons per hour per hose.
FUEL: Furnace fuel oil, diesel fuel oil, gas oil available by prior arrangement through oil company.
GANGWAY/DECK WATCHMEN: Employment of deck/gangway watchmen is recommended and normally provided by ship's Agents.
OPENING/CLOSING HATCHES: Normally opened and closed by stevedore labour but crew may be employed at Master's discretion.
CERTIFICATES:
Load Line.
Certificate of Registry.
Safety Equipment Certificate.
Radio Certificate.
Deratisation Certificate.
Maritime Declaration of Health.
CUSTOMS ALLOWANCES: 1 oz. tobacco per man per day. No alcohol.
IDENTIFICATION CARDS: Not compulsory.
CONSULS: The following countries are represented: Belgium, United States of America, Netherlands, France, Norway, Denmark, Sweden, Federal Republic of Germany, Great Britain, New Zealand, Australia and India.
REPAIRS: Engine and deck repairs may be carried out at local machine shops.
REPATRIATION: Facilities exist for crew changes and repatriation.
AIRPORT: 15 miles to Nausori (Suva) Airport, serving Pacific Islands on weekly basis. Numerous daily flights to Nadi International Airport.
TIME: Local time is 12 hours ahead of GMT.
HOLIDAYS: New Year's Day, Christmas Day; Boxing Day (Dec. 26th); Independence Day (Oct. 10th); Prince of Wales' Birthday (17th Nov.); Queen's Birthday (14th June); August Bank Holiday (4th August); Good Friday; Easter Monday. Cargo is not worked on public holidays.
POLICE/AMBULANCE/FIRE: Police, 23811; Ambulance, 23071; Fire, 22688; Emergency, 000 for any of the above services.
TELEPHONES: Telephone connections to ships are provided.
SERVICES: Compass adjusting may be carried out.
SHORE LEAVE: Allowed.
DELAYS: Delays are not usual except for rain during hurricane season from November to April.
AUTHORITY: Fiji Marine Department, PO Box 326, Suva. Tel. Director, 211575; Harbour Master, 24041; Shipyard, 28818; Shipping Office, 25061.

AGENT: Burns Philp (South Sea) Co Limited, GPO Box 355, Suva, Fiji. Tel. 311777. After hours tel. 23267. Telex: 2127. Cables: "Burnsouth Suva".

OUT PORTS OF SUVA: Customs and Pilot are embarked at Suva or Lautoka.
Ellington: 17.20 S. 178.14 E. Private wharf for loading sugar and molasses from Raki Raki Mill.
Lambasa: 16.26 S. 179.22 E. Open roadstead at mouth of Lambasa River where vessels load from lighters, sugar from S.P.S.M. Sugar mill.
Naikorokoro: North Coast of Kadavu. Anchorage for loading sawn timber.
Savu Savu: 16.47 S. 179.21 E. Government wharf for local coast trade and anchorage for cruise vessels.
Vatia Point: 17.25 S. 177.46 E. Private wharf for discharging explosives and fuel to gold mines.

Finland

ALHOLMEN (Jakobstad): 63.42 N. 22.42 E.

DOCUMENTS:
International Measurement Certificate.
2 Crew Lists. 1 Personal Effects List.
4 Manifests. 1 Ship's Provisions List.
2 Bills of Lading.
PILOTAGE: VHF Channel 16, Frequency 2182. Anchorage for vessel awaiting a Pilot: outside the lighthouse "Kallan".
ANCHORAGES: On inner roads called "Ado Roads", depth of water 28/30 ft.
MAX. SIZE: Max. draft in the inner harbour 24 ft. 3 in. No tide.
HEALTH: See "Oulu".
RADIO: Vasa Radio Station. Gamlakarleby/Kokkola VHF channel 28.
TUGS: Tugs are normally stationed in the harbour. Ship's lines to be used.
BERTHING: Ten berths, depths alongside 13 to 27 ft.
STEVEDORES: Loading/discharge time: Monday–Friday 07 to 16 (meal hours 11 to 12). Saturday 07 to 11. To commence loading at 07 a.m. notice must be given latest at 16 p.m. the day before, or before 09 a.m. if commencing at noon on the same day.
MEDICAL: Advance notice not required. All facilities available.
TANKERS: Vessel's draft must not exceed 24 ft. 3 in.
DENSITY: Fresh water.
FRESH WATER: From pipeline alongside quay.
FUEL: Only gas oil available.
GANGWAY/DECK WATCHMEN: Watchmen recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Derat. Certificate to be kept on board.
CUSTOMS ALLOWANCES: Tobacco: 100 cigarettes per 3 days for each crew. Wine and/or Spirits: One bottle per 6 days for each man of 21 years age.
IDENTITY CARDS: Not needed.
CONSULS: Danish, tel. 10144; Norwegian 10444; Swedish 10444.
REPAIRS: All types of repairs possible.
DEVELOPMENTS: Busko Quay, 160 m. long to be completed 1973.
DRY DOCKS: Only a small slipway.
REPATRIATION: Crew changes can be effected.
AIRPORT: Kronoby Airport about 30 km. from Jakobstad. Two flights daily.
TIME: The local time is 2 hours later than GMT.
HOLIDAYS: 1st and 6th January; Good Friday; Easter Eve; Easter Monday; Labour Day (1st May); Ascension Day; Midsummer Eve; Whit Monday; 6th December (Independence Day); 25/26th December All Saints' Day.
POLICE/AMBULANCE/FIRE: Police 10039; Ambulance and Fire 10055.
TELEPHONES: Connection for telephone on board available.
PORT AUTHORITY: Harbour Master, Jakobstad. Tel. 10034.

AGENT: Wilkman & Lenander Ab, POB 6, SF-68601 Jakobstad, Finland. Telex 7516 (answer back: 7516 wilkm sf). Tel. 10148, 10278. A.O.: 12171, 10446. Shipbrokers, Liner Agents, Forwarding Agents.

EKENAS/TAMMISAARI: 59.58 N. 23.26 E.

DOCUMENTS:
2 Crew Lists (passengers to be included).
1 Customs Declaration (official forms supplied by the Customs Authorities.
4 Manifests.
1 Bill of Lading.

PILOTAGE: Pilots for Ekenas/Tammisaari applied for either at Hango Pilot Station by approaching Pilot Station outside Hango/Hanko, where pilot boat will meet vessel right outside Pilot Station; or at Koverhar Pilot Station by giving ETA 2 hours ahead over VHF Channel 16, working frequencies Channels 6, 8, 12, 13.

Koverhar pilot boat will meet arriving vessels at Ajax Buoy.

Telegram addresses: Hango Pilot or Koverhar Pilot.

MAX. SIZE: Maximum draft 15·1 ft. (4·6 metres). No other restrictions. At Skogby, draft up to 24 ft.

RADIO: Hanko Radio. Call sign OHD.

TUGS: Normally no tugs stationed at Ekenas but can be arranged from nearest port.

BERTHING: Two quays at Ekenas: "Träkajen", length about 160 ft.; "Stenkajen", length about 500 ft.

"Stenkajen" is equipped with one shore crane with a liftjng capacity of 5,000 kg. The above shore crane is equipped with grab for lifting bulk cargoes such as coal, coke china-clay and ball-clay. No other special equipment.

Situated about 6 nautical miles from Ekenas is Skogby Sawmill Quay. Depth alongside 24 ft. Skogby Sawmill exports sawn goods, mainly to U.K., both packaged and loose.

STEVEDORES: ETA to be given to Agent 1400 hours Finnish time on the day before arrival in order to prepare loading/discharging.

MEDICAL: Hospital treatment can be arranged when needed.

FRESH WATER: Fresh water is delivered to the ship's side by means of hose.

FUEL: No bunkering available at Ekenas.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: 200 cigarettes permitted for each crew member. 1 open bottle of ¾ litre wine or spirit is allowed for each crew member over 18 years of age.

IDENTIFICATION CARDS: Not needed.

REPAIRS: Minor electrical and deck repairs may be carried out.

AIRPORT: Nearest Airport is Helsinki Airport, situated about 100 kms. from Ekenas.

HOLIDAYS: On Saturdays and days preceeding Church holidays, the eve of Independence Day, the day preceeding May Day, on Whitsun Eve and on New Year's Eve the working day consists of four working hours, starting from 7 or 8 o'clock and lasting to 11 resp. 12 o'clock without break for meals. May Day, Independence Day (6th December), Easter Saturday, Midsummer Eve and Christmas Eve are considered as labour free days.

POLICE/AMBULANCE/FIRE: Police, tel. 002; Ambulance, tel. 13340; Fire, tel. 005.

TELEPHONES: There are no arrangements for placing telephones on board the vessel but telephone calls can be made from the Harbour Constable's Office.

SUPPLIES: Ship stores and provisions can be ordered from Hango through Agent.

SHORE LEAVE: Shore leave allowed for crewmembers.

AUTHORITY: Harbour Master, Ekorrstigen 19. 10600 Ekenas/Tammisaari. Tel.: 12364. Telex: 13–121 sbrok sf.

AGENT: See Hanko.

HAMINA: 60.34 N. 27.11 E.

PORT LIMITS: A vessel is considered to be an "arrived vessel" subject to Charter Party Terms, when arrived at roads.

DOCUMENTS: Normally required:
1 Crew List.
1 Passenger List.
3 Manifests.
1 Bill of Lading of each consignment.

Customs documents:
1 Special List (personal effects).
1 Provision List (Ship's Articles).

Ship's papers required:
International Tonnage Certificate.
International Load Line Certificate.
Certificate of Registry.
Tonnage Dues and Ice Dues Certificates if vessel called earlier.

PILOTAGE: Sea Pilot boards at Orrengrund, 36 miles from Hamina. VHF radio telephone Channel 16; pilot boat: hull red, superstructure yellow. Vessels coming from Eastward can take Pilot at Haapasaari (Aspö), but must order Pilot by radio via Coast Radio Station at least 6 hours before ETA Haapasaari.

Harbour Pilotage: Harbour Pilot takes over at Roads. Harbour pilot boat: hull black, superstructure yellow, word Pilot painted with red letters. Harbour pilotage optional.

ANCHORAGE: Two anchorages with good holding grounds at Roads.

RESTRICTIONS: Usually no restrictions. Draft 30 ft. to oil harbour and 27 ft. elsewhere. Port open throughout year.

MAX. SIZE: Draft is governing factor. No tide but prolonged easterly winds can cause lower water level, which must be checked before entering berths.

HEALTH: Bill of Health not required. In case suspected disease or fever on board, doctor to be contacted, preferably via Agent by radio before arrival.

RADIO: Vessels in Baltic Sea usually contact Helsinki radio/OHC, A1 and OHG, A3. VHF Channels 16 and 26. Vessels in Eastern part of Gulf of Finland contact Kotka radio/ OHF, A1 and OFU, A3. VHF Channels 16, 25 and 27.

RADAR/VHF: There is no land radar service. Harbour is equipped with VHF radio telephone, Channels 16 and 12.

TUGS: Join vessels at Roads. Ship's lines usually used.

BERTHING: There are no special arrival times. Half of Port area has loading depth of 23–26 ft.

SPECIALISED CARGO HANDLING FACILITIES: Coal and bulk quay has a length of 345 metres and loading depth of 23 ft.; five electric cranes, the lifting capacity from 5 to 6·5 tons.

Container crane 25 tons capacity. Sawn timber quays 3–6 metres draft.

Roll-on/roll-off berths 8 metres draft.

STEVEDORES: ETA is expected in good time before arrival.

MEDICAL: Advance notice helpful but not compulsory. Hospital facilities available at town.

TANKERS: Ocean-going tankers effect discharging through stern pipe-line. Mooring with both anchors, and stern to quay. Tankers up to 2,000 tons dw can discharge through side lines. Heavy oil and light products discharged into 10 in. line through hose of 8 in. No slop tank available. One tanker berth, draft 30 ft.

DENSITY: 1,003.

FRESH WATER: Available at majority of quays; elsewhere supplied by boat.

FUEL: Fuel and diesel oils available at short notice. Delivery by tank truck.

GANGWAY/DECK WATCHMEN: Shore watchmen available, Sundays and holidays 100% extra.

OPENING/CLOSING HATCHES: Crew close automatic hatch covers. Hatches to be covered manually are usually covered by stevedores.

CUSTOMS ALLOWANCES: *Tobacco:* Master 200 cigarettes or 200 grams tobacco. Others, 100 cigarettes or 100 grams tobacco. *Wine and/or Spirit:* Master, 3 bottles wine or spirits. Others, 1 bottle wine or spirit.

CONSULS: Great Britain, Denmark, Holland, Norway, Sweden.

REPAIRS: Minor repairs effected.

REPATRIATION: There are facilities for repatriation.

AIRPORT: Helsinki Airport, distance 145 km. Regular flights.

TIME: Local time is GMT plus 2 hours. No alterations during year.

HOLIDAYS: New Year's Day (Jan. 1); Epiphany (Jan. 6); Good Friday; Easter Monday; Labour Day (May 1); Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Independence Day (Dec. 6); Christmas (Dec. 25 and 26).

POLICE/AMBULANCE/FIRE: Police 002; Ambulance 41304 and 43111; Fire 005.

TELEPHONES: None available for placing on board.

PORT REGULATIONS: Regular terminal vessels have preference at certain berths.

AUTHORITY: Haminan Satamakonttori, Hamina, Finland, tel. 952–41027.

AGENT: John Nurminen Oy, 49460 Hillo. Tel.: 952–41320. After-hours tel.: 952–42532. Telex: 54–17. Cables: "Johnurminen Hamina".

HANKO: 59.49 N. 22.58 E.

DOCUMENTS:
Ship's Register.
Crew List.
Manifests.
Bills of Lading.
Provisions List.
Health Certificate.

PILOTAGE: Compulsory, distance from sea to port is 6 miles. Pilot boat painted red, arriving outside Russarö called by radio via Hanko Radio or by flag, sound or Morse: G.

ANCHORAGE: Inside Gustavsvärn.

RESTRICTIONS: Draft 25 ft., length/breadth no restriction; no tide.

RADIO: Cable Agents giving ETA via Hanko or Helsinki Radio.

RADAR: At pilot station; service for ships entering port, contact by ship radio.

TUGS: In winter time harbour tug boat helps ships to and from the quay.

BERTHING: Advise Pilot. Depths at piers 19–29 ft. Quay height about 6 ft. above sea level. Shore fenders keep vessel about 2 ft. off quay. Special quays for roll-on/roll-off traffic.

STEVEDORES: Ordered by Agents.

FRESH WATER: Delivered from shore installations at day-time. Rate of delivery about 20 tons per hour.

FUEL: Delivered by rail cars only.

WATCHMEN: Available but not compulsory.

HATCHES: Crew allowed to open and close hatches.

CUSTOMS ALLOWANCES: No restrictions in the Free Port, outside about 200 cigarettes and limited amount spirits per man.

IDENTIFICATION CARDS: Not required.

CONSULS: Denmark, Iceland, Netherlands, Norway, Spain, Sweden.

REPAIRS: Small repairs possible.

TIME: Local time GMT plus two hours.
TELEPHONE: Police 003; Fire 005; Ambulance 82228.
PORT AUTHORITY: Harbour Master, tel. 81201.

AGENT: John Nurminen Oy, Bulevardi 15, 10900 Hanko. Tel.: 911–6095. After-hours tel.: 911–81554. Telex: 13–239. Cables: "Johnurminen Hanko".

HELSINKI: 60.09 N. 24.57 E.

DOCUMENTS: See "Oulu".
PILOTAGE: Compulsory. ETA required 24 hours prior arrival. At present there are two different channels available for vessels approaching Helsinki.

1. Helsinki Lighthouse–Harmaja–Helsinki. Waterway leading from sea via Helsinki Lighthouse, situated in Gulf of Finland off the islets and shoals south of the port of Helsinki at a distance of about 12 miles may be considered as main approach. Channel navigable by vessels with a draft up to 9·6 m. (31 ft. 6 in.). Obtain Pilot from pilot station at Harmaja. Vessels using main channel from Helsinki Lighthouse should keep Harmaja Lighthouse in line with church tower of Suomeninna, bearing about 7°. The Islet of Harmaja not navigable without a Pilot further in than 2 miles.

2. Porkkala–Helsinki. Fairway runs by Porkkala Lighthouse along the Eastern coast of Porkkala peninsula. Navigable by vessels with a maximum draft of 9·0 m. (29 ft.). Pilots obtained from Porkkala–Ronnskär.

Sea-pilot station: Meritullintori, tel. 631 034. Harmaja sea-pilot station: tel. 668 203. Harbour pilots at Harbour Office: tel. 634 308.
ANCHORAGE: Good anchorage available outside harbour, depth 26–30 ft. clay bottom.
MAX. SIZE: Draft 31 ft. length 200 metres.
HEALTH: See "Oulu".
DIRECTION FINDING: (Harmaja Radio Beacon) Harmaja Radio Beacon (frequency 298·8 kc/s) transmits:

(*a*) Non-directional radio signals, with a modulation frequency of 395 c/s. By listening to these signals with a direction finding receiver, equipped with frame aerial, a ship can determine her bearing to the beacon.

(*b*) Air fog signals, given by nautophone, with a tone-height of 300 c/s. The air fog signals are synchronized with the non-directional radio signals in such a way that the distance to the radio beacon can be determined by listening to both signals simultaneously.

DEPTH OF CHANNELS:
(1) From Porvoo via Kuggsund and Hevossalmi Canal 2·4 m.
(2) From Porvoo to outer roads via Kalvö and straits at Kustaanmiekka 7·3 m.
(3) From Pellinki to Helsinki 9·0 m.
(4) From Helsinki Lighthouse to Helsinki 9·6 m.
(5) From Barösund to Helsinki outer route 5·5 m.
(6) From sea south via Porkkala 9·0 m.

TUGS: several available: charges based upon time when tug leaves station berth until moment of return to same station.
BERTHING: Port and equipment owned by Municipality of Helsinki. Five principal parts of port are South and West Harbours, Sornainen Harbour, and Herttoniemi and Laajasalo Oil Harbours. North Harbour serves only passenger-launch traffic to surrounding islands.

South Harbour mainly for piece-goods traffic used by Baltic and North Sea traffic. Foreign passenger traffic concentrated on this harbour.

West Harbour handles main part of transoceanic traffic, heavy goods and bulk cargoes. This part of port is Helsinki's coal harbour with necessary discharging equipment and coal storage facilities; also, silos of two flour-milling plants (Vaasan Hoyrymylly Oy and State Granary), into which grain discharged by suction. On silo quay pneumatic grain unloader owned by State Granary travels along 71 m. long bridge alongside ship to be unloaded. Equipment is 30 m. above quay level and range of suction pipe 11 m. from edge of quay. Unloading equipment can handle 100 tons per hour. Mass export articles such as cellulose, paper and wood goods, loaded chiefly in this harbour. In West Harbour is free-zone warehouse, which offers same privileges as free port.

Sornainen Harbour is timber export harbour, where timber can be loaded direct from railway wagon or motor truck. Technical establishments of city located in Sornainen Harbour, and coal imports effected through that harbour. Technical Works and Harbour Authorities have 18 cranes in that harbour.

Sornainen Harbour being reconstructed and harbour for cargo ferry traffic being built.

Herttoniemi and Laajasalo form the oil harbour, where the leading oil companies have oil storage tanks and own piers.

		Fairway m.	*Depths alongside* m.
South Harbour			
I	(*a*) Makasiini		8·0
	(*b*) Olympia Quay	6·9	7·5
	(*c*) " "	6·9	7·5
II	(*a*) Custom House Quay		6·0
	(*b*) South Branch Quay		6·0
III	North Branch Quay		2·5
IV	North Branch Quay		3·5
V	Keisariluoto Quay		3·0
VI	Keisariluoto Quay		2·8
VII	Linna Quay		3·0
VIII	(*a*) Katajonokka Quay	6·4	7·1
	(*b*) " "	6·9	9·6
	(*c*) " "	7·9	9·1
	(*d*) " "	7·9	9·5
	(*e*) " "	7·9	9·0
	(*f*) " "		9·5
	(*g*) " "	9·1	10·0
IX	Quay for coal, gypsum etc.,		6·5
West Harbour			
I	(*a*) Power Station Quay	6·3	8·0
	(*b*) Salmisaari Quay		2·0
	(*d*) " "	6·3	7·5
	(*e*) " "	6·3	8·7
II	(*a*) Jaalaranta Quay		3·9
	(*b*) " "		3·9
III	(*a*) Saukko Quay		5·0
	(*b*) " "		6·0
	(*c*) " "		7·0
	(*d*) " "		8·0
	(*e*) " "		8·5
		8·9	9·1
	(*f*) " "	8·9	9·1
	(*g*) " "	8.9	9·1
IV	(*a*) Jaanmurtaja Quay		7·0
	(*b*) " "		5·0
V	(*a*) Jatkasaari Quay		3·5
	(*b*) " "		5·0
	(*c*) " "		5·5
	(*d*) " "		7·2
	(*e*) " "		7·5
	(*f*) " "		8·5
	(*g*) " "	8·9	9·2
	(*H*) " "	8·9	9·5
	(*h*) " "	8·9	9·5
	(*i*) " "		8·0
VI	(*a*) Ruoholahti Quay		3·4
	(*b*) " "		4·4
	(*c*) " "		6·0
VII	(*a*) Hietalahti Quay		6·5
	(*b*) " "		7·0
VIII	(*a*) Munkkisaari Quay		8·2
	(*b*) " "		7·6
	(*c*) " "		7·6
Sornainen Harbour:			
I	Hanasaari Quay	6·9	9·0
II	(*a*) Parru Quay	6·9	8·0
	(*b*) Sompa Pier	6·9	7·0
III	(*a*) Ferry Berth	6·9	7·0
	(*b*) " "	6·9	8·0
IV	(*a*) Central Pier		5·0
	(*b*) " "		4·0
V	(*a*) Railway Pier		4·5
	(*b*) " "		5·0
VI	(*a*) New Pier		4·7
	(*b*) " "		5·4
VII	(*a*) Old Pier		4·5
	(*b*) " "		5·3
VIII	Sand Quay		6·0
Herttoniemi Oil Harbour			
Oil Harbour Pier		8·0	8·6
Laajasalo Oil Harbour			
Shell Co's Northern Pier			5·5
Shell Co's Southern Pier			8·5
Shell Co's New Pier			10.0
Esso Co's Pier		9·6	10·6
Gulf Co's Pier		9·6	10·3

BULK HANDLING FACILITIES: Specially equipped berths for handling bulk cargoes in West Harbour and Saukko coal harbour. Berths equipped for containers or roll-on/roll-off traffic in West Harbour (40-ton container crane) and Sörnäinen Harbour.
STEVEDORES: 24 hours ETA required. Nine companies available of which two specialize in discharging timber and coal. Usual hours of working 0800–1700.
MEDICAL: Agents to be informed by radio if fever suspected.
TANKERS: Maximum draft 31 ft.
DENSITY: Fresh water.
FRESH WATER: Unlimited amount available by hoses from Hydrants at quays.
FUEL: All grades available; any amount at short notice.
GANGWAY/DECK WATCHMEN: Recommended but not necessary.
OPENING/CLOSING HATCHES: Crew/Stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, one bottle wine or spirits each man.
IDENTIFICATION CARDS: Not needed.
CONSULS: All maritime countries are represented in Helsinki.
REPAIRS: All types available.
DRY DOCKS: Three dry docks and three floating docks, maximum length dry dock 465 ft. Breadth at entrance 65·5 in. depth on sill 21 ft. 5 in. Max. size floating dock length 540 ft. 4 in. max. breadth 25·5 ft.
REPATRIATION: Available.
AIRPORT: Distance to airport 25 km. Flights every day all ove Europe.
TIME: GMT plus 2 hours. No alterations.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January);

Good Friday; Easter Monday; Workers' Holiday (1st May); Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Independence Day (6th December); Christmas Day (25th December); Boxing Day (26th December).
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 0066; Fire 005.
TELEPHONES: Facilities for linking up vessels to telephone network available on all of the most important quays. For the hire of a telephone a written contract must be signed at Harbour Office (10 Eteläranta). Apparatus handed over to vessel by port official on duty for purpose, who also gives its number. Charge for annual contract is 300 mks. per vessel. For short-term use charge is 12 mks. a day and 25 mks. a month. Charge entitles to unlimited local calls. Trunk calls charged for separately.
SERVICES: Compasses are adjusted by competent adjusters approved by the Board of Navigation. For compass adjustment the port has constructed piles or buoys with direction markings. These appliances can be used also for radio direction-finders.
Vessels using the compass-adjustment facilities must have on board a Harbour Constable, who is entitled to the same compensation as for harbour pilotage.
CLASSIFICATION SURVEYORS: Lloyd's Register of Shipping, Bureau Veritas, American Bureau of Shipping, Germanischer Lloyd, Det Norske Veritas.
ICEBREAKERS: Icebreaker, *Otso,* length is 43·9 metres (144 ft.), breadth 11·4 metres (37 ft. 5 in.), equipped with wireless telephone. The calls are "Otso" and OFAH. *Otso* works both in harbours and island channels, as well as assisting vessels from and to open sea. She breaks 60 cm. thick solid ice without forced onsets.
Another icebreaker, *Turso,* length 35·5 metres, breadth 9 m., fitted with pump and water cannon for firefighting purposes, and salvage pump with capacity of 500 cubic metres per hour. Wireless telephone: call OFPR.
During ice season one of following Government icebreakers assigned to assist ships from open water to Harbour area and vice versa:

	Length m.	*Breadth* m.
Varma	86·5	21·2
Apu	86·5	21·2
Tarmo	84·0	20·5
Voima	83·5	18·7
Sampo	74·1	16·7
Murtaja	,,	,,
Karhu	,,	,,
Sisu	65·3	14·4

Masters should communicate with Icebreakers between January and March.
AUTHORITY: The Harbour Office is in charge of traffic inside the port, pilotage in the port and the port icebreakers. The Head of the Harbour Office is the Captain of the Port, 10 Eteläranta, tel. 11 301/225, who is seconded by the Assistant Captain of the Port, address 10 Eteläranta, tel. 11 301/230.
AGENT: John Nurminen Oy, Snellmanink 13, 00170 Helsinki 17. Tel.: 90–16251, 666560. After-hours tel.: 533699. Telex: 12–450, 12–562. Cables: "Johnurminen Helsinki".

KASKÖ (KASKINEN): 62.23 N. 21.13 E.

DOCUMENTS:
2 Crew Lists.
2 Customs Lists.
2 Passenger Lists.
Manifest, Bill of Lading, etc.
Between 1st Dec./30th April Iceclass Certificate required (can be given in Kaskö).
PILOTAGE: Pilot boards 4 miles outside pilot station. Pilot boat or station can be called by radio telephone 2182 or VHF Channel 16. Notice is not required. Pilot can be called, day-time by flag G or PT, night-time by morse PT.
ANCHORAGE: Safe areas of anchorages, 3 miles W.S.W. of pilot station Sälgrund, depths 15–20 metres.
MAX. SIZE: Max. draft 8 metres.
HEALTH: Pratique automatic.
RADIO: Vasa Radio
VHF: VHF Channel 16 (Sälgrund Pilot).
TUGS: None.
BERTHING: Pier 112 metres length, 24/26 ft. depth.
STEVEDORES: Available; rates about 250–300 tons pulp per work gang.
MEDICAL: Hospital available.
FRESH WATER: Brought by truck winter-time; summer by pipeline.
FUEL: Available by tank truck.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle spirit.
CONSUL: Swedish Consul, tel. 427.
REPAIRS: Only small repairs.
AIRPORT: Distance to Vasa Airport 100 kilometres. Served by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: See "Oulu".
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 300; Fire 005.
TELEPHONE: Can be connected. No cost for connection.
GENERAL: Port is the most Northern in Finland which under reasonable conditions can be kept open throughout winter.
AUTHORITY: Harbour Office, Kaskö. Tel. 201.
AGENT: See "Helsinki".

KOTKA: 60.28 N. 26.57 E.

DOCUMENTS:
Crew List.
Passenger List.
Dangerous Cargo List.
1 copy of Cargo Manifest.
1 copy of every B/L.
Ship's Register.
Ice Certificate.
Customs Manifest for Stores, for ship and individual.
PILOTAGE: On arrival of Orrengrund, contact Orrengrund Pilot by VHF. On arrival off Kotka, contact Harbour Pilot Kotka, VHF. Channels 11, 13, 14, 16. Depth in approaches 30 ft.
ANCHORAGES: Havouri roads, Kukouri roads and at the entry to the harbour. All 30 ft. depths.
MAX. SIZE: Maximum draft 29 ft. 6 in.
HEALTH: In case of sickness on board, contact the Agents before entering the port.
RADIO: Kotka radio call sign OHF.
TUGS: Tugs normally join the vessel in the harbour entrance. Ship's lines are to be used.
STEVEDORES: Not necessary.
MEDICAL: Master to advise by radio Kotka on arrival if medical attendance required aboard.
TANKERS: Two tanker berths, draft 29 ft. 6 in.
DENSITY: Fresh water.
FRESH WATER: East port and oil port are equipped with water pipelines, but in Sunila port only supplied by tugs.
FUEL: All grades of fuel available.
DEVELOPMENTS: Channel to be dredged to 10 metres.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally by the crew.
SHIP CERTIFICATES: List of Certificates to be on board:
Passenger Ship Safety Certificate.
Cargo Ship Safety Construction Certificate.
Cargo Ship Safety Equipment Certificate.
Cargo Ship Safety Radio-telephone Certificate.
Cargo Ship Safety Radio-telegraphy Certificate.
Exemption Certificate.
Nuclear Passenger Ship Safety Certificate.
Nuclear Cargo Ship Safety Certificate.
Rat Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or $\frac{1}{5}$ lb of other manufactured tobacco. Wine and/or Spirits: 1 bottle.
IDENTIFICATION CARDS: Not required.
CONSULS:

Consuls:		*Vice-Consuls:*	
Great Britain	tel. 13 140 or 11 830	Belgium	tel. 11 470
Iceland	,, 12 178 or 12 175	Denmark	,, 21 200
Italy	,, 63 100	Netherlands	,, 11 200
Norway	,, 11 200	Spain	,, 11 200
Sweden	,, 15 220		

Consular Agents: France tel. 21 200.
REPAIRS: All types of repairs, except dry docking, can be carried out.
DRY DOCKS: Dock for 3,000 tons planned
REPATRIATION: Facilities exist.
AIRPORT: Nearest Helsinki, 140 kilometres.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (Jan. 1st); Epiphany (Jan. 6th). Moving Holidays: Easter Holiday, 4 days (Sunday included); Ascension Day, 1 day; Whitsuntide, 2 days (Sunday included); Midsummer Day, 3 days (Sunday included); All Saints Day 1 day (first Sat. of Nov.); Christmas Holidays (Dec. 24th–26th). Other free days: May 1st; Dec. 6th; Independence Day. Cargo work can be done on all above holidays.
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 006; Fire 005.
TELEPHONES: On some berths telephones placed on board.
GENERAL: It is prohibited to let or throw any substance or refuse causing pollution or shoaling in the harbour area.
SERVICES: Compass adjusting service available.
SHORE LEAVE: No restrictions.
PORT AUTHORITY: Port of Kotka, Kotka, Finland, tel. 952/11709.
AGENT: John Nurminen Oy, Kirkkokatu 8, 48100 Kotka 10. Tel.: 952–15320. After-hours tel.: 14066. Telex: 53–147. Cables: "Johnurminen Kotka".

KRISTINESTAD: 62.16 N. 21.23 E.

DOCUMENTS:
Ship's Measurement Certificate.
2 Crew Lists.
Cargo Manifest.
Copy Bill of Lading.
2 Provision Lists and Tobacco Lists for Customs.
PILOTAGE: Pilot boards at Hojerstein light buoy. At least 2 hours ETA required. Pilot boat has red painted hull, white mark L on bow, and deck house yellow. Pilot station situated on Höggklubb Island South of Kristinestad, International pilot call signals to be used, also radio telephone 2182 band and VHF Channel 16.

ANCHORAGE: Good safe holding ground off Adgrund. Depth ten metres.
MAX. SIZE: Maximum 20 ft. draft.
RADIO: Messages through coastal stations. Also Kristinestad VHF Channel 24.
TUGS: No tugs available, and normally not necessary.
BERTHING: No special requirements. Pilot gives orders for berthing.
STEVEDORES: Only timber cargoes loaded. ETA advices required in order to arrange gangs are stipulated in charter party.
Normal working hours: 7 a.m. to 4 p.m. Saturdays and days preceding public holidays: 7 a.m. to 1 p.m.
DENSITY: 1004.
DEVELOPMENTS: New oil port under construction on Björnö.
MEDICAL: Hospital facilities available.
TANKERS: One berth for coastal tankers, draft 14 ft. No special requirements.
FRESH WATER: Fresh water supply by tank cars of 6 tons. Any amount available.
FUEL: Fuel available by tank cars of about 20 tons capacity at short notice.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew, but on request may be handled by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per 6 days, per man. Wine/Spirit allowance: One bottle per man.
CARGO GEAR: BOT Certificates. No additional requirements.
IDENTIFICATION CARDS: Not required.
CONSULS: Danish, tel. 99.
REPAIRS: No shipyards, but welding-pipeline and electric repairs possible.
AIRPORT: Nearest airports in Vaasa and Pori within 100 kilometres, several flights per day.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: See "Oulu".
POLICE/AMBULANCE/FIRE: Police Station of Kristinestad 104; Ambulance 60; Fire Brigade 005.
TELEPHONE: Public telephones on the pier.
GENERAL: Port of Kristinestad closed from the end of December to the middle of April owing to ice.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Port Office, Kristinestad, tel. 51.
AGENT: See "Helsinki".

MANTYLUOTO, Pori (including Reposaari and Tahkoluoto): 61.36 N. 21.29 E.

PORT LIMITS: The line between the lighthouses on Mantyluoto and Reposaari.
DOCUMENTS:
Ship's Register.
Crew List.
Passenger List.
Customs Documents.
Manifests.
Bills of Lading.
PILOTAGE: Pilot compulsory. Telegr. address: Luotsiasema, Mäntyluoto (= Pilotstation, Mäntyluoto), VHF Channel 16 or frequency 2182. 24-hr. service by pilot boats from Mäntyluoto pilot station, boats red-painted, international light or sound signals, Pilot to be taken 4 miles off Mäntyluoto. In heavy fog, if required, pilot station able to navigate vessels into harbour by radar, provided vessel has corresponding equipment.
ANCHORAGES: Reposaari roads.
RESTRICTIONS: Depths in the channels are: for Mantyluoto: 7·6 metres. For Tahkoluoto: 9·5 metres. For Reposaari: 3·9 metres.
MAX. SIZE: No other restrictions, but max. draft 25 ft. in Mantyluoto.
RADIO: Inform Agents giving ETA via Helsinkiradio, Hankoradio, or Mariehamnradio, or VHF Channel 26, Pori.
TUGS: 4 tugs available of up to 600 h.p. Tugs normally join the vessel near the quays. Tugs use ship's lines.
BERTHING: *Mantyluoto:* Length of quays 1,870 metres, including 24 berths.
Tahkoluoto: One berth for tankers.
Reposaari: Quay length 240 metres including three berths.
CARGO HANDLING FACILITIES: Three Ro/Ro berths, 30-ton crane able to handle containers, 200-ton crane for heavy goods.
STEVEDORES: The vessels receive workers in the order in which they enter the harbour. ETA advices appreciated in order to facilitate arranging gangs.
MEDICAL: No advance notice for medical attention required. Hospital facilities available.
FRESH WATER: Supply by shore installation except to oil harbour Tahkoluoto, where delivery by barge.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work normally carried out by crew.
CERTIFICATES: Load Line Certificate and during winter season Ice Dues Certificate which issued by authorities for each season.
IDENTIFICATION CARDS: Not needed.
CONSULS: Great Britain, tel. 939/83121. Vice-Consuls: Denmark and Netherlands, tel. 939/83121; Norway, tel. 939/83221; Sweden, tel. 939/11141.
REPAIRS: Most repairs possible.
AIRPORT: Distance from airport 22 kilometres. Served regularly by Finnair.
TIME: Local time 2 hours ahead of GMT. No seasonal alterations.
PORT AUTHORITY: Porin Kaupungin Satamalaitos, Pori.
AGENT: John Nurminen Oy, 28880 Pori 88. Tel.: 939–83236. After-hours tel. 939–85047. Telex: 26–143. Cables: "Johnurminen Mantyluoto".

MARIEHAMN: 60.06 N. 19.56 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
3 Provision Lists.
2 Special Lists (in possession each crew member – cigarettes, tobacco, spirit, radios, etc.).
2 Bills of Lading.
Registered Tonnage Certificate.
PILOTAGE: Pilot obtained from pilot stations: (1) Kobba Klintar – distance 5 n. miles, (2) Nyhamn – 12 n. miles. Boats painted *red*. Contact VHF pilot station Channel 13, 16, or via Mariehamn Radio. 4 h. notice.
ANCHORAGES: Good anchorages. Inside of pilot station Kobba Klintar – Mariehamn Roads max. draft of fairway from sea 29 ft. 6 in.
MAX. SIZE: Main port – deep water quay 19 ft. 3 in., 104·7 metres length, total in port 670 metres of quay, average draft 18 ft. Power station pier draft 17 ft.
RADIO: Mariehamn Radio – cable Agents giving ETA.
TUGS: No tugs available.
STEVEDORES: Ordered by Agents. ETA in good time to obtain gangs.
MEDICAL: All services available.
FRESH WATER: Most berths supplied by shore installations about 15 tons/h., otherwise by truck.
FUEL: Only diesel oil, no heavy products.
GANGWAY/DECK WATCHMEN: Available but not necessary.
OPENING/CLOSING HATCHES: Normally done by crew.
CERTIFICATES: International Tonnage Certificate or National Tonnage Certificate.
CUSTOMS ALLOWANCES: 200 cigarettes and limited amount spirits for each crew member.
CREW IDENTIFICATION CARDS: Not needed.
CONSULS: Denmark 11 454, Holland 12 070, Iceland 21 849, Norway 12 050, Sweden 11 624, U.S.S.R. 11 524.
REPAIRS: Most repairs possible.
DRY DOCKS: Slipway for small vessels, max. about 3–400 dwt.
AIRPORT: About 5 km., daily traffic to Stockholm and Åbo.
TIME: GMT plus 2 hrs.
HOLIDAYS: See "Oulu".
POLICE/AMBULANCE/FIRE: Police 13 266; Ambulance 11 377; 12 080; Fire 11 000.
TELEPHONES: None available.
AGENTS: Anton Häggbloms Eftr & Co., Storagatan 14, Mariehamn. Tel. 11 500. Telex. 63–21. A.O. 12 981. Shipbroker Chartering, Liner and Forwarding Agents, Shipowner, Stevedore.

NAANTALI: 60.28 N. 22.01 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Dangerous Cargo List.
Ship's Register.
PILOTAGE: Pilot compulsory at Utö Pilot Station. When approaching Utö communicate with VHF Channel 16, ETA, name of vessel, destination, draft. Change of Pilot takes place in Lohm. Harbour Pilots available at the port. Distance Utö–Lohm, 25 miles. Lohm-Naantali, 28 miles.
ANCHORAGE: Good safe anchorage in harbour area.
MAX. SIZE: Draft 10 metres. Fresh water.
RADIO: Hanko Radio; Mariehamn Radio; VHF Turku 27; VHF Mariehamn 27; VHF Korppoo 24.
TUGS: Tugs available. Use ship's lines. Harbour icebreaker tug *Naantali* 1,200 h.p.
BERTHING: No special requirements.
Harbour/Drafts: No tide.

Main quay	10,0 m.
Timber quay	6,7 m.
Carferry pier	9,0 m.

STEVEDORES: Available, ordered by Agent.
MEDICAL: Advise by radio prior arrival if medical attendance required aboard.
TANKERS: Discharge lines 14 in., 24 in; loading lines 10 in., 12 in., 18 in. Neste Oy Oil Harbour: Berth No. 1, 5.7 m.; Berth No. 2, 10.0 m.; Berth No. 3, 11.5 m
DENSITY: 1007.
FRESH WATER: Supplied by shore installations at most berths.
FUEL: All grades available.
FIRE PRECAUTIONS: Usual precautions.
GANGWAY/DECK WATCHMEN: Available. Tankers compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open and close.

CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: In Turku 17 km. away.

Great Britain	333 344	Norway	27 922
France	26 677	Sweden	333 344
Greece	334 704	Soviet Union	23 362
Honduras	303 161		

REPAIRS: Small repairs can be carried out.
DRY DOCKS: None.
AIRPORT: 20 km. distant. Regular service.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day; 6th January; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saint's Day; Independence Day 6th December; Christmas Day; Second Christmas Day.
POLICE/FIRE/AMBULANCE: Police 751 133; Ambulance 006; Fire Brigade 005.
AUTHORITY: Harbour Master, Satamatoimisto, Naantali. Tel. 751 662.
AGENT: See "Turku".

OULU: 65.01 N. 25.28 E.

PORT LIMITS: The seaward boundary of the port is drawn West of Oulu roads. The arriving vessel passing the Hermanni Island is inside the boundaries and if necessary to anchor on the roads, is considered to be an "arrived vessel".

Port consists of four separate parts (*a*) Toppila – Main Harbour. (*b*) South Harbour – Nuottasaari quay – Ore Harbour. (*c*) Oil Harbour (Vihreasaari). (*d*) Oritkari Quay, inc. roll-on/roll-off quay.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs Documents,
2 Crew Bond Declarations.
2 Ships bond-store Lists.
Deratting Certificate.
4 Manifests.
2 Bills of Lading.
Ship's register, Certificate of tonnage.

PILOTAGE: Vessel requiring Pilot applies from Marjaniemi. Pilot station, lat. 65° 02′ 4″ N., long. 24° 34′ E., near West point of Hailuoto Island. Pilots require 12 hours notice of ETA to Peltinmatala lightbuoy (pilots) or to alternative position 3 miles North of Kelmi lightbuoy. Pilot boat red coloured displaying usual international pilot signs. Pilot station equipped with HF (2182) and VHF, Channel 16, radar and RC. Morse signalling by light. No specific requirements on part of Pilots boarding, only safe pilot ladder according to rules. Anchorage near lightbuoy Peltinmatala, when awaiting for pilot in fine weather; in bad weather advisable to ride against weather and wind. Pilot for Oulu can also be obtained from "Kemi" lightvessel (lat. 65° 26′ 5″ N. long. 24° 13′ 0″ E.) HF, VHF, Nautofon.

ANCHORAGE: Safe anchorage on Oulu roads. There are no safe anchorages West of Hailuoto Island.

RESTRICTIONS: Day and night service, no tides. Winter season, contact ice-breaker 24 hours in advance on HF (2182), or VHF Channel 16.

MAX. SIZE: Topila Harbour, draft 20 ft.

South Harbour – Nuottasaari Quay, draft 21 ft. Ore Quay, draft 21 ft. Oritkari Quay, draft 26 ft. 3 in.

Vihreasaari Oil Harbour, draft 26ft. 3 in.

HEALTH: No special rules existing in obtaining pratique. If disease or fever is suspected on board report to ship's Agent; will contact the Health Authority for necessary arrangements.

RADIO: Vaasa Radio (North Quarken). Close to Hailuoto Island call "Oulu Radio" VHF Channel 27 or Channel 24.

RADAR/VHF: At Marjaniemi pilot station, radar range 30 miles. Contact with HF (2182) or VHF (Channel 16). All ice-breakers keep watch on frequency 2182 and VHF (16).

TUGS: Tug optional, but for vessels over 140 metres long use is advisable. Tug will meet on Oulu Roads according to agreement; customary to use ship's lines.

CARGO HANDLING FACILITIES: (*a*) Toppila harbour is equipped with four cranes to discharge bulk cargoes (coal, china-clay, potash, etc.) and with two pneumatic pipes to discharge grain.

(*b*) roll-on/roll-off berth is adjacent to the Oritkari Quay in the South Harbour.

(*c*) Oritkari Quay is built to mechanically handle paper cargoes.

BRIDGES: No bridges. Electric cable across Toppila fairway, 50 metres above water level. .

STEVEDORES: 24 hour's notice of ETA to be given to Agent who arranges necessary gangs.

MEDICAL: Medical attention arranged through Agent, 2–4 hours notice required. Good hospital facilities available.

TANKERS: One principal tanker berth in Vihreasaari Oil Harbour. Discharge lines of 10, 12, 16 and 20 inches.

DENSITY: Fresh water.

FRESH WATER: Available at main berths and Oil Harbour from pipe-line, cost about 2,50 mk/ton. Elsewhere water is delivered by boat, cost about 6,00 mk/ton.

FUEL: Small quantities of all grades available, delivered by lorries.

DEVELOPMENTS: A new berth, specially constructed for mechanical cargo-handling, now available. Length of first phase is 250 metres with allowed draft of 8 metres. Hydrographic Department of Finnish Board of Navigation now working to open a 10 metres fairway from sea to Oulu Harbour. The work to be completed 1974.

GANGWAY/DECK WATCHMEN: Watchmen recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew. Stevedores will do it by order of Master and will charge as shipwork.
CERTIFICATES:
Nationality Certificate.
Measuring Certificate.
Load-line Certificate.
Classification Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Deratting Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or 200 gr. pipe tobacco or equal amount of cigars allowed to each member of crew. Wine and or/Spirit: One bottle wine or spirit allowed for each member of the crew.
CARGO GEAR: Tested cargo gear to international safety regulations. Test certificates to be on board vessel.
IDENTIFICATION CARDS: Not needed.
CONSULS: Sweden, Norway, Denmark, Great Britain and Netherlands.
REPAIRS: Minor deck and engine repairs carried out. Docking only for small tug boats.
SERVICES: Compass adjusters and ship's cleaning.
DRY DOCKS: One small slipway. Maximum vessels of 25 metres length and 8 ft. draft.
REPATRIATION: Good facilities for effecting crew changes and to arrange necessary repatriation.
AIRPORT: Oulu Airport 15 kilometres from harbour served by regular airlines. Six daily flights to Helsinki and six flights from Helsinki to Oulu with continuous connection to Kemi and Rovaniemi.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: General holidays in Finland: New Year's Day (January 1st); Epiphany (January 6th); Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day (May 23rd); Whit Monday; Midsummer Day (June 22nd); All Saint's Day (November 2nd); Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).
POLICE/AMBULANCE/FIRE: Fire 005, Reserve 006; Ambulance 006, Reserve 005; Police 002, Reserve 003.
TELEPHONES: A telephone connection available at Vihreäsaari oil terminal.
AUTHORITY: Harbour Office of Oulu. Adr. Oulu 50. Tel. 43509. Harbour Master, K. Heikkinen, RNR. Telegrams "Satamatoimisto" Oulu.
AGENT: Wiljo Byström & Co. Oy, Shipbrokers, Liner, Forwarding and Chartering Agents. Address: POB 142, 90101 OULU 10, Finland. Tel. 41155. Telex 32132 bmco sf. Office in Toppila.

PARGAS: 60.18 N. 22.18 E.

DOCUMENTS:
3 Crew Lists.
1–2 Custom Provision Lists.
1–2 Custom Special Lists.
2 Passenger Lists.
2 Copies each Bill of Loading.
Tonnage Certificate and in special instances other regular documents.

PILOTAGE: On arrival at Pargas, from Gulf of Finland, from Baltic via Utö, from Gulf of Bothnia via Enskär, information of ETA to be given in good time to respective pilot stations. VHF Channel 16 for calling, 13 for further communication. Charge for piloting in accordance with official Finnish tariff. Harbour Pilot available, but not compulsory, and can be ordered through Agent or by tel. 744422/278 direct.

ANCHORAGES: Well sheltered and safe anchorage, immediately outside harbour area.

MAX. SIZE: Maximum depth both in channel and along quay 6·70 m. As regards length of quay and possibilities for a quick dispatch, it is desirable (though not an absolute stipulation) that discharging vessel be a bulk carrier with the engines aft.

HEALTH: Free pratique automatic for all vessels, but temporary exceptions in and according to regulations issued by W.H.O. and Authorities may occur.

RADIO: Radio-telephone contact with Agent and consignee/shipper is obtained via Mariehamn, radio-call 2196 kHz, reply 1852 OFH; or via Hangö, radio-call 1967 kHz, reply 2649 OFO. Contact with VHF is ordered via Åbo, Channel 26.

TUGS: A small motor tug of 200 h.p. available. Use of tug not compulsory and usually not necessary.

BERTHING: Directions to berth via nearest pilot station, Pargasport. Quay level above water 1–2 m., dependent on berth.

STEVEDORES: Arrangements will be made by Agent, who must be advised of ETA previous day to enable arrange men, trucks, etc.

MEDICAL: Medical officer available locally. Necessary examination and taking of tests usually done in Åbo. Regular appointment with local physician can be arranged by telephone with Agent or doctor.

DENSITY: Brackish water, 1.002.

FRESH WATER: Delivery from installation on quay.

FUEL: No local supply. In case of need delivery by truck from Åbo.

GANGWAY/DECK WATCHMEN: Continuous watch in harbour area is carried out by Authority, and no gangway watch will be needed.

OPENING/CLOSING HATCHES: Must always be performed by crew.

CERTIFICATES: Normally tonnage certificate only but in special instances other regular ship's documents may also be needed.

CUSTOMS ALLOWANCES: Tobacco. In accordance with decision of Customs authorities. Wine and/or Spirits. In accordance with the decision of Customs authorities.
IDENTIFICATION CARDS: Not required.
CONSULS: No local consulates. Consular representatives of many countries resident in Åbo.
REPAIRS: Facilities for arranging small repairs on deck and engine in Pargas, but usually carried out by reliable companies in Åbo.
DRY DOCKS: No local docking facilities.
AIRPORT: Nearest airport in Åbo. Distance about 25 km.
TIME: Local time/GMT plus 2 hrs.
HOLIDAYS: New Year's Day (1st January), Epiphany (6th January), Good Friday, Easter Monday, Labour Day (1st May), Ascension Day, Whit Monday, Midsummer (2 days), All Saints' Day, Independence Day (6th December), Christmas (25th December). Work in harbour carried out during these days only under very pressing circumstances.
POLICE/AMBULANCE/FIRE: Police 744048; Ambulance 744064; Fire 005; Life-saving Corps 356595.
TELEPHONE: No facilities for placing telephone on board. Telephone available on quayside.
SHORE LEAVE: No restrictions for crew members.
DELAYS: Vessels dispatched in order of arrival. Usually no delays occur as work has generally been carried out within the time limit stipulated in C/P. Port activity aimed at good dispatch of vessels, and consequently work in 2 shifts has been arranged.
AUTHORITY: Port owned by private industry. Owners: Paraisten Kalkki Oy, Pargas, cable address: Pargasbolaget/Pargas, telex Åbo 62220 pkpar sf, tel. 744422/277–279.

AGENT: See Turku.

PATENIEMI: 65.06 N. 25.23 E.

OPERATORS: Oulu Osakeyhtio Sawmill. Port used for export of timber only, about 60,000 stds. per year. 12 km. North of Oulu.
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs Documents.
2 Crew Bond Declarations.
2 Ship's Bond Store Lists.
Deratting Certificate.
4 Manifests.
2 Bills of Lading.
Ship's Register, Certificate of tonnage.
PILOTAGE: Pilot station at Marjaniemi. Marjaniemi – Pateniemi 40 n. miles 23 ft. depth.
ANCHORAGES: Safe anchorage on Oulu roads. There are no safe anchorages West of the Hailuoto Island.
RESTRICTIONS: Day and night service, no tides. Winter season, contact Ice-breaker 24 hours in advance on HF (2182), or VHF Channel 16.
MAX. SIZE: Only dry-cargo vessels use this terminal. Maximum draught 7,0 metres. For length no restriction. Ship of 15,400 dwt. has entered.
HEALTH: No special rules existing in obtaining pratique. If fever or disease suspected on board to be reported to ship's Agent, he will contact Health Authority for necessary arrangements.
RADIO: "Vaasa Radio" (North Quarken). Approaching Oulu contact Agent through "Vaasa Radio". Close to Hailuoto Island call "Oulu Radio" VHF station, Channel 27.
RADAR/VHF: At Marjaniemi Pilot station, radar range 30 miles. Contact with HF (2182) or VHF (Channel 16). All ice-breakers keep watch on frequency 2182 and VHF (16).
TUGS: Tug optional, but for vessels over 140 metres length the use is advisable. Tug will meet on Oulu Roads, according to agreement. Customary to use ship's lines.
BERTHING: Pier extends for 910 m. enabling 13 vessels of medium size to load simultaneously at quay. Depth at quays is from 20 to 23 ft.
STEVEDORES: 24 hours notice of ETA to be given to Agent, who arranges necessary gangs.
MEDICAL: Medical attention arranged through Agent. 2–4 hours notice required. Good hospital facilities available.
DENSITY: Fresh water.
FRESH WATER: Available at main berths delivered by boat.
FUEL: Small quantities of all grades available, delivered by lorries.
FIRE PRECAUTIONS: Smoking prohibited in timberyards.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew. Stevedores will do it by order of Master and will charge as ship work.
CERTIFICATES:
Nationality Certificate.
Measuring Certificate.
Load-line Certificate.
Classification Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Deratting Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or 200 gr. pipe tobacco or equal amount of cigars allowed to each member of crew. Wine and or/Spirit: One bottle wine or spirits is allowed for each member of the crew.
CARGO GEAR: Tested cargo gear to international safety regulations. Test certificates to be on board.
IDENTIFICATION CARDS: Not needed.
CONSULS: British, Danish, French, Dutch, Norwegian and Swedish Vice-Consuls at Oulu.
SERVICES: Compass adjusters and ship's cleaning (no tank-washing).
REPATRIATION: Good facilities for effecting crew changes and to arrange necessary repatriations.
AIRPORT: Oulu Airport 15 kilometres from harbour served by regular airlines. Six daily flights to Helsinki and six flights from Helsinki to Oulu with continuous connection to Kemi and Rovaniemi.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: General holidays in Finland: New Year's Day (January 1st); Epiphany (January 6th); Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day (May 23rd); Whit Monday; Midsummer Day (June 22nd); All Saints' Day (November 2nd); Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).
POLICE/AMBULANCE/FIRE: Fire 005, Reserve 006; Ambulance 006, Reserve 005; Police tel. 002, Reserve 003.
PORT REGULATIONS: Oil pollution strictly prohibited. Considerable timber lying in water and damages are ship's responsibility.
SHORE LEAVE: Crew members allowed ashore without restrictions.
AUTHORITY: Harbour Office of Oulu. Adr. Oulu 50. Tel. 43509. Harbour Master K. Heikkinen, RNR. Telegrams "Satamatoimisto" Oulu.

AGENT: See "Helsinki"

PORKKALA: 60.05 N. 24.23 E.

DOCUMENTS: and all general information, refer to "Helsinki".
PILOTAGE: A Pilot can be obtained from the pilot station of Rönnskär or Porkkala, except for the shallowest fairway, for which the Pilot can be obtained from another pilot station.
APPROACHES: There are four official ship routes leading to the port of Porkkala of Suomen Sokeri Osakeyhtiö, the deepest one of which is 9·2 metres (30 ft.) and the shallowest one is 5·5 metres (18 ft.).
The port does not have an ice-breaker of its own and the fairway is kept open by means of the State's ice-breakers.
CLEARANCE: The customs formalities of the port are attended to by the Custom House of Helsinki.
TUGS: A tug-boat can be ordered either from Helsinki or from the port of Inkoo.
BERTHING: The port of Porkkala is owned by Suomen Sokeri and it is located at Kantvik. Directly in the vicinity of the port there is the factory of Suomen Sokeri Osakeyhtiö (sugar mill).
The port basin has two parts. The outer part of the pier is 110 metres long and it can be used by vessels with a draft up to 9·2 metres (30 ft. 2 in.). The inner part of the pier is 50 metres long and it can be used by vessels with a draft up to 5·3 metres (17 ft. 4 in.). The fairway of the port basin is 120 metres wide, narrowing up at its end to 76·5 metres.
FRESH WATER: There is a water post for vessels, as well as distribution of electric current and connection facilities for telephones.
AUTHORITY: Suomen Sokeri Oy, Kirkkonummi, Kantvik 02460, Tel. 295 131.

AGENT: See "Helsinki"

PORVOO (Skoldvik): 60.18 N. 25.33 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Crews Personal Effects Lists.
2 Stores Lists.
4 Cargo Manifests.
2 Bills of Lading.
Derat Certificate or exemption.
Ship's Register.
Tonnage Certificate.
PILOTAGE: Pilot boards at Soderskor, 2 miles West of Kalloadan, Cayrson Light.
RESTRICTIONS: Vessels over 40 ft. draft are restricted by depth in Great Belt Channel, entrance to the Baltic where depth is 43 ft. Otherwise approaches to Porvoo are 48 ft. depth. In bad winter, port may be closed by ice between January and April although normally kept open by icebreakers.
MAX. SIZE: 820 ft. length, 44 ft. draft.
HEALTH: Bill of Health not required. In case suspected disease or fever on board, radio Agent full details before arrival to advise Port Health Officer in advance.
RADIO: Helsinki Radio, call sign OHC A1 transmissions; OHG A3 transmissions. VHF Channels 16 and 26.
TUGS: One tug of 3,200 h.p. available.
BERTHING: Neste Oy Oil Terminal: No. 1 berth, T-head jetty, depth 41 ft. 6 in. alongside. No. 4 berth, T-head jetty, depth 46 ft. alongside.
DENSITY: Fresh water.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available at berths.
FUEL: Not available.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine or spirits for each man.
TIME: GMT plus 2 hours. No alterations during the year.
AUTHORITY: Harbour Master, Porvoo.

AGENT: See "Helsinki"

RAAHE (LAPALUOTO) (including Brahestad, Helmi and Kalajoki): 64.41 N. 24.29 E.

PORT LIMITS: Vessel is considered to be an "arrived vessel" subject to Charter Party Terms, when passing breakwaters if not ordered to anchor near Raahe Lighthouse by Port Authority.
DOCUMENTS:
Crew Lists.
Passenger List.
Ship's Register.
Custom List.
Provisions List.
PILOTAGE: Masters to contact Pilot station and Pilot boat, VHF Channel 16. Pilots board and disembark by pilot cutter (red) near Raahe Lighthouse (lat. 64° 39′ N., long. 24° 13′ 5″ E.). Day and night service.
ANCHORAGE: Vessels can anchor outside Raahe Lighthouse, depth 15–20 metres. No anchorages inside breakwaters.
RESTRICTIONS: No restrictions night entry.
MAX. SIZE: Lapaluoto Harbour, draft inside 18 ft., outside 22 ft. Length up to 140 metres.
Rautaruukki Oy Harbour; draft 24 ft. 8 in., length up to 360 metres.
Ore Harbour, draft 22 ft.
RADIO: Helsinki Radio, 2182 kHz, call sign OHG, Mariehamn Radio, 2182 kHz, call sign OFH; Vaasa Radio 2182 kHz, call sign OFW.
RADAR/VHF: No port radar services. Pilot station. Radio, 2182 kHz, VHF Channel 16. Rautaruukki Oy Harbour Office, VHF, Channel 16 and tugboat "Rautaruukki" VHF, Channel 16.
TUGS: Tug "Rautaruukki" HP 600. Compulsory for larger vessels.
STEVEDORES: Rautaruukki Oy, in Steelworks Harbour; other private firms.
SPECIALISED CARGO HANDLING FACILITIES: Lapaluoto Harbour, no shore cranes. Ore Harbour (Helmi), only conveyor. Rautaruukki Oy Harbour, import quay equipped with two 12½-ton shore cranes and conveyor; export quay equipped with two 12½-ton shore cranes, straddle carriers and equipment for handling steel and general goods. Maximum lifting capacity 24 tons.
LIFEBOAT STATION: Lifeboat cutter "Niilo Saarinen", 360 h.p., 10 kts. Radio 2182 kHz, VHF Channel 16. Radar, fire and drainage pump 400 lit/min. Alarm through National Lifeboat Service, Pilot or Police Stations.
DENSITY: Average density 1·002.
FRESH WATER: Available from Rautaruukki Harbour.
FUEL: Small quantities available, one day's notice required.
FIRE PRECAUTIONS: No special precautions in Lapaluoto Harbour.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally by the crew.
CUSTOMS ALLOWANCES: about 200 cigarettes and limited amount spirits per man.
IDENTIFICATION CARDS: Not required.
CONSULS
Denmark 3146 – 3155 – 3269
Norway 3146 – 3155 – 3269
Sweden 3300 – 3007.
REPAIRS: Raahe Oy, Mechanical Workshop. Slip for small ships.
DRY DOCKS: None.
AIRPORT: Oulunsalo Airport, about 60 kilometres from Raahe.
TIME: Local time is GMT plus 2 hours.
HOLIDAYS: New Year's Day; Twelfth Night; Good Friday; Easter Monday; Labour Day (1st May) holiday when no work takes place; Ascension Day; Whitsun Monday; Midsummer Day; All Saints' Day; Independence Day (6th December); Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Police 37086; Ambulance; Fire and First Aid 005.
DELAYS: Port generally open from 15th April until 15th January. Government ice-breaker assistance available when needed.
AUTHORITY: Rautaruukki Oy Harbour, Harbour Master. Lapaluoto Harbour Office, Harbour Master Tel. 39393. Telex 32–132.
AGENT: "See Helsinki".

RAUMA: 61.08 N. 21.30 E.

DOCUMENTS: One Crew List and one passenger list only. Remainder according International agreements and/or orders of ship owner.
PILOTAGE: Pilot Station at Kylmapihlaja-island, lat. 61° 08′ 7″ N. long. 21° 18′ 4″ E. International Pilot signals, VHF Channels 16 and 13. Fairways Santakari 17 ft.; Valkeakari 24 ft.; deep passage 28 ft.
ANCHORAGE: Ample area for anchorage in Archipelago.
RESTRICTIONS: Entrance channel for 24 ft. maximum draft usable in all conditions, the 28 ft. channel to be used in daylight only. Harbour open all year round.
MAX. SIZE: Maximum draft 28 ft. to roads and alongside.
HEALTH: Event any suspected contagious disease ask for orders by wireless. Port Regulations do not allow such a ship to come alongside or even closer than about 350 yards. Pilot must not leave ship before allowed by the Doctor. Pilot does not board an infected ship but ship piloted to safe anchorage by pilot boat.
RADIO: Rauma VHF (Channel 25) for local connections. Harbour VHF Channels 16, 13, and 12. Range about 50 miles; for longer distances use ordinary stations – Helsinki Radio, Hanko Radio or Mariehamn Radio.
RADAR/VHF: No port radar service. Pilot station using radar to advise Pilot on board.
TUGS: One tug 1,260 bhp available. Normally use ship's lines. In heavy ice conditions tug's line recommended; no extra charge. Tug joins ship in port area. Fixed charges available through Agent and Pilots.
STEVEDORES: No fixed ETA required. 24 hours notice recommended.
SPECIALISED CARGO HANDLING FACILITIES: 400 metres berth specially equipped for handling bulk cargoes, mainly china clay, sulphur, coal, etc. (cranes–two 6 tons; two 5 tons; two of 3 tons).
No special equipment for containers, but smaller containers can be handled by harbour cranes.
Good berths for roll-on/roll-off traffic.
Different kind of liquid chemicals can be handled in special berth.
MEDICAL: No notice required. Hospital available (231 beds).
FRESH WATER: Fresh water available on quay. Charges depending on amount taken. Quality very good.
FUEL: Fuel brought by tank-trucks. Larger quantities possible by coaster.
GANGWAY/DECK WATCHMEN: Available if wanted. Watchmen supplied by private company.
CUSTOMS ALLOWANCES: Tobacco: 3 day's ration (about 100 cigarettes or 100 gr. tobacco). Wine and/or Spirits: One opened bottle of wine or liquor, subject to Customs Regulations.
CARGO GEAR: Accordance International Safety Regulations.
CONSULS: Denmark, Norway and Sweden.
REPAIRS: All types available.
DRY DOCKS: Rauma-Repola Oy: new buildings up to 45,000 dwt, dry dock 505 ft. 9 in. by 70 ft. 4 in. by 24 ft. 7 in., all sorts of repairs Hollming Oy: new buildings up to 7,000 dwt, slipway for ships up to 600 dwt.
REPATRIATION: Repatriation and signing on or off.
AIRPORT: Pori – airport 50 kilometres away. Regular connections
TIME: Local time is 2 hours ahead of Greenwich. (long 30° E.).
HOLIDAYS: See "Oulu".
POLICE/FIRE/AMBULANCE: Police, 002 and 003; Ambulance 006; Fire alarm 005.
TELEPHONES: Portable coin operated for outward calls only. No extra charge for apparatus.
SERVICES: Compass adjusting facilities and compass adjusters.
SHORE LEAVE: No restrictions.
DELAYS: No delays in berthing, loading and discharging weather permitting.
AUTHORITY: Traffic Manager, tel. 938–12297; Harbour Master, tel. 938–11257.
AGENT: John Nurminen Oy, PB 29, 26101 Rauma 10. Tel. 938–13421. After-hours tel.: 938–15182. Telex: 65–125. Cables: "Nurmiship Rauma".

TORNIO: 65.51 N. 24.09 E.

The out harbour of Tornio is Röyttä situated about 6 miles S.W. of Tornio.
DOCUMENTS:
2 Crew Lists.
2 Provisions Lists.
Passenger List.
One set of Bills of Lading, Ship's Papers, Health Documents.
PILOTAGE: Pilots at "Kemi" Lightship, 25 miles from Röyttä. The lightship painted red and "Kemi" in white letters on hull. Radio – call VHF Channel 16. In winter Pilots are available at Ajos Pilot Station.
ANCHORAGE: In Roads, depth is 24 ft.
MAX. SIZE: At same time there can be 2 vessels of 100–120 metres length, draft 21 ft.; 2 vessels of 50–60 metres length alongside Main Quay; and 2 vessels of 50–60 metres length, draft 14 ft. at Old Quay.
RADIO: Vaasa Radio/OHX or Hürnösand Radio, Sweden/SAH.
STEVEDORES: Ordered by Agent (Telex 32–512). Agent must be given 24 hours ETA. Normal working time 7–11, 12–16. Warning for overtime must be given before 11 o'clock, the final confirmation before 2 p.m.
FRESH WATER: Fresh water can be delivered by tank lorry (8 tons).
FUEL: Ordinary fuel oil by lorries from Kemi.
OPENING/CLOSING HATCHES: By the ship's crew.
CUSTOMS ALLOWANCE: 100 cigarettes or 100 grams tobacco and 1 bottle spirits.
CARGO GEAR: The vessel must have Certificate.
CONSULS: France; Sweden.
REPAIRS: No docks but accommodation for small repairs.
AIRPORT: At Kemi, 20 km. from Tornio; served by Finnair.
TIME: GMT plus 2 hours.
TELEPHONE NUMBERS: Police/003; Ambulance/006; Fire/005.
PORT AUTHORITY: Tornion Satamakonttori, Hallituskatu 5, Tornio, Finland. Tel. 40360; in summer Röyttä 47525. Telex: 32–512.
AGENT: "See Helsinki".

TURKU (Åbo): 60.27 N. 22.15 E.

DOCUMENTS: See "Oulu".
PILOTAGE: Telegram to Agent with 24 hours ETA to Sea Pilot Station (State Pilots) Utö, contact pilot station via Hangö Radio or at shorter distance by VHF. Coastal Radar service available. When

approaching port ETA by VHF to Port Information Centre, international Channel No. 12 for Harbour Pilot. Cutter whilst in action, same channel, but takes orders from Informational Centre only.

Pilot cutters painted red with white circular field marked L on the bows. Flying flag in daylight, showing red and white lights vertically at night. Coming out when required to pilot station ¾ mile from Main Harbour. Call signals: International flag G, at night three long blasts No special boarding measures. All ships arriving from sea will get necessary information from Sea Pilot, whose service is compulsory.

ANCHORAGE: Outer anchorage at bay of Airisto, 2 miles from Port, 15–18 metres. In practice all ships taken into port without anchoring or waiting.

MAX. SIZE: Maximum draft in Commercial Harbour 27 ft. fresh water. In Oil Harbour 29 ft. 6 in. fresh water. Length and breadth of minor importance. No tides.

HEALTH: International Quarantine flag required in case of suspected disease or fever including preliminary report by VHF, otherwise, ask Agent.

RADIO: Hangö (Hanko) radio and Mariehamn Radio. In addition these have telephone and VHF service.

TUGS: Off Harbour Pilot Station Pikisaari, further out on application. Advisable apply for tugs in advance.

BERTHING: Priority given to arriving and departing passenger ships on regular lines. Four stern loading roll-on/roll-off berths.

STEVEDORES: Agent should be well informed about ETA and Master's Requirements. Normal working hours: 8 a.m.–5 p.m.; Saturdays and days preceding public holidays 8 a.m.–1 p.m. The Post Office: 9 a.m.–4 p.m.; Saturdays and days preceding public holidays 9 a.m.–2 p.m.

MEDICAL: All medical and hospital facilities available. No special requirements regarding inoculations, etc.

TANKERS: No special requirements. Small slop discharge facilities. One berth, depth 29 ft. 6 in. for larger ships.

FRESH WATER: From pipe-lines along berths. Price approx. 2 fmk. per ton.

FUEL: Most grades available. No advance notice necessary if ex. motor vehicles. In case of greater quantities: from Oil Harbour only. This requires advance notice to Agent.

DEVELOPMENTS: Entrance channel to Main Harbour to be dredged 31 ft. 6 in. Container Harbour being built. Outer Harbour planned. Recent acquirement: one 60-ton movable electric quay crane. Draft alongside to be 31 ft. 6 in.

GANGWAY/DECK WATCHMEN: Gangways to be rigged out so that they do not obstruct quay crane movements. Watchmen customary, but not necessarily hired.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

IDENTIFICATION CARDS: Not needed.

CONSULS: The following countries are represented by vice-consuls in Turku: Spain, Great Britain, Portugal and Norway.

REPAIRS: All types of repairs possible.

DRY DOCKS: Graving dock: length 600 ft. (183 m.), width of sluice gate 85 ft. (26 m.), depth on sill 26 ft. 3 in. (8.0 m.).

Floating dock: lifting capacity 4,000 tons, max. length of ship 358 ft. (109 m.), inner width 59 ft. (18 m.) max. draft 16 ft. 6 in. (5.0 m.) By agreement the shipyard's 80-ton crane can be used in port traffic if such is needed. Tel. 359 500, telegrams "Wärtsilä". Telex 62–228.

REPATRIATION: Yes, good connections everywhere.

AIRPORT: 4 miles from port, regular lines.

TIME: GMT plus 2 hours. No alterations during the year.

HOLIDAYS: New Year's Day (January 1st); Twelfth Night (January 6th); Good Friday; Easter Bank Holiday; Midsummer Day; All Saints' Day; Independence Day (December 6th); Christmas Day; (December 25th); Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Fire 005; Police 002; Ambulance 006.

GENERAL: Ice-breakers maintain winter traffic. H.p.'s 2000 and 800.

TELEPHONES: Ships' telephones available.

AUTHORITY: Kanavaniemi, Turku/Åbo, Finland. Tel. Exchange 303666. Telex 62–190.

AGENT: John Nurminen Oy, Humalistonkatu 12, 20100 Turku, 10. Tel. 921–26000. After-hours tel.: 921–304674. Telex: 62–224. Cables: "Johnurminen Turku".

UUSIKAUPUNKI: 60.48 N. 21.24 E.

APPROACHES: Three fairways lead to harbour through sheltering archipelago; Utö-Uusikaupunki, 78 miles; Isokari-Uusikaupunki. 13 miles; Kylmapihlaja-Uusikaupunki, 24 miles.

Good sheltered anchorage in the roads. Depth of fairways 9 metres.

DOCUMENTS:

Agent will prepare during clearance:

2 Ship's Report.
1 Declaration List, arrival (Board of Navigation)
1 Declaration List, Departure (Board of Navigation)

To be prepared before Arrival:

2 Provision Lists (own provision of the ship).
2 Special Lists (must be signed by each member of the crew).
2 Crew Lists.
Bill of Admeasurement.
Certificate of Registry.
Ice-class Certificate (during winter months, 1st December–30th April, issued by hull surveyor).
Bill of Beaconage (issued by Customs).

PILOTAGE: Embark pilot at Isokari to Utö pilot stations. Distance through archipelago Isokari-Uusikaupunki 13 miles, Utö-Uusikaupunki 78 miles. Under normal circumstances first fairway recommended. During winter-months, if ice-situation difficult in Gulf of Bothnia, traffic goes via Utö.

Both pilot stations equipped with radio 2182 kHz, channel 16 and 24, VHF duplex-channel 18, 20 or 22 and radar. Pilot-boat red, with letter "L" and fitted with VHF Channel 13 and 16. Pilot boards usually between Sandbäck-Isokari, to where "Hauteri" light leads in line 134·5°–314·5° (T). Notice of ETA at least four hours prior reaching station.

ANCHORAGE: Many areas of safe anchorages in Archipelago. Pilot advises.

RESTRICTIONS: No entry restrictions. No tide. During North and East winds sea-level can fall about 40 cm. below normal, which may sometimes delay deep loaded vessels reaching port.

MAX. SIZE: Longest quay 180 m. depth alongside 9 m.

HEALTH: Pratique not necessary. In the event of any disease/fever on board or in last port of departure, vessel has to inform before arrival, hoist quarantine-flags, or in darkness two lights, red light above white, showing all round horizon.

RADIO: Mariehamn Radio OFH; Helsinki Radio OHG.

TUGS: Two available; normally tugs join vessel at port, ship's lines used.

BERTHING: *Rikkihappo Quay:* 180 metres long, owned by fertiliser factory Rikkihappo Oy, has depth 9 metres alongside, two 8-ton cranes, two discharging pipes, one for discharging ammonia at minus 32° C. and one for sulphur acid. Discharging capacity depending material 140–170 tons/hour/crane and loading/discharging bags 45–50 tons/hour/crane.

Esso Quay: 40 metres long, owned by Oy Esso AB, depth in channel and alongside 5 metres. Terminal is used for discharging LP gas.

Telakka Quay: 140 metres long, owned by Uudenkaupungin Telakka Oy, has depth alongside 5 metres. Quay is only used for ship repairs, and fitting works for new buildings. There is also a floating dock with 5,000 ton capacity.

Hepokari Pier: 90 metres long and 18 metres breadth, owned by town. Channel and alongside depth 7 metres. There is terminal on South side for Ro-Ro traffic.

Saunasilta Quay: 60 metres long nd depth 3·5 metres, owned by town. Used only by small coasters.

STEVEDORES: Available. Contact Agent.

MEDICAL: Hospital facilities, vaccination, certificates, etc., available. Contact Agent.

TANKERS: For discharging liquid ammonia, diameter lines 6 and 10 in.

DENSITY: No tide, density 1,004.

FRESH WATER: Water-hoses, about 20 tons per hour.

FUEL: Fuel available, contact Agent.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally carried out by crew.

SHIP CERTIFICATES: All certificates according to International Convention for the Safety of Life at Sea, Class Certificate, etc.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per each member of the crew. Wine and/or Spirit: 1 bottle wine or spirit per each member of the crew.

CARGO GEAR: Not any additional requirements.

IDENTIFICATION CARDS: Not needed.

CONSULS: None.

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Uudenkaupungin Telakka Oy has a floating dock, lifting power 5,000 tons, draft 6·1 m., breadth 19·6 m., and length 130m.

REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriations.

AIRPORT: Distance to Turku Airport about 90 km. Airport is served by regular Airlines.

TIME: GMT plus 2 hours, no alterations during the year.

HOLIDAYS: Official Holidays are: New Year's Day (January 1st); May 1st; Midsummer Day (Saturday between June 20th and June 26th); Independence Day (December 6th). Usually no work on those days.

POLICE/AMBULANCE/FIRE: Police 002 or 3002; Ambulance 3005; Fire 005 or 3005.

TELEPHONES: Available.

SHORE LEAVE: Crew members are allowed ashore.

AUTHORITY: Uudenkaupungin Satamatoimisto, Uusikaupunki, Satamatie 9, Finland. Tel. Harbour Office 3061/39. Tel. Harbour Master 2963.

AGENT: See Turku.

VAASA: 63.06 N. 21.36 E.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
2 Customs Documents.
2 Health Documents.
5 Manifests.
5 Bills of Lading.

PILOTAGE: Compulsory for ships arriving from abroad. Three Pilot stations: From S. = Rönnskär Pilot for ships draft 18 ft. to 26 ft. From S.W.–W. & N.W., Norrskär Pilot = 26 ft. From N. Ritgrund Pilot = 16 ft.

Pilot signals: Letter G as flag – light or sound. Radio telephone call: Pilots watching 24 hours on 2182 kHz, also VHF.

Pilot vessel: 30 ft. motor yacht with wheelhouse and radar. Hull red all over with letter L painted on bow.

Pilot vessel not cruising in open sea. Meets ship well outside Archipelago indicated on charts.

Harbour pilot available in port from Vasklot Pilot Station, tel. 12 496.

ANCHORAGE: In the area of port – outside breakwater about 2 miles W. of port of Vasklot. Elsewhere according to Pilot's advice.
RESTRICTIONS: No locks. Fairway lighted all the way.
No tide, but water level may be reduced by up to 20 in. in spring and early summer, or increased by 10 to 25 in. in autumn.
MAX. SIZE: Depth alongside piers up to 26 ft. 3 in. At the Oil Harbour, max. recommended LOA is 610 ft.
HEALTH: See "Documents" – no restrictions. Hospital and Doctor for any purpose available.
RADIO: Vaasa Radio – OFW 28 03 kc/s.
RADAR/VHF: No radar service in port area. Pilot vessels at sea pilot stations equipped with radar; also Rönnskär pilot station on same island. VHF radios on pilot stations and harbour tug-boat.
TUGS: Harbour tug-boat and ice-breaker m/s "Vaasa" available 24 hours round. 650 h.p. Radio telephone/VHF – call signs OGWE. Charge according to size. Harbour tug also operating as salvage vessel in open sea.
BERTHING: Two piers of 180 metres length and the Reins Quay of 240 metres length. Depth 26 ft. 3 in. There are three 5-ton cranes on the South Pier.
The Ferry Pier, 106 metres length, depth alongside 5·7 metres with berths for Ro-Ro traffic.
A new Ro-Ro berth for cargo vessels at South side of South Pier with depth of 6·2 metres to be in operation in 1973.
The Oil Harbour is at Vasklot. Depth alongside 26 ft. 3 in. Tankers discharge through three arms of 500 m/m and 400 m/m diameter.
STEVEDORES: ETA as usual according to C/P to Agent, etc.
MEDICAL: If serious illness advance notice to Agent necessary. Coastguard has an aeroplane stationed at Vaasa; coast radio station will advise and arrange.
DENSITY: Nearly fresh water 1,002–1,004. No tide.
FRESH WATER: Available, no limit. Direct from quay-side, through pipes, rate about 25 tons/hour.
FUEL: All grades of bunker fuel available – direct from oil jetty or by lorries to berth.
FIRE PRECAUTIONS: Dry-cargo ships: no smoking in holds. Tankers: usual restrictions. Tankers with petrol cargo not allowed to berth at dry-cargo piers.
GANGWAY/DECK WATCHMEN: Not compulsory, ship's own crew can be used. Police watchmen available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES:
Safety Equipment Certificate.
Stability Certificate.
Load-Line Certificate.
Derrick and Hoisting Gear Test Certificate.
Deratting Certificate.
Nationality Certificate.
Measurement Certificate.
Ice-class Bill.
CUSTOMS ALLOWANCES: Tobacco: Max. 200 cigarettes per man or 50 grs. of tobacco. Wine/Spirit: Max. one bottle of each per man to be opened and used on board only.
CARGO GEAR: Cargo gear test book to be in order – all gear to be tested within a year otherwise risks for breaks in discharging/loading.
IDENTIFICATION CARDS: Not needed.
CONSULS:

Belgium	Netherlands
Denmark	Norway
France	Sweden
Great Britain	

REPAIRS: Shipyard in Vaasa owned by Wärtsilä Oy. All deck and engine work can be carried out; slip for ships up to 1,500 dwt. Nearest dry dock Rauma. Harbour tug acting as salvage vessel, diver on board, all kind of underwater cutting and welding, pumps, etc.
REPATRIATION: Can be carried out easily.
AIRPORT: Vaasa Airport (about 8 miles from town) served by regular airlines, domestic and abroad, Stockholm, UK, Continent, etc.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: Working hours in port: 08.00–12.00, 13.00–17.00 Monday–Friday. Saturday: 08.00–12.00. Sunday free. Working days in port: Monday–Saturday. Working days ashore: Usually Monday–Friday. All banks closed on Saturday. Shops open all weekdays. Other holidays: 6th December – Independence Day – other Christmas, etc., as usual.
TELEPHONES: Can be arranged on board.
POLICE/AMBULANCE/FIRE: Tel. numbers Vaasa: Police 12 034, 12 374; Ambulance 005 12 641; Fire 005. Ambulance, aeroplane, coast guard: Vaasa 13 751, 14 859.
GENERAL: Ships approaching port of Vaasa in winter time (January–May) when sea area icebound, have to call any of Government ice-breakers operating in area or to inform harbour authorities of exact ETA – engine power, size and nationality, and whether strengthened for ice or not. Call signs, etc., for Government ice-breaker can be obtained from nearest coast radio station.
SERVICES: Compass adjusting available.
DELAYS: Only wintertime when Government ice-breaker is arranging, waiting or assisting in outbound convoys of ships.
AUTHORITY: Harbour Master, Harbour Office, Inner Harbour, Vaasa, Finland. Tel. Off. 12 162. No telex. Moorings and Water: 12 502. Harbour Pilot: 12 496. Harbour Tug-boat: 13 049.
AGENT: "See Helsinki."

VEITSILUOTO: 65.42 N. 24.37 E.

DOCUMENTS: See "Oulu".
PILOTAGE: Inwards compulsory for vessel in foreign trade. Boarding at Kemi Lightship 17 miles S.S.W. of Kemi, and outwards at Ajos Pilot Station 4 miles S.S.W. of Kemi. Radio beacon at Ajos.
ANCHORAGE: Good holding ground in 3–4 fathoms of water half mile off-shore (inner roads) about 1 mile from Rautakallio, and by Koivuhauta 2 miles from harbour entrance.
RESTRICTIONS: Generally harbour open from latter part May until early December. No tide. Entry by day or night.
MAX. SIZE: Draft 19 ft. (see also 'Developments").
HEALTH: See "Oulu".
TUGS: Available when required, charges according to net tonnage. Use ship's lines.
BERTHING: Depth at pier 19 ft. (see also "Developments").
STEVEDORES: Ordered by Agent, no ETA to stevedores necessary.
MEDICAL: Hospital at Kemi. Masters to advise if medical attendance required aboard.
FRESH WATER: Berth supply by shore installations.
FUEL: Ordinary fuel, diesel and gas oil. Deliveries by lorries only.
FIRE PRECAUTIONS: No special precautions. Company's fire-fighting corps.
DEVELOPMENTS: A new channel, deeper and wider, about 22 ft. ready September 1973.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark, Norway and Sweden, others at Kemi.
REPAIRS: Available at Kemi.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Not normally expected.
AUTHORITY: Harbour Master, Veitsiluoto, Finland Telex 3614 VTO sf. Tel 3651/452 Kemi, Finland.
AGENT: " See Helsinki".

France

AJACCIO: Corsica 41.55 N. 08.44 E.

DOCUMENTS: *Cargo vessels:*
1 Crew List.
1 Passenger List.
1 Manifest.
Ship's Register.
Passenger Vessels:
3 Crew Lists.
3 Passenger Lists.
Ship's Register.
1 Manifest.
PILOTAGE: No advance notice required. Vessels call Pilot with three blasts on ship's siren. Pilot boat flies usual pilot flag. Pilot joins approaching vessel at a line Isolella/Chapelle des Grecs. Available 24 hrs. a day. Pilot boat has VHF Channel 6.
ANCHORAGES: Several safe anchorages in harbour which can be indicated in advance by Ship's Agent.
MAX. SIZE: Length 200 metres, draft 7 metres. At anchor, no limit.
HEALTH: Health Officer boards on arrival. Pratique automatic unless suspected contagious disease on board, when it is necessary to notify Agent or Health authorities in advance by cable.
RADIO: ETA cables, etc., via Radio Grasse.
TUGS: Not required.
BERTHING: Regular vessels have priority of all berths.
STEVEDORES: Advice should be sent 24 hours prior to arrival. French vessels have priority of labour.
MEDICAL: No advance notice required in respect of medical attention unless case is urgent. All hospital facilities available. Except in the case of an epidemic in any country from which the vessel has sailed, no inoculations or vaccinations are necessary.
TANKERS: Maximum draft 10 metres, length 200 metres.
FRESH WATER: Available at the berths.
FUEL: All grades available, 48 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCE: Tobacco, 2 oz. or 200 cigarettes per member of crew. Wine, no restrictions. Spirits 1×20 oz. bottle.
IDENTIFICATION CARDS: Required.
CONSULS: Greek, Dutch, Monaco, Italian, Danish, Swedish, Finnish.
REPAIRS: Minor repairs can be carried out.
DRY DOCKS: None.
REPATRIATIONS: Can be arranged by Ship's Agents.
AIRPORT: 8 km. from port. Served daily by Air France regular lines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; Easter Monday; Whit Monday; 1st May; 14th July; 15th August; 1st November; 11th November; 25th December. Cargo work can be arranged on all dates except 1st November.

POLICE/AMBULANCE/FIRE: Police 0.17; Ambulance 21.27.58; Fire 0.18.
TELEPHONES: Can be placed on board warships only.
GENERAL: Galley waste, etc., must not be discharged inside the bay.
DELAYS: In berthing can be expected in July and August up to two days. Delay in loading or discharging up to 5 days. At other times of the year maximum delay normally 24 hours.
AUTHORITY: Capitaine du Port, Quai l'Herminier.
AGENT: Britiships, PO Box 55, Ajaccio, Corsica. Tel. 21.43.39. Cables "Britiships Ajaccio". Telex 46627 Corsica.

ANTIBES: 43.35 N. 07.08 E.

DOCUMENTS:
(*a*) For Harbour Master:
Ships Papers.
Declaration of Exit and Entry.
Crew List.
Passenger List.
(*b*) For Customs:
Health Declaration.
Provision List.
PILOTAGE: Not obligatory for yachts. Port cannot receive pleasure boats longer than 40 m. Ensure pilotage authorities advised of ETA. Tel. no. of pilotage, 34.21.92. To await Pilot, heave-to or anchor approx. 300 m. to East of Buoy "500 Francs" (Red Buoy, unlit at night).
ANCHORAGE: In winds of N.E. to S.E. anchorage in front of Antibes not advised. Recommended anchor in Bay de Golfe-Juan, in shelter of Cap d'Antibes, in direction of Juan-les-Pins. In winds from N.W. to S.W., good anchorages on East face of Cap d'Antibes, Bay of Garoupe, Bay of La Salis, Bay of Ilette.
RESTRICTIONS: Night entry not advised.
MAX. SIZE: For yachts in the old port, length 23 m., width 6 m., draft 3 m. 5). For tankers, one berth only in tanker outer port. Maximum length 110 m., draft 7 m.
TUGS: None.
TANKERS: A berth against dolphins, in Outer Port and strictly reserved for unloading refined fuels. See "Max. Size".
FRESH WATER: Oil companies have water point on berth in Outer Port.
FUEL: For pleasure boats only.
CONSULATES: None.
REPAIRS: For pleasure boats only. 2 slipways for boats of maximum length 30 m.
REPATRIATION: Must be arranged through Consulates at Nice.
AIRPORT: Nice Cote d'Azur.
TIME: GMT plus 1.
POLICE/AMBULANCE/FIRE: Tel. Police 34.00.61 and 17; Ambulance 18; Fire 18.
AUTHORITY: Capitainerie du Port d'Antibes, Quai du Carenage, tel. 34.48.46. Customs, Avenue de la Liberation, tel. 34.15.34.
AGENT: See "Paris".

BASTIA: Corsica: 42.41 N. 09.27 E.

DOCUMENTS: See "Ajaccio".
PILOTAGE: Address, Vieux Port 20, Bastia. Tel. 315095. VHF Channel 16. Pilot boats, 12 m. long, black and white with navigation and pilotage lights. Previous advice to Pilots necessary before arrival. Pilot boards in bay of Porto Vecchio, North of the citadel.
ANCHORAGE: Anchoring not recommended in Easterly winds. Depth 15 to 30 m. in Porto Vecchio Bay. Bastia harbour: up to 4·50 m deep.
RESTRICTIONS: Ships may enter harbour any time.
MAX. SIZE: Maximum length: 160 m.; draft 7 m.
TUGS: None available.
BERTHING: Ships are berthing in order they arrive.
STEVEDORES: Moorage carried out by watermen. Same address as Pilots.
MEDICAL: Medical controls made by Customs officer. Doctor available.
BERTHING: Accommodation for about ten ships. General Cargo.
FRESH WATER: Supplied ashore.
FUEL: Available in small amounts.
FIRE PRECAUTIONS: General rules. One wharf reserved for tankers.
GANGWAY/DECK WATCHMEN: Night watchman supplied by Agent.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: None on entry, 10 packets cigarettes when leaving. Wine/spirits unlimited when leaving.
IDENTIFICATION CARDS: Required.
CONSULS: Nearest at Ajaccio.
REPATRIATION: No facilities exist.
AIRPORT: Bastia 20 km. from ports. Departures every day to continent.
TIME: GMT plus 1 hour. No alterations.
POLICE/AMBULANCE/FIRE: Police, 1881; Ambulance, 2281 733–2686; Firemen, 018-088
TELEPHONES: As a rule telephone is put only on naval ships.
SHORE LEAVE: Crew may go ashore.
PORT AUTHORITY: Department of Civil Engineering. Tel. 310715.
AGENT: See "Ajaccio".

BAYONNE: 43.30 N. 01.28 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
3 Lists of Provisions on Board.
3 Individual Lists of Tobacco and Spirits.
3 Manifests of Cargo.
1 Set Bills of Lading.
PILOTAGE: Station extends three miles between the parallel of Ondres to the North and the limit of French territorial waters to the South. When weather permits, the pilot boat comes out of l'Adour and comes alongside ships near the light buoy situated W.N.W. of the port entrance. Contact Pilot at least 12 hrs. before arrival relaying through Bordeaux Arcachon Radio and stay on radio watch in the pilot zone.
ANCHORAGE: Ships must not anchor in the river.
RESTRICTIONS: In bad weather ships are led to take the Pilot at the pilot boat which is based on St. Jean-de-Luz and are led either towards L'Adour or to the anchorage of St. Jean-de-Luz.
MAX. SIZE: The Adour is accessible to ships of 160 m. length. Depth at the mouth varies with the seasons and are maintained by dredging. They are never less than 7 m. during summer but during winter can be reduced following westerly storms. The height of the tide has to be added to these depths but the draft can never exceed 9m.90.
HEALTH: A declaration of Health Form is lodged by the Customs Service on arrival; it must be completed by the Captain. In case of a suspect illness, advise Agent 24 hrs. in advance.
RADIO: Bordeaux – Arcachon Radio. The signal tower on the South side of the mouth, and the Harbour Master's Office, in the tower, has a VHF radio station.
TUGS: Two tugs available, 850 h.p., 8 tons bollard pull. Request for tug through the Agent. Tug waits at the entrance to the Adour.
BERTHING: When working berth is occupied, vessel is directed to a waiting berth. Large ships or those carrying dangerous cargo can be requested to wait outside the entrance.

Berth	*Max. Length Vessel*	*Recommended Draft*
Socadour	160 metres	25 ft.
Cement Wharf	160 metres	24 ft.
Satec Wharf	160 metres	24 ft.
Grain Silo	30 metres	24 ft.
SNPA Sulphur Quay	150 metres	24 ft.
Other berths	120 metres	22 ft.

STEVEDORES: Arrival must be notified to Agent 24 hrs. in advance.
MEDICAL: Medical attendance can be organised by the Agent without advance notice, Hospital and private clinic available. However, if medical attendance required as soon as the ship arrives, particularly at night, it is advisable to send a radio message 12–15 hrs. before the arrival of the ship.
TANKERS: No installation to receive residues. Two berths for unloading of refined products. Refinery de Midi: max. length 110 m., max. draft 6 m. Total Oil berth: max. length 80 m., max. draft 5m. 70.
FRESH WATER: Available at each berth, minimum supply 3 cubic metres.
FUEL: Available by arrangements in advance through Agent or suppliers.
GANGWAY/DECK WATCHMEN: Not obligatory except for ships with dangerous merchandise on board.
OPENING/CLOSING HATCHES: Generally carried out by the crew.
CUSTOMS ALLOWANCES: 200 grammes or 250 grammes of tobacco for each crew member and for 8 days (must without fail be declared in the individual list of provisions). 1 bottle of wine or spirits (must without fail be declared in the individual list of provisions).
IDENTIFICATION CARDS: Not necessary – seaman's identity card sufficient.
CONSULATES:
Belgium
Brazil
Chile
Spain
Finland
Great Britain
Norway
Peru
Portugal
Sweden
Uruguay
REPAIRS: Running repairs to hull, machinery, radio, and radar can be effected.
DRY DOCK: Usable length 98 metres. Length on stocks 94·10 metres. Width of entry 15 metres. Depth above sill, neap tides 4·50 metres, spring tides 6 metres.
REPATRIATION: Possible for all countries as well as crew changes.
AIRPORT: At Biarritz; 3 kilometres away. Regular service with Paris. Two services per week to and from London.
TIME: European Standard Time: GMT plus 1 hour.
HOLIDAYS: 1st January; Easter Sunday/Monday; May 1st; Ascension Day; Whitsun Sunday/Monday; 14th July; 15th August; 1st November; 25th December.
POLICE/AMBULANCE/FIRE: Police, telephone 17 or 25.20.34., Anglet: 17 or 25.94.24. Boucau: 17 or 25.22.80. St. Leon Hospital: 25.34.60. Fire Station: 18 or 25.21.84.
TELEPHONES: Telephones on board not possible.
SHORE LEAVE: Crew are authorised to go ashore.
AUTHORITY: Harbour Master: Allees-Marines, 64 Bayonne. Tel. 25.00.02.
AGENT: See "Paris".

BORDEAUX (inc. Verdon, Bassens, Ambes, Pauillac, Blaye): 44.50 N. 0.34 W.

DOCUMENTS:
Tonnage Certificate.
2 copies Provisions List.
2 copies Personal Effects List.
2 copies Crew List.
Customs Clearance.
Crew Manifests.

PILOTAGE: Vessels should announce their arrival at BXA Buoy at least 24 hours in advance to the Commandant du Port de Bordeaux through Coast Station Arcachon – Bordeaux Port Radio. In addition they should contact the pilot boat and confirm their ETA and speed 12 hours in advance The ship will be able to keep in touch with the pilot boat where radio watches are kept as follows.

1. On 500 kc/s (radio) and 2·182 kc/s (radiotelephone): permanent watches from 08.00 to 10.00 GMT. 12.00 to 14.00 GMT. 16.00 to 18.00 GMT. 20.00 to 22.00 GMT.

2. On 2·182 kc/s, a general RT call (both in French and in English) at the end of each radio contact with the pilots' station at Le Verdon.

These contacts are made on 1743 kc/s at the following hours (GMT) 00.30 – 03.00 – 05.00 – 06.30 – 07.17 – 09.15 – 10.30 – 12.30 – 14.30 – 16.00 – 17.15 – 20.00 – 21.24.

Upon request a special radio contact can be obtained at any time.

Under normal weather conditions, the pilot boat remains near the landing buoy and the West Channel entrance. In bad weather the Pilot is sent on board as soon as boarding becomes possible, usually around buoy No. 10.

Vessels less than 70 metres long, for which pilotage from the sea to Verdon is not compulsory, may embark river Pilot at Le Verdon providing Masters have advised the pilot station accordingly. Pilots can be contacted on VHF Channels 12 and 16.

ANCHORAGE: The normal waiting anchorage area is the roadstead of Le Verdon, depth 10 to 12 m. and sand silt bottom. The big tankers with more than 10 m. draft find a good anchoring area in the Saintonge roadstead with a depth of 15 to 20 m. (sand silt bottom).

MAX. SIZE: Verdon Petroleum Harbour. Tankers up to 350 m. length or approximately 250,000 dwt. can be accepted, with 75% load.
Bec d'Ambes: Tankers up to 32 ft. 6 in. draft.
Pauillac: Tankers up to 34 ft. 6 in. draft.
Bassens: Vessels up to 32 ft. draft.
Blaye: Vessels up to 33 ft. draft.

RESTRICTIONS: The great entrance to the Gironde estuary (Western Entrance) is dredged to a depth of 13·50 m. under the zero of French sea charts. It permits the sailing in of ships with a draft of 15 metres (49 ft.) at practically all tides.

HEALTH: Vessel should ask for free pratique by radio at least 12 hours before arriving at port. Message should be addressed to Sanipor – Bordeaux routed via Bordeaux/Arcachon radio. Otherwise, pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

RADAR/VHF: Port radar is in operation in the Gironde Estuary and approaches. Vessels may contact this station for navigation information by calling Verdon Port Radio on VHF Channel 14.

RADIO: Arcachon Bordeaux Port Radio: Radiophony 1,862 kc/s. Radiography 421 kc/s.

Port Authority by VHF: Calling band 156·8 mHz Channel 16. Traffic band 156·6 mHz Channel 12 (port). Traffic band 156·7 mHz Channel 14 (radar).

Pilots: Telegraphy: watch on 500 kc/s at the prescribed hours. Telephony: continuous watch on 2,182 kc/s. VHF: continuous watch on Channel 16.

TUGS: Tug assistance is available as ordered by the Pilot. Tugs will join vessels at the following places: In Verdon Roads for vessels mooring at Verdon. In Pauillac Roads for vessels mooring at Pauillac. At Buoy BA1 for vessels mooring at Ambes. Off the Harbour Basins for vessels mooring at Bordeaux Docks.

As a rule ship's tow-lines are used; when a tug line is required there will be an additional charge.

BERTHING: *Riverside Quays.* 20 berths depth alongside 7·50 m.–9 m. at low water.

Enclosed Docks. 2 basins joined by a lock 25 m. wide. Entrance effected by two locks of the following dimensions: Large lock 152 m. long 22 m. wide. Small lock 136 m. long 14 m. wide. Depth of water in the basins is maintained at 7·50 m.

Queyries. 1,193 m. berth length. Depth alongside 5–8 m.

Bassens-Amont. 10 berths, total length 1,250 m. Depth alongside up to 9·50 m.

Bassens-Aval. 10 berths, total length 1,250 m. Depth alongside more than 9·50 m. at low water.

TANKERS: *Verdon Terminal*: Main berth. The ship is berthed on elastic dolphins (steel pipes) with an available depth of 17 metres. Ship makes fast with own hawsers on four mooring dolphins, two up and two down on the wharf and set back about 35 m. from the face. This mooring is strengthened by very flexible steel warp hawsers of 55 and 60 mm. diam. Five hawsers of this type may be placed at each end of vessel according to needs and weather conditions. Ships must have strong chain or claw-stoppers for turning on bitts.

For crude oil, the berths have following equipment: one 30 in. line connecting the main berth to storage; one 16 in. line connecting the coaster berth to the foresaid lines; two lines for bunkering.

Arms for connecting pipe-lines to ship. Connecting of the crude oil pipe-lines is made by ASA type, 16 in. Mannesmann arms (4 at main berth – 1 at the coaster berth). The Port Authority has a number of connecting collars in various dimensions and types. Ships are requested to inform before arrival on the type and data of their own collars. Connecting to the bunkering line is made by flexible hoses (ships must use their own handling gear).

Fire wire must be rigged on forecastle and poop, the eye one metre (3 ft.) above the water (all the time) when ship is light. Each fire wire must have a ten metres (30 ft.) coil laying between bitts and fair lead.

If no other request, the ship is assisted by two tugs (with Kort-nozzle 23 ton thrust) one of which stays at disposal during the call.

Secondary berth. This berth is for the use of shuttle-service ships, lighters and coasters, depth of 6·50 m. alongside.

Fire-fighting line. A 12 in. line supplies the wharf and the two berths with sea water under pression. At each berth there are fire-fighting hydrants. The first help material for fire-fighting is ready to use at each call. It includes spray nozzles, water and foam hoses, emulsion liquid containers, powder extinguisher systems (movable and portable).

Bunkering. Supply is made by lighters mooring at the coaster berth. Tying lighters alongside tankers is forbidden, except with special permission of the Port Authority.

Telephone. Telephone is connected to every ship on arrival. In that way the ship is regularly connected to the French telephone network (tel. No. 83 – Le Verdon).

Pauillac. Oil installation operated by Shell, 33 ft. alongside.

Ambes. Terminal for tankers up to 200 m. length, 32 ft. 6 in. draft. Operated by Société Elf and Esso.

Blaye. Small tankers are accommodated at the private jetty of La Société Total.

DENSITY: Verdon 1023 to 1015. Pauillac 1005 to 1000. Ambes approximately 1000. Bordeaux approximately 1000.

MEDICAL: All facilities available. Smallpox, malaria, and cholera vaccinations can be performed at the Military Hospital or at the Port Vaccination Centre.

DRY DOCKS: There are three dry docks and five small covered docks. Dimensions of the largest graving dock are 247 m. length 34 m. width 13·40 m. depth.

CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of alcohol per man.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

AIRPORT: Situated 10 km. from port. Daily flights to all parts of France. Twice weekly flights to Europe and N. Africa.

POLICE/FIRE/AMBULANCE: Police 17; Ambulance 17; Fire 18.

TELEPHONES: Can be connected on board vessels moored at quays in Bordeaux, Bassens, Ambes, Pauillac, and Verdon.

TIME: GMT plus 1 hour – no alterations.

HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

AUTHORITY: Port Autonome de Bordeaux, Palais de la Bourse. Tel. (56) 90.91.21. Telex Poronom Bordx 57617. Harbour Master: Capiport Bordx 57.428.

AGENT: See "Paris".

BOULOGNE SUR MER: 50.43 N. 01.35 E.

DOCUMENTS: As for "Calais".

PILOTAGE: Compulsory for vessels over 60 metres length. Vessels can communicate with pilot station, tel. 31.36.08, through Boulogne Radio. When pilot launch is at sea, contact by VHF Channel 12.

The most favourable boarding point is between the sea buoy and the wreck buoy situated 1½ miles to the South, or slightly nearer the land if there are strong Westerly winds. In any event, the surf created by the Carnot breakwater must be avoided by keeping at least 1 mile off shore. If Pilot is not immediately available, vessel must wait in Outer Roads, if necessary at anchor, until further instructions received. On no account should vessel attempt to enter Carnot Roads without Pilot.

ANCHORAGE: The outer anchorage for large vessels is midway between Bassure de Baas and the Carnot breakwater. Anchorage prohibited in the main approach channel.

RESTRICTIONS: Entrance depends on tidal conditions. For larger vessels best to enter the breakwaters at slack water which occurs two hours before time of high tide. Arriving vessels are obliged to contact Harbour Master's office immediately by radio, or VHF Channel 12.

MAX. SIZE: For outer harbour: length, 200 m.; draft, 10·5 m. Springs 11·0 m. Neaps. Bassin Loubet: length, 100 m.; Draft, 7·5 m. Springs, 7·75 m. Neaps.

RADIO: Boulogne Radio, call sign FFB.

HEALTH: Pratique given by Customs officers who board on arrival. In case of suspected disease on board, Master should radio Agents prior arrival advising details.

TUGS: Will meet vessel as requested by Master on Pilot's advice.
BERTHING: Main berths situated inside Carnot breakwater. Mooring length of 1,000 m. available, depths vary from 5·5 m. to 10 m.

A marine terminal in the inner harbour, for landing vehicles with passengers. This terminal has two mobile ship-to-shore ramps.

These ramps have a load capacity of 30 and 35 ton, and the availability of parking areas allows for development of roll-on/roll-off traffic. However, the characteristics of the inner port can just accommodate ships up to a maximum length of 130 metres with a draft of 4·50 metres. Plans are being studied for considerably improving these facilities.
DEVELOPMENTS: Lengthening of the Quay de L'Europe which will then have a total length in excess of 800 metres.

A third roll-on/roll-off position is being studied which will be located in the sheltered roadstead, on the Western side of the Sarraz Bournet mole, and will be able to handle a mixed traffic of accompanied cars and general cargo. In addition, a quayside installation equipped with a ramp is being planned in the dock for berthing Ro-Ro ships with both horizontal and vertical handling capability.

A 240-metre quay may also be available along the Western side of the quay when the increased traffic warrants its construction.
FRESH WATER: Supplied by pipe-line to all berths.
FUEL: SMCL quay can supply marine fuel. Quay is limited to vessels less than 100 m. length and 5 m. draft, otherwise fuel obtainable by tanker lorry from Dunkirk.
OPENING/CLOSING HATCHES: Performed by crew.
REPAIRS: Only quick repairs may be effected because of congestion at the quays. Slipway for vessels up to 2,500 tons.
TIME: GMT plus 1 hour.
HOLIDAYS: No work Sundays and legal holidays.
POLICE/AMBULANCE/FIRE: Police, tel. 31.58. 07; Ambulance/Fire, tel. 18.
TELEPHONES: Can be connected on board vessels at Quay de L'Europe.
SHORE LEAVE: Permitted, no restrictions.
AUTHORITY: Direction du Port, 96 Quai Gambetta, 62 Boulogne sur Mer. Tel. 31.46.00.

AGENT: See "Paris".

BREST: 48.24 N. 04.30 W.

DOCUMENTS: See "Dunkirk".
PILOTAGE: Pilots do not stay out at sea, but only go to meet ship at estimated time of arrival as sent by ship. Normally pilot boat positioned on the line Toulinguet lighthouse and Beuzec (or Charles Martel) buoy, about 2·5 miles N.W. Toulinguet lighthouse. If strong S.W. wind, pilot boat waits for ship at entrance of Camaret Bay, about 1.5 miles N.E. Toulinguet lighthouse. If sea too rough to allow pilot boat to sail out, boat waits for ship at entrance of Brest Roads, near Portzic lighthouse.

Ships proceeding Brest must send last message giving ETA pilot station (stating if *local time or GMT*), about 5 hours before arrival. Message to be addressed "*Brest Pilot Office*" through Brest Le Conquet radio station (call sign FFU). Day and night watch at pilot office. Radio station phones message direct as soon as received. Any alteration in ETA should be passed pilot office immediately.

Pilot boat sails from Brest harbour about 1½ hours before ship's ETA, and ½ hour later pilot boat takes radio-telephony watch on 2·182 kc/s, calling ship from time to time on same frequency. Ships fitted with radio-telephony should listen and call on 2182 kc/s. Pilot boat also equipped VHF Channels 16–9–6–12 and pilot office Channel 9.
ANCHORAGE: At Pilot's discretion. Anchoring in main approaches restricted as indicated on charts.
RESTRICTIONS: Entry subject draft and height of tide on day in question. Two entrances to port, one dredged to 6 m. below zero of charts and the other 5·8 m. below zero. Depth at quays varies according berth from 6 m. to 11 m. below zero.
MAX. SIZE: Inside harbour, max. length 320 metres. Draft up to 35 ft. subject to tide.
HEALTH: If from foreign port, cable Maritime Health Service 48 or 24 hours prior arrival requesting free pratique. If risk of contagious disease exists, vessel will be held in roads until cleared. If from another French port, free pratique automatic.
RADIO: Brest Le Conquet – FFU.
TUGS: Two port tugs of 1,250 h.p. Tugs join vessel at main entrance to port. Marine National places tugs at ship's disposal for all port movements. Generally, tow rope supplied by tug at additional charge.

The German salvage tug *Le Pacific,* is stationed at the port, but only gives assistance for vessels requiring aid outside the port area.
BERTHING: According to draft, ships may have to wait in roads before berthing, depending on height of tide in fairways. Also see "Restrictions".
STEVEDORES: Agent has responsibility of making all arrangements for unloading, and is in touch with stevedores who arrange necessary gangs.
MEDICAL: Hospitals and clinics available. In the case of ship needing medical assistance, request should be addressed to Maritime Health Service through Conquet Radio Station, advising ETA, where vessel coming from and state of patient.
TANKERS: One berth for receipt of refined products destined for local storage tanks. Berth length 142 metres, dredged alongside to a depth of 10 metres below zero of charts over an area 250 metres long and 30 metres wide.
FRESH WATER: All berths have fresh water supply. Apply to Chamber of Commerce who make necessary arrangements. Loading rate 13–15 tons per hour.
FUEL: Bunkering station operated by Société de Depots de Petrole Cotiers, on the South side of the East Mole. Loading rate up to 200 tons per hour.
TANK CLEANING: Station situated at the Southern extremity of the East Mole. Can operate four Victor Pyrate machines simultaneously. Equipped with three boilers to supply steam, three pumps, oily water separator and an extractor for solid residues.

The tank-cleaning station is connected by pipe-line to Repair Quay No. 2 where tankers of 100,000 to 250,000 dwt. may be accommodated.
DEVELOPMENTS: Building project for a refinery of 5 million tons capacity, fed by a jetty accessible for tankers of 250,000 tons dwt. in course of next 5 years. Plan for extension of naval repair yard, building third large drydock for tankers up to 500,000 dwt.
WATCHMEN: Compulsory for ships carrying dangerous materials, non gas-free tankers, vessels with chemical products, munitions, etc.
CERTIFICATES:
Nationality.
Gross Tonnage.
Classification.
Deratisation.
Vaccination.
CUSTOMS ALLOWANCES: Tobacco, Wine/Spirit. Ship's provisions must be under seal.
CONSULATES: The following countries are represented by Consuls at Brest:

Belgium	Netherlands.
Chile	Norway
Denmark	Portugal
Finland	Spain
German Federal Republic	Sweden

REPAIRS: Repair Quay No. 1 at the East Quay of Basin No. 5 can accommodate vessels up to 200 metres length. Dredged to depth of 10 metres over an area 300 metres long, 52 metres wide.

Repair Quay No. 2 can accommodate vessels up to 350,000 dwt. Quay is 320 metres long, dredged to depth from 10 metres at the bow to 12 metres at the stern over an area of 400 metres length.

Vessels may also be permitted to make repairs at other quays accordng to their availability.
DRY DOCKS: *No. 1:* Dimensions 225 metres by 26·77 metres, entrance sill four metres below datum, situated at the North-east angle of Basin No. 5. The entrance lock can receive two vessels simultaneously, one of 75 metres length and the other of 150 metres length, with some adjustments.

Maximum draft, at spring tides: 11·50 metres; at neap tides: 10·00 metres.

No. 2: Dimensions 338 metres by 55 metres. Can accept tankers of up to 250,000 dwt. Entrance sill 7·25 metres below datum. Dock situated in the South-east of the Industrial Port Zone. Can accept vessels of the following dimensions:

At mean spring tides: length 335 metres; beam 50 metres; draft 12·50 metres.

At neap tides: length 335 metres; beam 50 metres; draft 10·50 metres.
AIRPORT: At Guipavas, 7 km. from Brest – 3 daily services to Paris.
TIME: Local time GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 444850 and 445861; Police Secours 17; Ambulance and Fire brigade 18 or 442766.
TELEPHONES: Can be placed aboard at certain berths.
SERVICES: Degassing station, tank-cleaning and slop discharge, adjustment of chronometers, map and document department, weather forecasting, permanent daytime service for signing on crew, barometer adjustment.

Service Meteo du port a l'Inscription, Maritime – Customs Quay. Health Service – Quai Commandant Malbert.
AUTHORITY: Ingenieur des Ports et Chaussees, Arrondissement de Brest, Direction Departmentale de l'Equipement, 2 Rue Alderic Lecomte. Tel. 20200 Brest.
AGENT: Jolasry (France), 6 Quai de la Douane. Telex 73080. Tel. 44.32.10.

CAEN: 49.13 N. 00.21 W.

DOCUMENTS:
3 copies Crew List.
3 copies Provisions List.
3 copies Crew Personal Effects List.
De-rat. Certificate or exemption.
PILOTAGE: Pilot boat is on station from 2½ hours before high water until 3 hours after high water. Vessels can contact the Pilot by radio on 2182 kHz or by VHF Channels 12 and 16. The pilot boat is stationed in the outer port of Ouistreham and goes out to the roads on vessels approach. International code flag signals are used to call Pilot.

Caen Pilot boat has a black hull with a white stripe. The words "Pilote Caen" are written in white letters on the hull. During the summer months the pilot boat is replaced by a launch bearing the same markings. As soon as the Pilot boards he will hand the Master an Entry Declaration to be completed.
ANCHORAGE: While waiting the tide vessels may anchor in the vicinity of the light-buoy in Ouistreham roads. The position of this buoy is 49° 19′ 50″ N. 0° 14′ 18″ W. The buoy is positioned in depths of 10 m. Anchorage is open to winds from West through South to East; good holding ground. Currents do not exceed 2 knots at spring tides.

RESTRICTIONS: Dimensions of locks – East lock length 181 m., depth 18 m. West lock length 225 m., depth 30 m.

The locks are open to navigation from 3 hours before high water to 2 hours after high water. The locks can be used up to a maximum of one hour before/after these times by special permission of the Harbour Master and payment of additional dues.

Maritime Canal, length 14 km. The canal is dredged to 9·89 m. depth Vessels proceeding to the docks at Herouville and Calix must pass two bridges: Herouville 30 m. wide and Colombelles 30 m. wide.

Ships proceeding to new dock must also pass the bridge at Calix, 21·76 m. wide. Maximum speed authorised in the Maritime Canal is 7 knots.

MAX. SIZE: Daytime, length 188 m., beam 23 m., draft 29 ft. sea water.

Night-time:

Herouville	length 170 m.	Beam 16 m.	Draft 24 ft. sea water.
Calix	,, 150 m.	,, 16 m.	,, 24 ft. ,, ,,
New Dock	,, 140 m.	,, 16 m.	,, 21 ft. 2 in.

HEALTH: Free pratique is automatic for all ships. Health control is carried out by customs officers under the direction of the Havre Port Health Office. For ships coming from ports in Africa, Asia, or Pacific Islands a Maritime Declaration of Health is required.

In case of suspected epidemic or fever on board Master must advise the port authorities who will instruct him to proceed to an appropriate anchorage to be boarded by the Port Health doctor.

RADIO: Nearest radio station Boulogne Radio, call sign FFB.

VHF: Vessels may communicate with the Harbour Master's Office by VHF Channel 12. This service only operates during the hours when the locks are operating.

TUGS: The use of one or two tugs is compulsory for vessels over 16·50 m. beam.

STEVEDORES: Arranged by Agent on basis of ETA provided by vessel before arrival.

MEDICAL: Doctors and hospital facilities available.

TANKERS: There are two tanker berths D.P.C. berth in Calix Dock, maximum draft 8·30 m. and SONEC berth on the left bank of the Canal, maximum draft 5·60 m. Gas-freeing and discharge of residues is prohibited.

FRESH WATER: Available at all berths, rate about 5–10 tons per hour.

FUEL: Can only be supplied by tanker lorries.

DEVELOPMENTS: No change to available draft is foreseen. Two new berths are under construction in Blainville – Bénouville, 7 km. from the locks.

WATCHMEN: Not compulsory.

OPENING AND CLOSING HATCHES: This work is normally carried out by the crew.

CUSTOMS ALLOWANCES: Amount of tobacco and alcohol for crew consumption must be declared on the stores list. Quantities held out of bond are at Customs discretion.

IDENTIFICATION CARDS: Not required.

CONSULS: The following countries are represented locally:

Denmark	tel. 81.82.50	Norway	tel. 81.05.42
Finland	,, 83.33.27	Sweden	,, 81.57.46

REPAIRS: Deck and machinery repairs can be carried out by local workshops. Nearest dry docks at Havre or Cherbourg.

REPATRIATION: Can be arranged.

AIRPORT: Situated 12 km. from the port. There are no regular services, but an air taxi with five seats can arrange connections to International airports.

TIME: GMT plus 1 hr. all the year round.

HOLIDAYS: Work is carried out on legal holidays. No work on "Jours de Fêtes".

POLICE/FIRE/AMBULANCE: Police tel. 17; Fire 18; Ambulance 18.

TELEPHONES: Cannot be connected on board ships. Quayside telephones situated in the new dock and at Hérouville.

SHORE LEAVE: Allowed.

AUTHORITY: Ingenieur des Ponts et Chaussees, Chef de l'Exploitation, Hotel des Ponts et Chaussees, Terre-plein de la Fonderie, Caen.

AGENT: See "Paris".

CALAIS: 50.58 N. 01 50 E.

DOCUMENTS:

Ship Register.
Manifest of Cargo.
Shipping Bill.
3 Lists of Provisions on board.
4 Lists of Articles held by crew.
3 Lists of Crew.
List of open spaces.
Health Certificate, endorsed by Master on arrival.
Deratisation or exemption.
For tankers, Certificate of Cargo Specification and Certificate of vessel's suitability to transport inflammable liquids in bulk.

PILOTAGE: Compulsory when entering or leaving harbour, except for ships less than 50 metres length. Pilotage area: 3 miles from piers. Ships required to give notice of their arrival 18 hours before, through Boulogne Radio. Pilot waits between buoys CA4 and CA6. Pilot boat: Black, white side stripe, bearing the inscription "Pilote Calais". She is equipped with VHF, Channel 6 and Channel 16.

ANCHORAGES: Between CA6 and CA8, 15 to 17 m. deep, sand and gravel. Good anchorage. When bad weather from N. ships are advised to stand out to sea or anchor in the roads of Les Dunes. Ship will receive instructions from pilots or Harbour Captain's office when to enter roads of Calais.

RESTRICTIONS: Harbour channel 130 m. wide. In channel and outer harbour, depths are maintained at 8·40 m. MWL. Vessels should enter harbour preferably about 2 h. 30 before high tide or 0 h. 30 after high tide. Because of the shape of sluice at the entrance larger vessels cannot have direct access to the Bassin Carnot at certain tides. These vessels may lighten in outer port, at "Quai Paul Devot", where depth is 7·00 m. LWOST.

MAX. SIZE: "Bassin Carnot", 150 m. max. length; "Bassin Ouest", (West Dock) 110 m. max. length; "Quai P. Devot", 160 m. max. length; "Bassin Carnot", 19 m. max. beam; "Bassin Ouest", 16 m. max. beam. Maximum draft: 8·10 m. (26 ft. 6 in.).

HEALTH: Sanitation Controls can arrange deratizations and exemptions. International Vaccination Certificates required for ships coming from an epidemic zone.

RADIO: Messages through Boulogne Radio. ETA must reach pilotage station or Harbour Captain's offices 18 hours before arrival. Near Calais, ships equipped with VHF can call Harbour Captain on Channel 12 or pilotage station on Channel 16.

TUGS: Generally join ships at end of the piers. Towing ropes are generally ships own but can be supplied by tug.

BERTHING: Max. height of tide 7·30 metres. Depth on dock sills 2 metres LWOST.

At West dock, entrance between 1½ hours before and ½ hour after high tide. In Bassin Carnot, entrance between 3 hours before and 1 hour after high tide.

There are two berths equipped for handling roll-on/roll-off traffic, situated in Bassin Carnot.

BRIDGES: Swing bridges (West Dock) and draw bridges (Bassin Carnot) are situated on sluices.

STEVEDORES: Informed by Shipbrokers of tonnage, nature and condition of cargo.

MEDICAL: All facilities available.

TANKERS: Two posts provided for tankers: "Quai Paul Devot" for middle-sized tankers. "Bassin Ouest" (West Dock) for small tankers. "White and black" products can be accepted at "Bassin Ouest." Only "black" products admitted at "Quai P. Devot". Tankers are allowed to enter harbour only by day-time. They must go as soon as operations are finished. Hoses 10 and 12 in. in diameter. Barges discharged with a 10 in. hose.

DENSITY: Salt.

FRESH WATER: Supplied from hydrants on wharves.

FUEL: Any fuel can be supplied by tank lorry of large capacity.

GANGWAY/DECK WATCHMEN: Ships must be guarded.

OPENING/CLOSING HATCHES: As a rule hatches are manoeuvred by crew.

CUSTOMS ALLOWANCE: Tobacco: No limit for foreign ships, but the quantity must be declared on the lists of articles held by crew.

IDENTIFICATION CARDS: Identification cards and seamen's books are required.

CONSULS:

Consuls:
Low Countries, (Holland), M. G. Dumont, 12 Bd. des Allies, Calais.
Monaco, M. C. H. Loze, 38 Quai Gustave, Lamarle.
Vice-Consuls:
Denmark, M. J. Mulard Son, Place de Suede.
Finland, M. H. Ravisse, 12 Bd. des Allies.
Great Britain, M. P. B. Thompson, 9 Rue Felix Cadras.
Greece, M. H. Ravisse, 12 Bd. des Allies.
Italy, M. T. Simonini, 64 Rue Royale.
Norway, M. Y. Lefebvre, 12 Bd. des Allies.
Portugal, M. R. H. Delanghe, 41 Place d'Armes.
Sweden, M. T. Pagviez, 198 Rue des Quatre Coins.
Representative of the Consulate of Germany of Lille, M. N. 12 Bd. des Allies.

REPAIRS: Deck and engine repairs possible.

DRY DOCKS: One, 153 m. long, 21 m. wide. Depth at sill, 7·45 m.

REPATRIATION: Pilot boats and tugs may trans-ship equipment or hands in outer roads.

AIRPORT: Calais, Marck, 7 km. away.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; Easter Monday; 1st May; Ascension Day; Whit Monday; Tuesday afternoon following 1st Sunday of July (local feast); 14th July; 15th August; 1st November; 11th November; afternoon of 24th December; 25th December; Sundays.

POLICE/AMBULANCE/FIRE: Police 17; Ambulance 34.39.24; Fire 18.

SHORE LEAVE: Crew are allowed ashore.

AUTHORITY: Directeur des Ports de Boulogne-sur-Mer et Calais, 96 Quai Gambetta. 62 Boulogne-sur-Mer.

AGENT: See "Paris".

CALVI: Corsica 42.34 N. 08.46 E.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.

PILOTAGE: Not compulsory.

ANCHORAGE: Outside port for cruise vessels.

MAX. SIZE: Draft 5 metres; length 160 metres.
RADIO: Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.
TUGS: None available.
STEVEDORES: 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.
CARGO GEAR: Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.
FRESH WATER: Available at very slow pumping rate.
FUEL: Not available.
REPAIRS/CONSULS: None.
TIME: GMT plus 1 hour.

AGENT: Lloyd's Agent W. Tschumi, POB 55, Ajaccio. Tel. 21 43 39. Telex 46627. Cables: "Britiships Ajaccio".

CANNES: 43.33 N. 07.01 E.

DOCUMENTS:
To be sent on departure from previous port.
3 copies of Passenger List.
1 copy of Crew List.
Required on arrival:
4 copies of List of Passengers, showing christian name, surname, age, date and place of birth nationality.
2 Crew Lists.
5 copies of a Special Arrival form (supplied on arrival).

PILOTAGE: No pilot station at Cannes. A tender with Company's flag on top of its mast will meet the vessel: (*a*) If ship is proceeding to anchorage No. 1, in Golfe de la Napoule, about ½ mile South of the lighthouse at end of Cannes port Pier (Quai Lauboeuf); (*b*) If ship is proceeding to either anchorage No. 2 or 3, in Golfe-Juan, ½ mile North of Ile Ste Marguerite.

The tender will lead to anchorage and will give one blast of the siren when correct position has been reached. At night, tender has a fixed white light at top of its mast, which replaces the flag. Should it not be possible to advise by wireless before arrival at anchorage and weather conditions making it necessary for ship to anchor at either position No. 2 or 3, boat will meet ship in Golfe de la Napoule, 2 miles South of Cannes port lighthouse. In this event, ship must proceed to anchorage No. 2 or 3 as appropriate, steaming to South of Ile St. Honorât, whilst tender will proceed by channel between Ile Ste Marguerite and the mainland.

ANCHORAGE: Advice of anchorage is passed to Captain via Grasse Radio or Monaco Radio, VHF Channel 16 usually about one hour before arrival. There are three anchorages, any of which may be used according to the weather:

No.1 off the port of Cannes, approximately ½ mile South of end of breakwater, used by calm sea or by East or North-east winds.

No.2 is situated to North of Ile Ste Marguerite, used by South-east or South-west or South winds.

No. 3 to the East of Cap de la Croisette, used by West or North-west winds.

It could happen during the call, winds may change direction and movement from anchorage No. 1 to No. 2 or No. 3 become necessary. Shift takes about one hour.

HEALTH: Port officials will embark immediately the ship anchors. Free pratique may be granted by wireless telephone one hour before arrival at ship's surgeon request stating: "no illness on board".

FRESH WATER: Three tankers of respectively 65, 75, and 95 tons capacity are available with 72 hours' notice. Water can be pumped at an average of 1,500 tons per 24 hours, with 2 hoses of 2½ in. diameter on each tender.

GANGWAY/DECK WATCHMEN: Watchmen for gangways should be provided by ship and passengers are requested to present their landing cards every time they use the gangways.

AGENT: Agence Generale de Navigation et de Tourisme, Building du Casino, Cannes, France. Tel. 39.32.80 and 39.39.84. Telex: 47783 – back signal: Agent Cannes. Telegraphic Address: Agent-Cannes.

CHERBOURG: 49.38 N. 01.38 W.

DOCUMENTS:
Declaration of Health.
Manifest of Provisions on Board.
Manifest of Crew's Possessions.
Manifest of Cargo – in certain cases.
Manifest of Equipment.

DEEP SEA PILOTAGE: Pilots board off CH1. Buoy. Radio ETA to "HUTCHINSON GRAVESEND". (48 hours notice.) On approaching Cherbourg contact Cherbourg Signal Station on VHF Channel 16 confirming ETA.

PILOTAGE: Requests for pilotage must indicate arrival time at the buoy CH1. They may be addressed to Agent or direct to pilot station, telegraphic address "Pilotage Cherbourg" or through the Homet look-out station by means of the usual signals. To avoid delay it is well to warn the pilot station four hours in advance of arrival. As a general rule, the pilot boat always comes out, whatever the weather. In bad weather, it follows the vessel and Pilot boards as soon as shelter permits. Ships which arrive between 18.00 hrs. and 08.00 hrs. without having given their ETA, must take up a waiting anchorage to the North of the main breakwater between the meridian of the West Fort and that of the Central Fort. They must signal their presence to the Homet look-out.

ANCHORAGE: Anchoring must be made strictly according to the instruments of the Pilot so as not to get in the way of movements and anchorage of steamers. Depths vary from 6 to 12 metres in safe anchorages.

RESTRICTIONS: In the wet dock, the bridge is opened one hour before until one hour after high water.

MAX. SIZE: Length and breadth are unlimited, draft maximum 11 metres.

HEALTH: From French port to French Port, no formalities. From foreign port to French Port, request for free pratique (yellow flag). In case of sickness on board, warn the Agent in advance. No crew member may leave ship before consultation and agreement of Port Doctor.

RADIO: The stations which offer the best facilities are Boulogne Radio, Brest le Conquet Radio, and Saint Lys for ships which are a long way off.

TUGS: Tugs generally join vessel in the main approaches. With regard to the tow rope, a charge is made.

BRIDGES: Only the swing bridge at the entrance to the wet dock, which is opened on request from 1 hr. before until 1 hr. after high tide for the entry and exit of ships.

STEVEDORES: Agent needs ETA, to arrange personnel and equipment to be used for handling cargo.

MEDICAL: Warn Agent of any requirements at the same time as ETA. There are two hospitals, civil and military, both very well equipped.

TANKERS: There is only one discharge berth, max. draft 9 metres.

WATER: Water points on all quays.

FUEL: Available from local suppliers – Esso, Shell, etc.

WATCHMEN: Every ship in port must have a watchman, usually a crew member.

OPENING/CLOSING HATCHES: At the discretion of Master, crew may perform this.

CUSTOMS ALLOWANCES: Free allowance for each crew member – 200 cigarettes or 50 cigars, and 1 litre of alcohol.

IDENTIFICATION CARDS: Each crew member must carry his seaman's card.

CONSULATES:

Belgium	Finland and Norway	Greece
Portugal	Haiti	Sweden
Denmark	Venezuela	Great Britain

REPAIRS: All types of hull and engine repairs are possible.

DRY DOCK: Commercial Port's dock: length 75 metres, width 14 metres.

The Naval Dry Docks	*Length*	*Width*
Homet Dock	258·50 m.	36 m.
No. 1	103 m.	19·85 m.
No. 2	113 m.	19·85 m.
No. 3	113 m.	19·85 m.
No. 4	103 m.	19·85 m.
No. 5	209·90 m.	29·75 m.
No. 6	187·50 m.	187·50 m.
No. 7	80·95 m.	19·10 m.

REPATRIATION: Can be arranged.

AIRPORT: At Moupertuis, 12 kilometres from Cherbourg. There are no regular services in the immediate vicinity.

TIME: Local time throughout the year is the time zone 1 h. East., i.e. Central European Time.

HOLIDAYS: January 1st; Easter Sunday/Monday; May 1st; Ascension; Whitsun Sunday/Monday; July 14th; Assumption, 15th August; November 1st; Victory Day, November 11th; Christmas Day, 25th December.

POLICE/AMBULANCE/FIRE: Police: 53.14.50. Ambulance: 53.13.29. Fire: 53.01.23.

TELEPHONE: Generally, ships do not request the installation of a telephone line, unless for a prolonged stay. It is only possible on the steamer berth, price 13 F.

AUTHORITY: Ingenieur des Ponts et Chaussées, Department de la Manche. POB 208, Quai de France.

AGENT: Jolasry (France), 9, Quai de l'Entrepôt, Cherbourg. Telex: 77723, Telephone: 24–35.

CONCARNEAU: 47.52 N. 3.55 W.

DOCUMENTS:
Ship's Registration Certificate.
Cargo Manifest.
Stores List.
Crew Personal Effects List.
List of Crew and Passengers with dates of Vaccinations.

MAX. SIZE: *Tankers:* By day: 90 metres overall; by night: 80 metres overall. *Other vessels:* By day: 95 metres overall; by night: 90 metres overall.

RADIO: Contact Conquet Radio.

TUGS: Available on demand, meet vessels near Cochon Light.

CUSTOMS ALLOWANCES: *Tobacco:* Fixed at 30 grams per day, at sea, per person. *Alcohol:* The equivalent of five centilitres of rum at 42° per day, at sea, per person.

These allowances are free of tax for use on board, but may not be landed.

IDENTIFICATION CARDS: Any National Identity Documentation will suffice.

POLICE/AMBULANCE/FIRE: Police, tel. 970071; Ambulance, tel. 17; Fire Brigade, tel. 19.

REPAIRS: There is a slipway which can accommodate six boats of 350 metric tons.

AUTHORITY: Officier de Port, Quai Est, Concarneau. Tel. 97.01.24

DIEPPE: 49.56 N. 01.04 E.

DOCUMENTS
4 Crew Lists.
2 Lists of Stores.
1 Loading Manifest.
1 Passenger List.
1 Declaration (furnished by Agent) stating that ship possesses up-to-date Safety Certificates.
1 Bill of Health.

PILOTAGE: Compulsory. Pilot boards 4 miles from breakwaters. Pilot boat is ready to put to sea from 2½ hours before to 1 hour after high tide. During this period maintains radio telephone watch. VHF Channel 12.

ANCHORAGE: It is recommended to anchor in zone bounded by following points: (*a*) 49° 56′ 55″ N. 01° 04′ E.; (*b*) 49° 58′ 40″ N. 01° 02′ 45″ E.; (*c*) 49° 57′ 42″ N. 00° 59′ 20″ E.; (*d*) 49° 55′ 50″ N. 01° 00′ 30″ E.

This anchorage area includes buoy D.I and depths are from 6 to 12 m. with sand and broken shell bottom. Larger vessels anchor approximately ½ mile to North of buoy D.I in depths of 10 to 12 m. To keep access to port free, it is forbidden to anchor in front of port entrance.

RESTRICTIONS: All except very small vessels enter port only at full tide slack water (—2 h. to +1 h.). In principle passenger ferries have priority. The Pilot is rarely prevented from turning out by bad weather, but it can happen once or twice a year, with a strong wind from the North. In this case ships seek shelter near the English coast. Entering and leaving signals are made day and night at the following stations:

(1) Signal station of the West jetty; (2) station signal mast in the Outer Harbour; (3) signal station of the Canada lock and of the Colbert bridge.

Sound signals: (1) To request entry to the port when in roads, or exit when in the outer harbour – 2 long blasts; (2) to request opening of Colbert bridge – 3 long blasts; (3) entrance to Canada basin – 3 long blasts; (4) entrance to Duquesne basin – 2 long blasts.

HEALTH: Pratique given by Customs officers who board on arrival. In case of suspected disease, Master required to radio details to Agent in advance.

RADIO: Transmitter-receiver VHF at Dieppe Post Office. Ships call it on Channel 24. A tug, the Balidar fitted with radio-telephone watches from 2 hours before to 1 hour after high tide. It receives on frequencies from 3529 to 579 kHz; calling on 2.182 KHz Boulogne-Radio (FFB) working on service 192. Harbour Master, Radio telephone 27180 kHz.

TUGS: Two tugs available (750 h.p., 600 h.p.). One is a sea-going tug. No lighters in the port.

MAX. SIZE: Colbert Lock: 230 m. length, 40 m. width, controls entrance to Inner harbour, where depth maintained about 7·50 m.

Canada Docks: length, 152 m.; width, 21 m. 50; draft 8 m.

Paris Dock: length 152 m.; width, 21 m.; draft 8 m.

Opening of Canada and Paris basins: 2 hours before to 1 hour after full tide, night or day.

STEVEDORES: Normal hours are 08.00–12.00 and 14.00–18.00. Overtime currently from 12.00–14.00 to finish operation and 18.00–22.00. Meal breaks from 08.00–08.30 and 17.45–18.30 when work has to continue past 18.00 hours. No work Sundays, Bank holidays, except Ascension Thursday.

MEDICAL: All medical facilities available.

FRESH WATER: Is supplied by pipe-line. There are a great number of outlets on the quay.

FUEL: Available in small quantities; delivered by tanker, lorry.

GANGWAY/DECK WATCHMEN: Available if required.

OPENING/CLOSING HATCHES: Stevedores or crew.

CUSTOMS ALLOWANCES: 200 cigarettes and limited amount (say one opened bottle wine/spirits) per man.

IDENTIFICATION CARDS: Required.

CONSULS:

Norway	Denmark
Great Britain	Holland
Sweden	

REPAIRS: Good facilities exist, all types carried out.

DRY DOCKS: Dry dock in the inner harbour, dimensions 130×18 m. It can receive ships 129×17 m. Floating dock 1·100 tons, length of apron 60 m. interior width 12 m. It can receive ships 65×11 m.

REPATRIATION: Good facilities.

AIRPORT: Nearest at Paris.

TIME: GMT plus one hour. No alterations.

HOLIDAYS: 1st January; Good Friday; Easter Monday; Whit Monday; 1st May; 14th July; 15th August; 1st November; 25th December;

SERVICES: Compass adjusting, etc. available.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Commandant du Port. Tel. 84.10.55.

AGENT: Jolasry (France), 6, Quai de Norvege – Dieppe. Telex 77965 Tel. 84–24–40.

DONGES: Refer to Nantes.

DUNKIRK: 51.03 N. 02.24 E.

PORT LIMITS: The seaward boundaries of the port within which a vessel is considered to be an "arrived ship" is the Dyck lightship.

DOCUMENTS:
Entry Bill (all information about ship), given by Pilot to Captain, who fills it in and gives it to Harbour Officer.
To be given to Customs:
3 Crew Lists.
3 Passenger Lists.
Manifest or copy.
Form for increase of tonnage.
Declaration of open spaces.
3 Lists of objects held by crew.

PILOTAGE: There are two zones:

Outer Zone: limited by – North, 3 miles North of low-water mark. West, Meridian of Calais lighthouse. East, Meridian of 02.27 East. South, Calais pilotage zone, coast and Inner zone below.

Inner Zone: Limited by – North, parallel 51° 4′ 30″ N., West, Meridian 02° 20′ East. East, Meridian of Dunkirk lighthouse.

Pilotage is compulsory in inner zone for ships over 150 nett tons or ships of max. length 50 metres.

Pilotage compulsory in outer zone for ships not fitted with VHF, or over 1,000 nett tons or max. length 100 metres.

Vessels coming from the West should call pilots 12 hours before arrival. Vessels coming from the East should call pilots 2 hours before arrival. ETA based on time of arrival at Dyck lightship, should be given through Boulogne Radio (telegraphy) or by radiophone (2182 kHz). In vicinity of pilot boat, vessels may communicate with Pilots by VHF Channel 16, or by Aldis lamp or flag signals when pilot boat is in sight. Telegraphic address of pilot: Piloduk. Telex 82902.

Pilot boat is about 50 metres long, black hull with white horizontal stripe, "Pilot Dunkerque" written on hull. Black funnel with white anchors insignia.

Pilot boat is positioned between Dyck lightship and buoy CA.2. In bad weather, pilot boat may heave to on a parallel South of wreck buoy (British Liberty) and buoy DC, or put into port.

ANCHORAGES: Ships can anchor East of meridian of East jetty head, 7 to 17 m. deep, good mooring ground of sand and mud. Large vessels waiting for entrance must anchor in the area West of Dyck Light vessel. In bad weather, ships may anchor off English coast, in the roads of Les Dunes, with good mooring ground of sand and mud 20 m. deep. Non-piloted ships, or ships not having contacted Dunkirk Harbour, must anchor East of buoy E.11 not to disturb the entrance of ships.

RESTRICTIONS: Vessels more than 180 metres length normally enter only at slack water, i.e. between 3 hours before high water and 2 hours after high water.

MAX. SIZE: The new lock can now receive ships with a draft of 12 metres at slack water before high tide and ships with draft of 13·50 metres at slack water after high tide. At night these permissible drafts are reduced by 0·50 metres. In normal conditions of work, max. length of ship 275 metres, max. width 42 metres. For entry of larger ships, Director of Harbour should be consulted beforehand.

Entrance through Watier Lock: max. length 235 metres, max. beam 33 metres, max. draft 11·50 metres.

HEALTH: For ships coming from (*a*) *All European countries:* Declaration of health is not obligatory but general international certificates are controlled. (*b*) *Other Harbours:* Admission subject to declaration of health and usual controls of certificates. Admissions in free pratique only in day-time except special cases (intervention of a physician). Request for free pratique may be made to Sani-Port, Dunkirk, through Boulogne Radio. In case of necessity, health service can – on request – intervene at night.

RADIO: Dunkirk Harbour Station (FFF) for messages about port service through VHF Channel 12. Communications other than in VHF made through Boulogne Radio (FFB).

RADAR: There is radar at the control tower of harbour. It is not a guiding radar. Radar service may indicate to a ship, on her request, the bearing of her position without responsibility of harbour being involved. Contact can be made on VHF through Dunkirk port station.

TUGS: Tugs normally join vessel between buoys DW.14 and DW.16. Smaller vessels are joined by tugs in the outer port.

BULK HANDLING FACILITIES: Bulk Quay No. 1, formerly known as the ore quay. Equipped with three gantry cranes. Principally used for iron ore destined for Usinor Dunkirk and Usinor Valenciennes.

Bulk Quay No. 2, a common quay with 2 berths belonging to the Dunkirk port authorities. Equipped with 2 polyvalent iron ore/coal gantry cranes. A third gantry crane is under construction. This quay is accessible for largest ships able to enter the port. Used to discharge coal destined for the Usinor coke mill, also receives coal for other operators, manganese ore and all iron ores for receivers other than Usinor.

Bulk Quay No. 3, an extension of the Usinor Quay for iron ore cargo. Equipped with one gantry of 50 tons capacity. Permissible draft at present 13·50 metres planned to be increased to 14·50 metres in the future.

Phosphate Quay, situated West of bulk Quay No. 2. Berth is 600 metres long with a minimum depth alongside of 14 metres. Bulk carriers of 80,000 dwt. with a draft up to 41 ft. can be accommodated.

Unloading equipment consists of 3 cranes with grabs, each with a maximum discharge capacity of 565 tons per hour.

Cereal berth is accessible to 80,000 dwt. ships. Along its internal face, coasters, lighters and 3,000 ton pushed convoys can be tied up Handling operations are secured by two pneumatic gantries at a maximum rate of 600 tons per hour.

CONTAINER FACILITIES: Quay Freycinet XLII, situated in Dock

6, has a quay length of 350 metres (1,150 ft.) with a depth of water alongside of 13 metres (42·7 ft.). It is equipped with container gantry cranes capable of lifting 45 tons on a telescopic spreader for 20 to 40 ft. units.

ROLL-ON/ROLL-OFF FACILITIES: Dover Quay is equipped for direct transhipment of vehicles, trailers and wagons.

Quay Freycinet XIII is provided with a movable steel ramp 43·28 m. (142 ft.) long with a width of 7·31 m. (24 ft.) which enables two lines of vehicles to be loaded or discharged at the same time. The axis of the ramp runs parallel to the quay 11·58 m. (38 ft.) away from it, which enables ships with a beam of up to 23·16 m. (76 ft.) to be berthed.

Quay Freycinet VII, the berth South of Freycinet VII, has been provided with a fixed ramp for roll-on/roll-off for ships up to 8 metres draft and 22 metres beam.

TANKERS: The following tanker berths are available:

North wharf, max. draft 12·50 metres. Loading/discharging pipes 26 in. diameter, bunker line 10 in. diameter.

Middle wharf North, max. draft 12·50 metres. Loading/discharging lines two of 22 in. and three of 16 in. lines, bunker line 16 in. diameter.

Middle wharf South, max. draft 12 metres. Dimensions of lines as for middle wharf North.

Coasters Wharf, max. draft 7·50 metres. Diameter of loading/discharge lines 6 in.

Facilities for discharge of dirty ballast are available at all main tanker berths.

BERTHING: Berthing priority is decided by Port Captain's office Ship is informed by radio of the location and priority given to her.

BRIDGES: Bridges of locks and wet docks are closed to navigation to allow trains or work hands to go. The maritime traffic is practically never disturbed.

STEVEDORES: Each captain will contact his consignee.

MEDICAL: Hospitals and all medical facilities.

DENSITY: Salt.

FRESH WATER: Available in unlimited quantities. Numerous hydrants on all wharves. Price of a ton of water for ships, 1.63 Fr.

FUEL: Supplied by barges or tank lorries if no connection at wharf. Fuel, diesel and gas oil available. Requests for bunkers must be made 48 hours in advance to Agents.

FIRE PRECAUTIONS: The following preventive measures are taken for tankers: Steel rope hung fore and aft along the side (a quick tow in case of hauling out the ship). Deck scuppers plugged. Hoods open on tanks with anti-fire device. Earth connection. Fire guard (or fireman). Rounds of the port officers. Fire hose connected. Ship's captain is given instructions of the harbour concerning tankers. In case of storm, the Harbour Officer can stop loading or discharging.

GANGWAY/DECK WATCHMEN: Guarding is strongly advised.

OPENING/CLOSING HATCHES: Carried out by crew.

CERTIFICATES:

Certificate of Nationality.
International Certificate of Tonnage.
Certificates from the Classification Office where ship is registered, especially:
Certificate of Free-board.
Classification Certificate, engine and boiler.
Classification Certificate, hull.
Classification Certificate, electric equipment for tankers.
List of Hoisting Apparatus.
Deratisation Certificate.

CUSTOMS ALLOWANCE: Tobacco: Amount allowed for each member of crew: 200 cigarettes or 200 gramme tobacco. Wine and/or Spirits: 1 bottle.

IDENTIFICATION CARDS: An official identity certificate is compulsory ashore (passport, identification card, sailor's book, etc.).

FRESH WATER: Available in unlimited quantities. Numerous hydrants on all wharves.

DEVELOPMENTS: Work is beginning on a new outer harbour situated at Gravelines about 14 km. West of the present entrance to the port, and which will cover about 25,000 acres.

Dunkirk will receive 200,000 dwt. ships (18 metres draft) at the end of 1974. The new outer harbour should be completed in 1975 when 300,000 dwt. tonners, 22 metres draft, would then be acceptable.

CONSULS:

Belgium	Italy
Brazil	Luxembourg
Ivory Coast	Monaco
Denmark	Netherlands
Finland	Norway
Germany	Portugal
Great Britain	Spain
Greece	Sweden

REPAIRS: All repairs possible.

DRY DOCKS: Sizes of dry docks in metres:

	Dry Dock 1	*Dry Dock 2*	*Dry Dock 3*
Length overall	112·70	90	193
Effective length	105	73·50	170
Width at gate	14	14	21
Depth at gate	(–1·65)	(–0·55)	(–2·10)

	Floating docks *Dock 1*	*Dock 2*
Length overall	170·20	206
Width inside	24·00	40
Can bear	13,000 t.	20,000 t.

AIRPORT: Calais, Marck, 35 km.; Lille Lesquin, 80 km.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; Easter; Whitsuntide; 1st May; 14th July; 15th August; 1st November; 11th November; Christmas. On public holidays, handling operations can be carried out from 6 a.m. to 12.

POLICE/AMBULANCE/FIRE: Police 66.59.01; Ambulance, Firemen 18.

TELEPHONES: In wet dock 6, in the tankers' harbour, at the quay for minerals, at the wharf for cereals, a telephone on board can be obtained and connected to the general system.

SERVICES: No specific port equipment for gas-freeing. Dirty ballast can be received at terminal of Societe Francaise des Petroles B.P. Compass adjustment, radio repairs.

SHORE LEAVE: Crew are allowed ashore.

PORT AUTHORITY: Le Port Autonome de Dunkerque, Terre Plein Guillain, 59 Dunkerque. Tel. 66.58.00. Telex 82 055.

AGENT: Jolasry (France), 11 Rue des Poilus. Telex 82911. Tel. 66–99–01.

FECAMP: 49.46 N. 00.21 E.

DOCUMENTS:

2 Crew Lists.
2 Custom Lists.
1 Health Form.
Ship's Register.
Cargo Manifest.
Bills of Lading.

PILOTAGE: Pilots informed of arrivals by Agents. Pilots wait at port station two hours before high water each tide. Inform Harbour Master by VHF Channel 16.

ANCHORAGE: Half mile West of jetties.

MAX. SIZE: 100 m. length, 16 m. breadth and 18 ft. draft, entry any tides.

HEALTH: Pratique obtained when Customs Officer boards few minutes after berthing.

RADIO: Boulogne Radio. VHF at Harbour Master's Office, Channel 16.

TUGS: None.

STEVEDORES: Informed by Agents (available).

MEDICAL: Notice not required for medical attention. Doctors and hospital always ready. But it is better in case of urgency.

FRESH WATER: Available from shore (pipes each 50 m. on quay).

FUEL: No fuel in port. Available only by lorries for bunkering.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: In accordance with international regulations:

Load Line.
Radio Equipment.
Safety Equipment.
Deratisation, etc.

CUSTOMS ALLOWANCES: About 200 cigarettes per man; wine/spirits at Customs Officer's discretion.

IDENTIFICATION CARDS: Not required.

CONSULS:

Vice-Consulate of Norway	tel. 0.03.
Vice-Consulate of Denmark	tel. 0.95.

REPAIRS: Possible.

DRY DOCKS: One slipway for vessels of maximum 1,500 tons displacement.

REPATRIATION: Agents carry out these operations.

AIRPORT: Paris is the nearest.

TIME: Local time is GMT plus 1 hour, no alterations during year.

HOLIDAYS: Arrangements for working during holidays can be made if necessary.

POLICE/AMBULANCE/FIRE: Police, tel. 0.17; Ambulance, tel. 9.33; Fire, tel. 0.18.

TELEPHONES: No arrangements for placing telephone on board.

SERVICES: No possibilities for tank cleaning, etc. Compass adjusting available if necessary.

SHORE LEAVE: Always possible for crew members to go ashore.

PORT AUTHORITY: Ingenieur des Ponts et Chaussées, Ponts et Chaussées, Quai Berigny. Tel. 2.02.

AGENT: Andre Marsolet, 13a Quai Berigny. Cables: Marsolet Fecamp. Tel. 003 and 288.

FOS SUR MER: 43.24 N. 04.53 E.

DOCUMENTS:

1 Cargo Manifest or Manifest in Ballast.
Certificate of open spaces occupied by cargo in cubic feet or cubic metres, or in registered form if shelter deck.
Bill of Lading.
Ship's Register (if required).
6 Crew Lists (8 if Spanish or U.S.S.R. ship or ship bound for these countries).
3 Passenger Lists.
Health Declaration.
Deratisation Certificate.
3 Bunker Supply Forms.
Declaration of crew personal effects, cameras, binoculars, radios, cigarettes, tobacco, etc.

If on inspection, articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

PILOTAGE: Compulsory. Contact by Marseilles radio or direct to

pilot boat by VHF Channel 16 for calling, Channel 9 for traffic. Pilot boards in the roads between 2 and 2·5 miles South-west of Bouc tower or farther out if required. Motor launch, black hull, white cabin, white anchor on bow, flying "H" flag.

ANCHORAGE: It is recommended to ask for Pilot before anchoring in outer roads to avoid prohibited anchorages.

RESTRICTIONS: When large tankers are proceeding in the Fos channel, other vessels' entrance may be delayed.

Access channel for very large vessels dredged to 22 metres over a width of 250 metres.

MAX. SIZE:

Tankers: Berth 0, draft 42 ft.
Berth No. 1, draft 53 ft., depth alongside 57 ft.
Berth No. 2, draft 62 ft., depth alongside 64 ft. 7 in.
Berth No. 3, draft 67 ft., depth alongside 72 ft.
Berth No. 4, expected completion 1973–74 with draft over 70 ft.

Ore and Containers: Max. length 984 ft., draft 41 ft.

HEALTH: Pratique given by customs officers who board on arrival. In case of suspected disease on board, notify Agent by radio before arrival.

RADIO: Within 150 miles, traffic should be routed through Marseilles radio, FFM, otherwise via St. Lys, FFL.

TUGS: Tugs normally join vessel in the entrance channel. Ship's lines are used.

BULK HANDLING FACILITIES: Ore berth, depth alongside 42 ft. 8 in. Discharge rate 600 tons per hour. Two portico cranes with grabs. Container berth, depth alongside 39 ft. 4 in.

In Basin No. 1, Gaz de France terminal for receiving liquid methane from Algeria. Depth 12 metres.

TANKER BERTHS: Chicksan loading/discharge arms fitted at all berths. Ballast discharged ashore through pipeline. Tank cleaning slop or oil residue not accepted through shore line, but can be disposed of by barge from Marseilles.

FRESH WATER: Available by pipeline at all berths.

FUEL: Available by barge only.

MEDICAL: All hospital and medical facilities. Yellow fever inoculation made by appointed doctors. Masters to advise by radio, prior arrival, if medical attendance required on board.

DEVELOPMENTS:

A steel plant under construction. Starting production in 1973. Berth depth 42 ft.

British I.C.I. now installing an ethylene plant, expected to be operational 1973.

REPAIRS: Ore berth can be used as a repair berth when not required for cargo operations. Permission must be obtained for tanker repairs.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes every 5 days. Wine/Spirits: limited amount allowed per man.

CONSULS: Norwegian, Swedish, Danish and Spanish Consuls at Port de Bouc. Others at Marseilles.

AIRPORT: Marseilles/Marignane Airport about 60 km. distance.

TIME: GMT plus 1 hour. No changes during the year.

TELEPHONES: On application, telephones can be connected on board.

AUTHORITY: Le Port Autonome de Marseilles.

AGENT: See "Port de Bouc".

GRANVILLE: 48.50 N. 01.35 W.

DOCUMENTS: See "Calais".

PILOTAGE: Pilotage not compulsory for ships of less than 45 m. length, except for those carrying dangerous cargo. Pilots board from fishing boats carrying regulation marks of a pilot boat, and maintain position at Videcoq buoy when a vessel is expected.

Limits of Granville pilotage are: 1. On entering, towards the West, the line joining "la Pierre d'Herpin", and Chausey lighthouse. To the North, alignment of Chausey lighthouse and "le Pignon". 2. On leaving, alignment of Mont. St. Michel through Champeaux Point. Ships bound Granville required notify ETA 18 hrs. in advance. Telegraphic address, "Telex 77777 Usaport Granville".

One hour before to one hour after high tide contact with Port Officer (tel. 50.12.45 Granville) can be estab lished by relay through "Marines" Stations. During same hours contact can be made with pilot boat and with Port Office by VHF Channel 12 (port wave band 156·6).

ANCHORAGE: At landfall buoy of Le Videcog.

RESTRICTIONS: Draft restrictions apply at slack water.

MAX. SIZE: Ships of 115 m. length, 18 m. beam and a maximum draft of 7 m. can enter the dock during an (approx.) 6 day period twice a month.

HEALTH: Pratique arranged by Customs.

RADIO: Boulogne Radio for ships coming from the North. Brest-Le Conquet Radio for ships coming from the South.

TUGS: Port not equipped with tugs. Pilot boats used as "pushers" for port manoeuvres, or for carrying hawsers to tying-up points.

BERTHING: Dependent nature of cargo and ETA.

STEVEDORES: Work hours 0800/1200, 1400/1800.

HOLIDAYS: See "Calais". Local holiday, Mardi Gras afternoon.

MEDICAL: Hospital available.

TANKERS: Two berths for unloading domestic fuels through 8 in. pipes.

DENSITY: 1025.

WATER: Available.

FUELS: No fuels readily available. 2 days notice required for tank lorry 200 km. distant.

OPENING/CLOSING HATCHES: Carried out by crew.

CUSTOMS ALLOWANCES: Tobacco. 200 cigarettes. Wines and spirits. 1 bottle spirits. No ship's chandler.

CONSULATES: None.

DRY DOCKS/REPAIRS: None.

REPATRIATION: No facilities.

AIRPORT: None.

TIME: Local time GMT plus 1 hour.

POLICE/AMBULANCE/FIRE: Tel. 50.11.16; flre Service 50.03.70 Granville.

AUTHORITY: Officer Du Port. Tel. 50.12.45.

AGENT: See "Paris".

HONFLEUR; 49.25 N. 00.14 E.

DOCUMENTS: See "Rouen".

PILOTAGE: Served by "Pilotage de la Seine" (address 9 Chaussee Kennedy, 76 le Havre). Ships bound for Honfleur are received on the Carosse Roads (Rade de la Carosse) where the following signals should be made for summoning a Pilot. By day – flag "G" of the international code of signals. By night – in Morse by signalling lamp.

Complementary signals which can be used on arriving on the roads. By day – globe or ship's national flag hoisted at masthead. By night – red light at main masthead. At all times, sound signal of five long blasts.

Advice of ETA and draft in salt water is to be given to Rouen Port at least 5 hours prior arrival roads, as well as to Agent.

Similarly, vessels anticipating a delay of more than two hours after their reported ETA should notify Rouen Port or the pilot boat of this at least three hours before the time originally reported.

RESTRICTIONS: Access to port made through channel 100 metres wide, protected by two dykes about 500 m. long, which leads to outer harbour. A tidal port, Honfleur possesses three floating basins:

Dock	*Length*	*Width*	*Sluice width*
West Dock	128 m.	77 m.	10·50 m.
East Dock	295 m.	71 m.	16·50 m.
Carnot Dock	788 m.	108 m.	13·00 m.

East Dock joins outer harbour: ships of more than 70 m. long must anchor in Carnot Dock which spans from East.

MAX. SIZE: Port can receive ships 100 m. long and 15·50 m. wide berthing in East Dock; but with Carnot Dock, only ships less than 12·50 m. wide can enter. Drafts vary according to tides: 6·00 m. with average tide, 4·70 m. in average slack water, and subject to variations because of silting up of harbour which necessitates frequent dredging.

HEALTH: Bill of Health is under the jurisdiction of Customs office of Honfleur. Hospital nearby.

RADIO: Vessels may use radio telegraphy to communicate all necessary information to the Information Centre of the Port of Rouen (Rouen Port) or to the pilot boat, (call sign: FORI.) These two keep each other mutually informed of all information received. A permanent watch is maintained by Rouen Port on Channel 16. Disengagement frequency after call on Channel 16: Channel 11 or Channel 12.

A Pilot is obligatory for every ship of more than 55 metres length.

TUGS: If necessary are provided by "La Société des Abeilles" of Le Havre.

TANKERS: Berth "MIROLINE" on dolphins in river Seine for tanker of 18,000 tons eventually after lightening according to the depth conditions.

FRESH WATER: Available. Supplies arranged through Agent.

FUEL: Supplies arranged through Agent.

AIRPORT: 12 kilometres from port.

AUTHORITY: Directeur du Port.

AGENT: See "Le Havre".

ILE ROUSSE: Corsica 42.39 N. 08.56 E.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and Customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.

PILOTAGE: Not compulsory.

ANCHORAGE: Outside of port for cruise vessels.

ENTRY TIME RESTRICTIONS: None.

MAX. SIZE: Draft 5 metres; length 160 metres.

RADIO: Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.

TUGS: None available.

STEVEDORES: 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.

CARGO GEAR: Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.

FRESH WATER: Available at very slow pumping rate.

FUEL: Not available.

REPAIRS/CONSULS: None.
TIME: GMT plus 1 hour.

AGENT: Lloyd's Agent W. Tschumi, POB 55, Ajaccio. Tel. 214339. Telex 46627. Cables: "Britiships Ajaccio".

LA NOUVELLE: 43.01 N. 03.04 E.

DOCUMENTS:
1 Passenger List.
4 Crew Lists.
2 Stores Lists.
1 Cargo Manifest.
Bill of Health.
Safety Certificates.

PILOTAGE: Vessels call Pilot on VHF Channel 3. Three pilot boats available. International Code pilot signals used.
MAX. SIZE: For port entry: length 115 m., beam 20 m., draft 6·50 m. Tanker sea line: max. draft 18 m.
HEALTH: Pratique is given by Customs officers who board vessel on arrival. In case of suspected disease on board, Master should radio Agents advising details before arrival.
TUGS: Not available. There are several launches to assist in mooring.
BERTHING: Is effected in the order in which ships arrive.
STEVEDORES: Arranged by consignees.
MEDICAL: Doctors available at La Nouvelle. Nearest hospital is at Narbonne, 27 km. away.
TANKERS: One sea line berth at buoys in depth of water greater than 18 m. Four dolphin berths in the oil dock, maximum draft 6·50 m. One of these berths is used for LPG cargoes. No slop disposal facilities.
DENSITY: 1025.
FRESH WATER: Supplied at all town berths.
FUEL: Available from several suppliers.
FIRE PRECAUTIONS: Usual safety regulations strictly applied. A barrage can be positioned across the channel to contain burning oil.
OPENING/CLOSING HATCHES: Optional, performed by stevedores or crew.
CUSTOMS ALLOWANCES: Each crewman allowed retain only sufficient for his own consumption while in port. It is forbidden to take alcohol ashore.
IDENTIFICATION CARDS: Any man going ashore should carry a passport or identity card.
CONSULS: No local representation.
REPAIRS: Not possible ashore, except very minor ones.
REPATRIATION: No difficulties.
TIME: GMT plus one hour. No changes.
HOLIDAYS: In principal, no work done on legal holidays.
POLICE/FIRE/AMBULANCE: Police, tel. 332011; Fire, 332017; Ambulance, 332011.
TELEPHONES: No connections can be made on board.
SHORE LEAVE: No restrictions.
AUTHORITY: Ponts et Chaussees, Service Maritime. Avenue de la Mer a Port La Nouvelle. Tel. 332037.

AGENT: See "Paris".

LA ROCHELLE/LA PALLICE: 46.10 N. 01.14 W.

DOCUMENTS:
4 Cargo Manifests, or Manifest of Ballast.
Certificate of Cargo Space.
3 Bills of Lading.
Ship's Provisions List.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Certificate of Crew Personal Effects.

PILOTAGE: Access from sea is through Pertuis d'Antioche, the strait between Isle of Ré and Isle of Oleron. Pilotage compulsory for all vessels over 55 metres length. Pilot launch named *Armeria,* meets vessels at Chauveau Buoy in position 46° 6′ 5″ N. 01° 09′ 09′ W. Contact pilot via VHF Channel 16, 2 hours before arrival. ETA should be given to Agent 12 hours before arrival.

Vessels which do not receive berthing instructions on arrival should wait in the vicinity and South of Chauveau Buoy, keeping watch on VHF Channel 16.
ANCHORAGE: About 330 yards South of the end of the outer mole in depths of 36 ft. Mud bottom, good holding ground. In Westerly winds may be preferable to shelter nearer Isle of Ré where water depth is 59 ft.
RESTRICTIONS: Vessels in excess of 360 ft. length can enter Inner Basin only from 2 hours before to 1 hour after high water. Loaded tankers over 5,000 tons dwt. may enter tidal harbour in daylight hours only.
MAX. SIZE: Outer pier mole, draft 32 ft. Tidal harbour, length 560 ft., draft 29 ft. Wet dock (inner basin), max. beam 69 ft., draft 25 ft. 6 in. neaps, 30 ft. springs.
HEALTH: Pratique given by Customs officers who board on arrival. In case suspected disease on board, radio Agent in advance advising details.
RADIO: Bordeaux-Arcachon Radio.
TUGS: Join vessels either in outer roads or inner roads of La Pallice. Normally tugs' lines are used.
STEVEDORES: Normal working hours for stevedoring are: 08.00 to 12.00 hrs. and 14.00 to 18.00 hrs. Two hours overtime may be worked from 18.00 to 20.00 hrs. When a quick despatch must be given to a vessel, an 8-hour shift can be arranged, from 05.00 to 13.00 hrs. and 14.00 to 22.00 hrs. during the week, and 05.00 to 13.00 hrs. on Sundays and holidays.
MEDICAL: All facilities available. Advance notice should be given if assistance required on arrival.
TANKERS: Only refined products are discharged at La Pallice.

1. Oil berths situated at West side of outer pier mole, in depths of 31 to 36 ft. low water:
Service Essence Aux Armées: flexible hoses 250 mm. diameter.
Petroles de L'Ouest: pipe-line of 200 mm. diameter. Metal loading arm of 200 mm. diameter.
Picoty: pipeline of 200 mm. diameter.
2. Oil berths at North quay in tidal harbour in depths of 26 ft.
Raffineries du Midi: Pipe-line of 250 mm. diameter, hoses 200 mm. diameter.
Petroles de L'Ouest: Pipe-line of 300 mm. diameter, hoses 250 mm. diameter.
Total: Pipe-line of 200 mm. diameter, hoses of 150 mm diameter.
Essence Aux Armées: Pipe-line and hoses of 200 mm. diameter.
3. Vessels under 300 ft. length may berth at East quay in tidal harbour.

FRESH WATER: Available from all wharves. No barges available. Loading rate from the quay 60–75 tons per hour.
FUEL: Available by pipe-line at North Quay in Tidal Harbour. Otherwise supplied by tank trucks only.
FIRE PRECAUTIONS: Tanker berths are enclosed or surrounded by a barrier system. Smoking is prohibited on the tanker berths. The presence of a fire guard or representative of the fire service is necessary while a tanker is alongside the quay.
OPENING/CLOSING HATCHES: Performed by ship's crew.
GANGWAY/DECK WATCHMEN: Available from shore if required. Necessary for tankers loading/discharging cargo.
CUSTOMS ALLOWANCES: 200 cigarettes and bottle wine/spirits per man.
IDENTIFICATION CARDS: Crew men going ashore should carry passports or identity cards.
CONSULS: No local representatives.
REPAIRS: All kinds of deck, hull and engine repairs can be carried out by Ateliers et Chantiers de La Rochelle-Pallice.

Vessels not exceeding 21 metres beam may be repaired in the inner basin. Larger vessels are repaired at berths outside the inner basin.
DRY DOCKS: Two dry docks in Inner Basin: 577 ft. × 72 ft. and 351 ft. × 41 ft.
REPATRIATION: Can be arranged without difficulty.
TIME: One hour ahead of GMT. No change.
HOLIDAYS: New Year (1st January), no labour available; Easter Sunday, possibility of labour with overtime; Easter Monday, no labour available; Labour Day (1st May), no labour available; Ascension Day, possibility of labour with overtime; Whit Sunday, possibility of labour with overtime; Whit Monday, no labour available; National Day (14th July), no labour available; Assumption Day (15th August), no labour available; All Saints' Day (1st November), no labour available; Armistice Day (11th November, possibility of labour with overtime; Christmas Day (25th December), no labour available.

N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100% extra.
POLICE/AMBULANCE/FIRE: Police Secours 17; Commisariat General 46.28.45.94; Commisariat La Pallice 46.35.60.89; Ambulance 18; Fire Service 18.
TELEPHONES: Telephones are available at all berths at the mole, and are obligatory for vessels handling dangerous cargo.
SHORE LEAVE: Allowed, no restrictions.
GENERAL: Old harbour at La Rochelle is used only by fishing vessels and pleasure craft.
AUTHORITY: Capitainerie du Port de La Rochelle-Pallice, Rue du Senegal 17, La Rochelle-Pallice. Tel 46.35.60.12.

AGENT: See "Paris".

LE HAVRE: 49.30 N. 00.07 W.

DOCUMENTS: At arrival in-bound bill tendered by Pilot to be filled up and signed by Master specifying ship's data and more especially open spaces occupied (shelter) and dangerous cargo on board. After berthing:

For Custom's Officers
1 Crew List.
1 Crew Declaration List (personal effects, camera, radio set, cigarettes, cigars, tobacco, etc.).
1 Ship's Store List.
1 Passengers Manifest (disembarking).
1 Passengers Manifest (in transit).

For Health Officers
1 Crew List.
1 Health Declaration.
Deratisation Certificate.
1 Manifest Passengers (disembarking).
1 Manifest Passengers (in transit).
Individual international Certificates of Vaccination.

For Custom Broker
1 Crew List.

1 Crew Declaration List (personal effects, camera, radio set, cigarettes, cigars, tobacco, etc.).
1 Ship's Store List.
1 Certificate of open space occupied by cargo.
1 Passengers' Manifest (disembarking).
1 Baggage Manifest (non-accompanied).
Tonnage Certificate.

For Agents
1 Crew List.
2 Passengers' Manifests (disembarking).
2 Passengers' Manifests (in transit).
2 Baggage Manifests (accompanied).
2 Baggage Manifests (unaccompanied).
2 Dangerous Cargo Manifests and usual cargo documents.

For Immigration Office
1 Crew List.
1 Passengers' Manifest (disembarking).
1 Passengers' Manifest (in transit).

PILOTAGE: ETA to be sent to Harbour Master (see Radio). Advisable then to confirm directly either to pilot boat (call sign FNZH) or to Havreport between 24 and 12 hours before arrival (see Radio). Pilot boats have black hull with "Pilote Havre" in white letters on both sides, white funnel with black top stripe, green flag with white anchor on fore-mast. Located off Le Havre channel entrance East of the intermediate landfall buoy (LH 2) except at low tide when pilot boat comes back to harbour for revictualling.

Vessels may anchor near LH 2 South of entry alignment in good weather and further off in bad weather.

Light or sound signal to be made by vessels requiring a pilot· letter G in morse code.

ANCHORAGES: Anchorages forbidden in the channel between both parallels 100 metres South and North of channel and in a zone 1 nautical mile long and 500 metres wide in prolongation of channel.

RESTRICTIONS: Depth in main channel 51 ft. LW. Depth in tidal basin 49 ft. LW.

Main lock entrance to enclosed basins, length 1,312 ft. width 220 ft., depth 79 ft.

Vessels berthing in tidal docks (Bassin Theophile Ducrocq) dependent on tide if draft in excess of 30 ft.

Quinette de Rochemont Lock open from 2 hours 20 min. before high tide until 40 min. after. During this period vessels of max. length 210 metres and max. breadth 26 metres may pass through. Otherwise max. length authorised is reduced to 180 metres. In some circumstances some locks are completely closed around low tide.

CIM Berth No. 10 may receive tankers up to 300,000 tons dwt. with draft varying between 63 and 68 ft. depending upon tide. Such vessels enter only by daylight and must arrive at Lightvessel at least 3 hours before high water.

MAX. SIZE: Tankers: length 1,300 ft., draft (approx.) 65 ft. subject tide.

Bulk carriers: up to 90,000 tons.

HEALTH: Free pratique automatic for vessels coming direct from Continent or Italy and Q flag not to be flown. From other countries including Spain and Portugal usual procedure applies. Free pratique may be obtained by radio message to Sanipor Le Havre specifying name of vessel – where coming from – total number of crew members, number of crew members vaccinated (smallpox, yellow fever, cholera).

Tankers: For tankers it is advisable to ask free pratique by radio in order start operation as soon as vessel berths.

RADIO: Masters of ships are requested to send to Le Havre Harbour Master their expected time of arrival at Le Havre light-vessel.

The message will be sent through radio stations of: Boulogne-radio/FFB (working frequencies 1771 kHz and 2747 kHz) or Brest le-Conquet radio/FFU (1806/2726 kHz).

It will give the date and time GMT of ETA, and the maximum draft. It will be sent about 12 hours before arrival and corrected by another message if necessary. This service is free. Same stations of Boulogne and Brest to be used to contact Agent and in addition Saint Lys/FFL.

Port operation radio service: The Havreportradio station keeps a permanent watch on the the following frequencies: 156.6 MHz (Channel 12); 156.8 MHz (Channel 16); 157.0–161.6 MHz (Channel 20 duplex). This station sends and receives all messages for the port operations control.

Ships call Havreportradio directly on Channels 12 or 20. Ships arriving, leaving or moored on roads *must keep watch on Channel 16.*

Ships with Pilot on board must keep watch on Channels 12 or 20 from pilot on board until arrival at berth, and from departure of berth until disembarking Pilot. Havreportradio/FFY keeps watch on 2.182 kc/s. This frequency will be used only in a radius of 22 miles from Havre light-ship and only when it is not possible to use VHF.

RADAR/VHF: Radar assistance may be obtained by calling Le-Havre-Radar on Channel 16 (156,80 MHz). Then working frequencies are Channels 14 and 22.

TUGS: 18 tugs available, from 650 to 3,000 h.p. Normally join vessel inside the jetties in outer harbour. Ship's lines or tug's lines used at ship's option. Extra charge for use of tug's line.

BULK HANDLING FACILITIES: *Ore Berth:* Situated South side of Mole Centrale. Accessible to 90,000 dwt. ore carriers. Equipment includes 4 unloading gantries, each with max. capacity 500 tons per hour.

Grain: Quai Hermann du Pasquier for ships up to 30,000 tons dwt. Three elevators capacity each 280 tons per hour.

Quai Joannes-Coubert: for ships up to 60,000 tons dwt, two elevators each 600 tons per hour capacity.

Containers: Terminals on Quai de l'Atlantique: where 2,525 ft. of quay with 3 berths for large vessels, one equipped for roll-on-roll-off traffic.

A further container terminal with three berths available at the Canal de Jonction Terminal up-stream from the Great Lock.

Methane: The Gaz de France Methane Terminal situated at Western end of tidal basin with one berth for vessels up to 755 ft. length.

Ro Ro: Two berthing places in the Tidal Basin, three berths in the wet dock, three berthing places in the non-tidal docks.

Liquid Chemicals: at the berths of "Société Normande de L'Azote", "Sogestrol", and "Petrochimie" along the "Canal Central Maritime".

BERTHING: Agents generally inform Master by radio of berthing prospects, arrival time limits and any special requirements.

BRIDGES: No special restrictions. Opened upon request. Master will be informed as above in case any bridge stopped for repairs.

STEVEDORES: 2 normal shifts (07.00–15.00 and 15.00–23.00) every week-day including Saturday. Night shift in overtime 23.00–07.00. For fruits and reefer cargo and passengers ships possible working 2 hours overtime before morning shift to start at 05.00 subject ordering gang the previous day at 06.00, with 23 hours notice to stevedores. Night gang ordered the same day at 14.00 with nine hours notice to stevedores (same consequently involves 36 and 12 hours notice to Agents for morning and night overtime respectively).

For vessel completing loading/discharging may order 2 hours overtime from 15.00 to 17.00 after morning shift or only 1 hour overtime from 23.00 to 24.00 after afternoon shift. No possibility of dividing the shift of 8 hours. Consequently time lost between completion of work and end of shift is charged to the vessel at the cost of about Frs. 560,00 per hour (depending upon tvpe of cargo).

No work possible on Sunday and legal holidays nor during night between Sunday or holiday and next working day. Necessary to give Agent soonest possible accurate ETA and hatch partition in order to enable his arranging work at the best, keeping in mind that shift cannot be split.

Work done with shore crane. Ship's derricks used only exceptionaly. No hatch tents available from shore.

It is compulsory to put a net under the gangway before starting work, for lack of which stevedores refuse to go on board.

MEDICAL: It is not necessary for Agent to receive advance notice of required medical attention except when Master requests a doctor on board. The Master must after berthing inform Agent of number of patients and nature of disease, name of patient, rank, in order agent may arrange corresponding appointment with doctors, dentists, specialists, etc. Hospital facilities available provided admission ordered by local doctor.

Inoculation. Yellow fever – effected only at the hospital once per week on Thursdays 14.00 to 15.00 p.m. Other inoculations may be effected by local doctors (with appointment) but smallpox may also be effected at the Town Hall sanitary office on Tuesday and Saturday from 09.00 to 12.00 a.m.

TANKERS: Berth at C.I.M. piers no. 1 to 10. Diameter or connections at different berths of C.I.M.: No. three, four and five 10 in., six and seven 12 in., eight and ten 16 in.

Tankers calling first time at Le Havre recommended to inform Agents of position of manifold connection. Slop reception facilities available up to 1,000 tons per hour.

DENSITY: In outer port and tidal docks: salt water. In inside docks brackish. Density depending upon season and amount of fresh water brought in by river Seine and Canal de Tancarville.

FRESH WATER: Most berths supply by shore hydrants. Otherwise by barge minimum quantity invoiced then being 50 cbm. Overtime charged in addition. Late cancellation of barge invoiced.

FUEL: All grades available, viscosities from 200 sec. to 3000 sec. Redwood. Minimum 48 hours advance notice required to prepare barges.

FIRE PRECAUTIONS: Dangerous cargo must be declared on "Inbound Bill" and in order not to delay vessel's entry it is highly recommended to inform Agent of quantity and exact nature of dangerous cargo on board 48 hours prior to arrival, thus enabling agent to get in touch with Harbour Master and take necessary steps which may go from a single smoking prohibition up to a fire-picket on the quay during all the call.

Tankers: A "notice to masters of ships loading/unloading hydrocarbons" is handed to Master upon arrival. This notice specifies *inter alia:* repairs, ventilation/cleaning of tanks, handling of goods subject to Harbour Master's authorisation. All naked lights and fires prohibited, boiler furnaces and galley ranges excepted, such exception cancellable on simple order of Harbour Master or Depot Manager.

DEVELOPMENTS: Plans under way for building new oil terminal on an artificial island off Cap d'Antifer. The terminal will be designed to accommodate tankers in excess of 500,000 dwt. and is due for completion in 1974.

GANGWAY/DECK WATCHMEN: Not compulsory. Sworn watchmen in uniform and equipped with a VHF set may be obtained from the Port Authority per hour for day and night, working days and holidays. Some other companies may also supply watchmen (not sworn) at lower prices.

OPENING/CLOSING HATCHES: May be done by stevedores at the same price as shifting of cargo depending upon the type of cargo and consequent number of men included in the gang.

It is highly recommended to carry out opening by the crew before beginning of shift to avoid both loss of time and expensive charges and also risk of accident to stevedores who are sometimes not well aware of vessel's closing system.

It is emphasised that for reefer cargo stevedores wait for cold exhaust half an hour after opening hatches before getting down in

the holds. Consequently it is strongly advised to stop ventilation and start opening hatches with crew about one hour before beginning of shift keeping in mind that for reefer cargo, the morning shift may commence at 05.00.

CERTIFICATES:
Tonnage Certificate.
Safety Construction Certificate.
Loadline Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Deratisation Certificate.
Cargo Gear Register.
(Fresh water analysis certificate may also be requested.)

CUSTOM'S ALLOWANCES: 200 cigarettes or 200 grammes tobacco plus 1 bottle spirit (must be mentioned on crew declaration list). Crew members may obtain extra allowance but only after 5–6 days' call.

CARGO GEAR: Cargo handling usually carried out by means of shore cranes. Hatch-tents to be supplied by vessel.

CREW IDENTIFICATION CARDS: Not required. Recommended to have passport or seaman book to go ashore.

CONSULS: The following countries have representatives at Le Havre:

Brazil	Haiti	Peru
Colombia	Netherlands	Salvador
Dominica	Argentina	Uruguay
Guatemala	Switzerland	Chile
Italy	South Africa	Costa Rica
Portugal	Panama	Ivory Coast
Sweden	Denmark	Spain
Germany	Belgium	Finland
Mexico	Norway	Japan
Great Britain	Greece	Liberia
Ecuador	Honduras	Madagascar
Venezuela		

REPAIRS: Several companies including Ateliers et Chantiers du Havre available to handle all types of hull and engine repairs. Five berths available for repairs afloat.

DRY DOCKS: Seven dry docks available, largest of which is 1,095 ft. working length and 125 ft. width for vessels up to 80,000 tons dwt.

REPATRIATION: Except if airplane chartered by Owners, all crew have to pass through Paris.

AIRPORT: Le Havre airport 7 km. from the centre of the town, with a runway of 1800 metres × 40 may receive chartered planes up to 40 tons total weight (50 T. with special authorisation). Regular flights from and to Orly (Paris Airport) twice a day holidays excepted.

TIME: GMT plus 1 hour (permanent).

HOLIDAYS: New Year's Day (January 1st); Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday; National Holiday (July 14th); Assumption B.V. Mary (August 15th); All Saint's day (November 1st); Armistice Day (November 11th); Christmas Day (December 25th). No work possible except for passenger ships and tankers the latter being loaded/discharged round the clock every day.

POLICE/FIRE/AMBULANCE: Police 17 or 48.15.20; Fire Brigade 48.05.77 or 18; Ambulance 42.30.68 or 42.46.46; Hospital 42.77.83.

TELEPHONE ON BOARD: Possible at most berths.

SHORE LEAVE: Authorised within port and town area. Foreign seamen wishing to go further and more especially to Paris must obtain police authorisation and consequent pass.

PORT REGULATIONS: Vessels carrying dangerous cargo must when on roads or in the entrance channel, show the red flag by daylight or one red light by night-time. When leaving the port they must keep their Pilot up to the end of the channel.

AUTHORITY: Port of Le Havre Authority, Terre-Plein de La Barre, 76 Le Havre. Tel. 425201. Telex 19663.

AGENT: Jolasry (France), 10, Place Léon Meyer, PO Box 846, 76060 – Le Havre. Telegraphic address "Jolasry". Tel. 42.18.32 and 42.12.05. Telex 19708.

LORIENT: 47.45 N. 03.21 W.

DOCUMENTS:
Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.

PILOTAGE: Compulsory for all vessels over 60 m. length. Vessels must contact pilot station advising ETA at least 12 hours before arrival by radio to the Agents, Harbourmaster, or the pilot station. On arrival at the outer roads or Groix vessels should call Pilot by visual signals or by radio telephone on 2182 kc/s, or VHF Channel 16. The pilot launch will be standing by from one hour before to one hour after the ETA previously advised by the ship. The Pilot station is manned 24 hours per day. Pilot station telephone number 210678

ANCHORAGE: The outer roads of the port are open to winds from the South-east to South-west. Vessels waiting to enter the port may anchor in depths of 15–20 m., sand and shell bottom, good holding ground.

Mooring buoys are positioned off Port Tudy on the North coast of Ile de Groix. These buoys are reserved for the use of the French Navy. There are prohibited zones for anchoring due to presence of submarine cables, marked on chart.

Vessels in excess of 500 grt are recommended to take a Pilot for anchoring.

RESTRICTIONS: There are two entry channels to the port. The South channel, depth 4·40 m. is used exclusively by local fishing boats. The West channel is marked by the alignment of Kerbel Light and Lohic Light. The depth in this channel is presently 6·0 m., which is being dredged to a projected depth of 7 m. Both channels are very well marked.

Traffic signals are hoisted at Port Louis Citadel as follows: Red flag or red light – entry prohibited. Green flag or green light – exit prohibited. Red over green flags or lights – port closed.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

RADIO: Use local station Radio Conquet or Radio Saint-Nazaire.

TUGS: 8 tugs up to 900 h.p.

BERTHING: Kergroise Quays, 516 metres berthing length can accommodate vessel up to 200 metres length, draft 6.80 metres at the Southern part of the quays.

Draft of 8.50 metres available at the remainder.

Seven cranes in service including 16-ton crane.

TANKERS: The oil jetty is 112 m. long and can accommodate tankers up to 180 m. length, maximum draft 10 m.

FRESH WATER: Can be supplied from the quays at Kergroise and at the Oil Jetty. Rate 10 tons per hour.

REPAIRS: Minor deck and engine repairs can be carried out. Slipways can accommodate 4 fishing boats at the same time. There are three dry docks the largest of which is 186·20 m. long × 26·33 m. wide.

MEDICAL: All facilities available. Local maritime and civil hospitals.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

CONSULS:
Belgium and Norway
Denmark
Netherlands

TIME: GMT plus 1 hour – no alterations.

HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July no labour available); Assumption Day (15th August no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

POLICE/FIRE/AMBULANCE: Police 21 19 16; First Aid 17; Ambulance 64 26 72; Fire 18.

AUTHORITY: Ingenieur des Traveaux Publics de l'Etat, Ponts et Chaussées, B.P. 445, Lorient. Tel. 64.11.36.

AGENT: See Paris.

MARSEILLES: 43.18 N. 05.25 E.

DOCUMENTS:
Ships Register.
Declaration of Health.
3 Crew Lists.
2 Provisions Lists.
2 Lists of Passengers in Transit.
2 Lists of Passengers disembarking.
1 List of Ports where cargo is loaded for Marseilles.
Cargo Manifests and Bills of lading.
1 List of Crew Personal Effects.

PILOTAGE: Compulsory. 21 pilot launches, mostly painted black, wooden hulls with white anchor insignia on the bow.

Contact pilot station and pilot boats by VHF Channel 9.

Southern Entrance: Pilot boards between "Le Frioul" and "Chateau d'If" island. Max. recommended draft 27 ft. in good weather.

Northern Entrance: Pilot boards at Estaque roads. In case of strong N.W. winds or for all deeper draft vessels the Northern entrance is preferred.

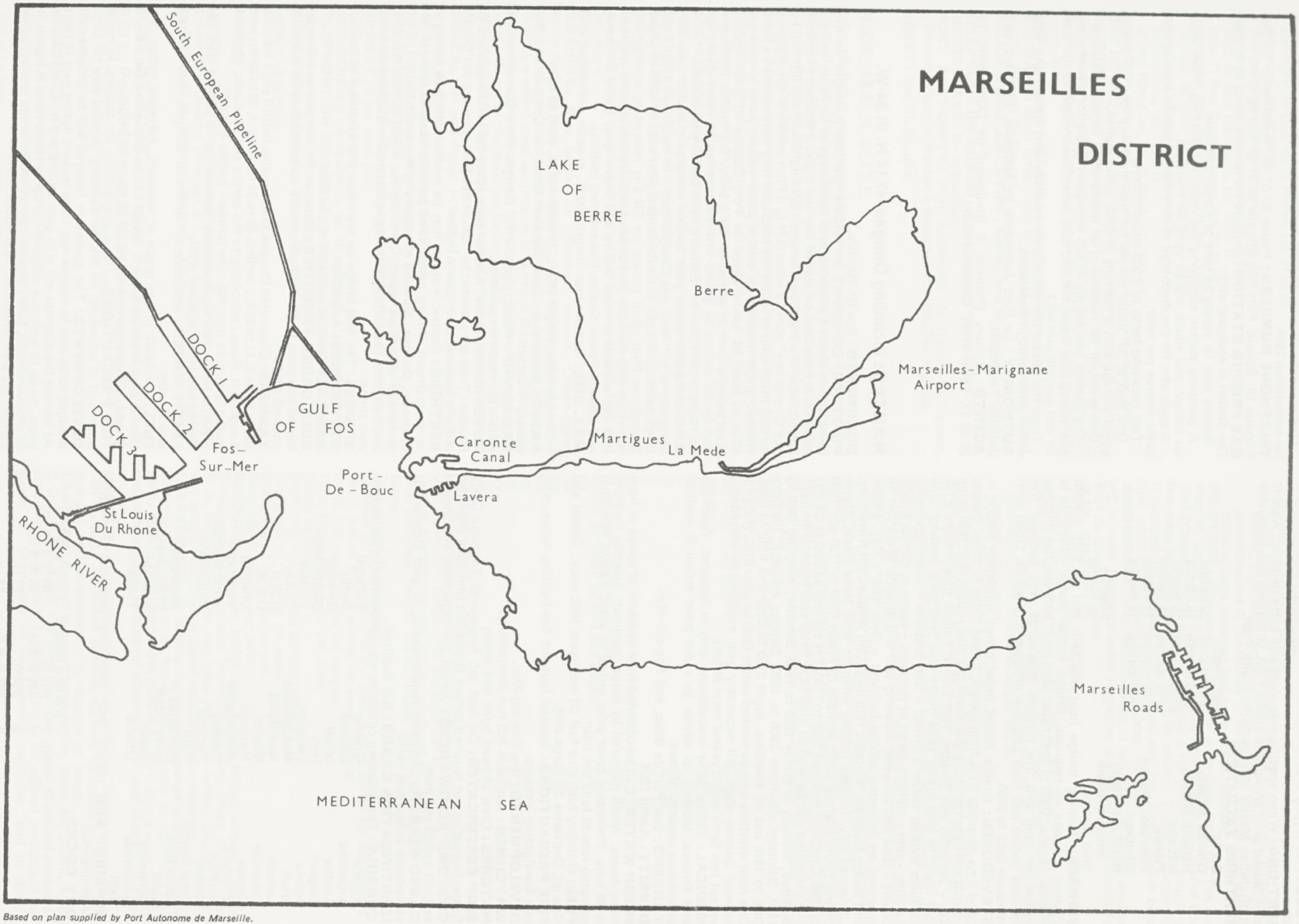
Vessels anchoring in roads without a Pilot will still incur full pilotage fee.

On departure, 15 to 30 minutes notice sufficient to order Pilot and tugs.

ANCHORAGE: Estaque Roads – in green section of Mourepiane light.

MAX. SIZE: Draft dependent on berth depth up to maximum of 33 ft.

HEALTH: Free pratique automatic vessels coming direct from continent or Italy and Q flag not to be flown. From other countries – including Spain and Portugal – usual procedure applies. Unless special arrangement for passenger liners free pratique not given by radio also practice issuing Health or Customs clearance on sailing now discontinued.



Based on plan supplied by Port Autonome de Marseille.

RADIO: Within 150 miles Marseilles Radio/FFM – otherwise St. Lys/FFL.
TUGS: About forty tugs available, from 250 to over 2,000 h.p. Ship lines normally used.
BERTHING: When specific side alongside berth required. Agents radio Master prior arrival also advise Pilot. Otherwise side alongside at discretion Master after conferring with Pilot.
BERTHING FACILITIES:

Docks:	*Max. depth:*	
Grande Joliette	9·80 metres	24 berths
Harbour Station	8·00 metres	10 berths
National	10·50 metres	15 berths
Pinede	10·00 metres	14 berths
President Wilson	11·00 metres	16 berths
Mirabeau	15·00 metres	15 berths
North and South outer harbours	—	5 berths
Ship repairs:		30 berths

BRIDGES: Turning bridge near southern end of port – Pont d'Arenc – opens on requests. Bridge further North – Pont de la Pinede – opens: 0600 to 2255 twice each hour between five minutes before the hour and five minutes afterwards, and between five minutes before half hour and five minutes afterwards. Open continuously 2305 to 0600.
STEVEDORES: Enable Agent order gangs important obtain in good time accurate ETA from vessel. Latest times to order gangs; normal and deferred shifts 0530 same morning – night shift 1600 same day – Saturday and Sunday, 1600 Friday. Failure give precise ETA may result in ship losing 12/24 hours also cost gang waiting time includes waiting vessel's arrival – free pratique – opening/closing hatches – rain – shifting cargo or dunnage – crane or derrick breakdowns – time lost between finishing and end of shift. Work can be arranged on following official holidays – New Year's Day, Easter and Easter Monday, Whitsun, 14th July, 15th August, 1st November, Christmas Day, 1st May holiday when no work takes place, Stevedoring hours (normal shift) Monday to Friday 0700 to 1130 and 1300 to 1630. One hour overtime 1630 to 1730. For vessels sailing same day one extra hour can be worked until 1830. Extra cost (special shifts) – deferred, Monday to Friday 1300 to 1930, Saturday morning 0630 to 1310, Saturday afternoon 1300 to 1830, Sunday morning, holidays 0630 to 1310 but no overtime. Night 2130 to 0100 and 0130 to 0500. One hour overtime may be worked before 0630 or after 0730. No work allowed Sunday night. All necessary gear supplied by stevedores except rain tents which vessel must supply.
MEDICAL: Yellow fever inoculations only in hospital. Tuesdays and Fridays. Masters to advise by radio prior arrival if medical attendance required aboard.
TANKERS: See Port de Bouc, and Fos-sur-Mer.
DENSITY: About 1028.
FRESH WATER: Can be obtained from hydrants or quays or from water-boats. When delivered by barge, minimum quantity invoiced is 50 tons. Preferable order prior arrival to avoid delays. Minimum pumping rate 50 tons per hour.
FUEL: Ordinary fuel, also fuel oil maximum 1000 secs., Diesel and Gas oil. Deliveries by barge only.
FIRE PRECAUTIONS: Special harbour fire-fighting corps, with two fire-fighting Vessels.
DEVELOPMENTS: See Fos-sur-Mer.
WATCHMEN: Available but not compulsory.
HATCHES: Crew allowed open and close.
SHIP CERTIFICATES: On first call Registered Tonnage Certificate; thereafter not required unless Gross/Net tonnages changed.
CUSTOMS ALLOWANCES: About 200 cigarettes and limited amount spirits per man.
CARGO GEAR: No additional requirements; all gear supplied by stevedores except rain tents.
IDENTIFICATION CARDS: Not required.
CONSULS: The following countries are represented in Marseilles:

Algeria	Greece	Portugal
Argentina	Iceland	Spain
Austria	Israel	Sweden
Belgium	Italy	Switzerland
Bolivia	Lebanon	Tunisia
Brazil	Madagascar	Turkey
Canada	Mauritania	U.A.R.
Colombia	Mexico	U.S.A.
Cyprus	Morocco	Uruguay
Denmark	Netherlands	Venezuela
Ecuador	Norway	West Germany
Finland	Panama	Yugoslavia
Great Britain	Peru	
Costa Rica	Honduras	Nicaragua
Cuba	Ivory Coast	Philippines
Dominica	Japan	Senegal
Guatemala	Liberia	Thailand
Haiti		

REPAIRS: Most repairs and overhauls possible. Pre-advice recommended.
DRY DOCKS:

	Working lengths	*Entry width*
No. 1	561 ft.	63 ft. 3 in.
2	441 ft. 6 in.	56 ft. 8 in.
3	326 ft.	51 ft.
4	262 ft. 8 in.	44 ft.
5	400 ft.	41 ft.
6	410 ft.	50 ft. 18 in.
7	656 ft.	80 ft. 8 in.
8	1,049 ft. 7 in.	164 ft.
9	820 ft. 6 in.	121 ft. 3 in.
A floating-dock:	816 ft. 2 in.	124 ft. 3 in.

Under construction: a floating-dock for vessels up to 600,000 dwt. for completion 1974.
TELEPHONE NUMBERS: Police 20 07 44; Ambulance 17; Fire Brigade 18; Special Port Fire Brigade 62 37 48 and 62 43 01.
GAS FREEING STATION: Suitable for tankers up to 28 ft. draft. *The Station is equipped with:*
Boilers able to supply 34 tons of steam per hour.
A pumping station supplying hot water for cleaning, fresh water for ballast, and which is also used for transfers.
A separator for the discharge of dirty ballast able to work at 1,200 cubic metres per hour.
Two receiving tanks of 2,000 cubic metres.
One tank of 500 cubic metres for treatment and one for subsequent storage with a capacity of 2,000 cubic metres.
One extractor for removal of all traces of oil including sludge.
The Station can supply all the necessary fluids for cleaning and gas freeing (salt water, hot and cold water, fresh water, compressed air and electric current.)
From the vessel the installation receives dirty ballast and water which goes through separators.
AUTHORITY: Le Port Autonome de Marseille. 23 Place de la Joliette. Tel. 206931.
AGENTS: Jolasry (France), 6 Boulevard de Dunkerque. Tel. 20 39 17, Telex. 41821. Cables: Jolasry.

NANTES: including Donges, 47.14 N. 01.34 W.

DOCUMENTS: See St. Nazaire.
PILOTAGE: Compulsory for vessels over 225 ft. length on river Loire. Starts about 4 miles north of lighthouse of Le Pilier, on lightbuoy SN 3. Pilot boat on station day and night, if weather conditions permit, west of a line drawn between SN 3 lightbuoy and lightbuoy of "La Couronnee" about 2 miles N.N.E. If Pilot unable to come aboard, he may invite ship to follow his boat until they have reached a better shelter. Ships heading for one of Loire estuary ports should give ETA at least 24 hours ahead to Port Captain of Saint-Nazaire. Approximate time of arrival at SN 3 buoy, the further destination and speed should be given. VHF contact can be made direct with St. Nazaire pilot boat or "Estuaire de la Loire" pilot station.
ANCHORAGE: When pilot service withdrawn, anchor near SN 3 lightbuoy or in "Rade des Charpentiers". In rough sea ships heave to off harbour. In case of doubt contact pilot boat by VHF or phone. Sometimes Pilot taken aboard on SN 3 is relayed by another who will board near the outer port of Saint-Nazaire to bring ship upstream. It is not allowed to moor before and below quay Emile Cormerais and Cheviré Power Station Embankment (cables).
MAX. SIZE: Nantes: max. length 600 ft., breadth not limited, draft 27 ft.
Donges: max. length 760 ft., breadth 116 ft., draft 39 ft.
RADIO: Stations at: Saint Nazaire; Brest – le Conquet and Bordeaux; Arcachon.
RADAR/VHF: Radar, none. VHF, Donges Port Operations Network – European frequencies.
TUGS: Nantes: Three "Abeille" tugs 500 to 700 cv. Donges and St. Nazaire: Tugs are provided by "Union des Remorqueurs de l'Ocean" at Saint Nazaire; also "Les Abeilles".
BERTHING: Nantes: Vessels may be moored with bow facing up or downstream. During heavy flood periods, however, bow to face upstream. Donges: Mooring of vessels to the docks No. 0, 1, 2, 3 is performed with ships ropes. On docks No. 4 and 5, Port Authority use own steel cables to which ship is fastened in supplement to her own ropes.
BRIDGES: The first bridge on the estuary is upstream of Nantes.
STEVEDORES: Available.
MEDICAL: Facilities available at any time.
BULK CARGO FACILITIES: Between St. Nazaire and Donges, berths equipped to handle bulk carriers up to 40,000 tons, subject to channel draft.
TANKERS: Channel to Donges 39 ft. Depths, berth 0 and 1 less than 18 ft.; berth 2, 21 to 24 ft.; berth 3, 28 to 31 ft.; berth 4, 32 to 39 ft.; berth 5 over 39 ft. Pipes: according to the berths and products, diameters from 100 m/m to over 600 m/m (crude – berths 4 and 5).
Berth No. 6 can accommodate tankers up to 200,000 dwt. part loaded subject to channel draft.
FRESH WATER: Available on docks in Donges, Saint-Nazaire and Nantes.
FUEL: Available in any grade or viscosity. Advance notice of at least 2 days must be given if vessel has to bunker on Saturday or Sunday. Otherwise, delivery within 36 hours by barge.
FIRE PRECAUTIONS: Usual precautions for tankers in neighbourhood of refineries; no fire, no smoking. Ground wire for ship.
DEVELOPMENTS: The access in Donges will be progressively dredged to be able to receive very large tankers during next 10 years. At Nantes the channel will also gain around 3–5 ft. during next five years, so as to welcome cargo-ships up to 180,00 tons. Installations to receive cereals, bulk cargoes, roll-on/roll-off ships and container-carriers are also foreseen in near future.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Done by crew.
IDENTIFICATION CARDS: Not needed.

CONSULS:
Algeria, tel. 75.50.96
Belgium, 4 bis, Place du Sanitat, tel. 71.57.10
Denmark, 56 Quai de la Fosse, tel. 71.33.35
Germany, tel. 71.93.18
Spain, 2 Place Roger-Salengro, tel. 71.87.33
Finland, 1 Quai de Tourville, tel. 71.23.33
Haiti, 21 Rue Gambetta, tel. 74.35.14
Italy, 11 Rue Contrescarpe, tel. 73.40.52
Holland, 1 Rue Maurice Duval, tel. 71.16.31
Norway, 92 Quai de la Fosse, tel. 71.23.93
Sweden, 11 Rue de la Brasserie, 71.87.31
Switzerland, tel. 71.82.11
United Kingdom, tel. 71.08.50

REPAIRS: Very good facilities exist for all types repair work.
DRY DOCKS: Dry docks at Nantes for vessels under 4,500 tons.
AIRPORT: Good connections with French internal network (Air Inter and also international mainly with stop-over in Paris. Five daily flights to the capital. Direct flights to Bordeaux, Lorient, la Rochelle, Lyons, etc.
TIME: Paris time GMT plus 1 hour; no seasonal alteration.
HOLIDAYS: Most firms close in August. National Days: May 1, July 14, August 15, Nov. 11.
POLICE/AMBULANCE/FIRE: Nantes and St.-Nazaire: Police 17; Ambulance 18; Fire 18.
TELEPHONE ON BOARD: Arrangements are possible.
SHORE LEAVE: No restriction.
PORT AUTHORITY: Port Autonome de Nantes-St.-Nazaire, 2, Place de l'Edit de Nantes à Nantes, BP 1 053. Tel. 71.37.20.
AGENT: See St. Nazaire.

NICE: 43.42 N. 07.17 E.

DOCUMENTS: Master required make declaration of entry at Port Office, Harbour Master's Office, Quai Entrecosteaux, where he must present to Authority (Commissariat du Port) Crew List and Passenger List. If coming from foreign port he is also required to furnish a Customs Declaration.
PILOTAGE: Compulsory for Nice-Villefranche Station and applies to ships of more than 50 metres length. Pilot station extends 3 miles from coast between meridians of left bank of Var river (07.12.5 E.) and Cap Ferrat. Request for Pilot made by Regulation Signals day or night or through radio station Grasse on 2321 kc/s. and 2182 kc/s.
ANCHORAGES: Approaches have no practical anchorage zones and it is preferable to proceed Villefranche approaches 1 mile distant which can offer sheltered anchorage for ships of all sizes.
MAX. SIZE: Port accessible to ships of 137 m. length and 6·50 m. draft.
RADIO: Grasse Radio Station. Ships call on 2321 kc/s. and 2182 kc/s. Meterological reports on 2649 kHz broadcast at 0833, 1330, and 1745 hours.
TUGS: None.
BERTHING: Nine berths for merchant vessels. Ocean-going yachts desiring berth before entering Admiral Infernet and Lympia docks must ask Harbour Master's Office about available positions. At night, a notice fixed at entrance to Harbour Master's Office indicates berths to be occupied on following day by steamers and cargo vessels. These berths must not be occupied by ocean-going yachts.
STEVEDORES: Require (if possible) 24 hours notice in advance of arrival.
MEDICAL: No port doctor. In case of emergency tel. no. 18. Ambulance and doctor on call.
FRESH WATER: Available on all quays.
FUEL: Distribution by tank lorries.
FIRE PRECAUTIONS: Town Fire Service, tel. 18 and 85.21.21.
REPAIR YARDS: Minor engine repairs possible at local yards.
AIRPORT: 5 km. from port.
TIME: GMT plus 1 hour.
EMERGENCIES: Ambulance, tel. 18 and 85.21.21; Police, 17.
TELEPHONE ON BOARD: Two lines on Traverse and Commercial quays can be connected on board on request.
AUTHORITY: 4 Quai des Docks. Tel. 85.39.85.
AGENT: See Paris.

PARIS

AGENTS: Enquiries relating to agency at French ports may be addressed to Jolasry (France) S.A., 14, Avenue de l'Opera, Paris, 1er. Tel. 742.19.10. Telex: 21.999 Paris. Cables: "Jolasry Paris".

PORT DE BOUC, including Port de Lavera 43.23 N. 05.00 E., Port de Berre 43.27 N. 05.10 E., Port de la Mede 43.24 N. 05.07 E. Caronte 43.24 N. 05.02 E.

Also see "Fos-sur-Mer."

DOCUMENTS: On arrival:
1 Cargo Manifest or manifest in ballast.
Certificate of open spaces occupied by cargo in cubic feet or cubic metres or in registered form if shelter deck.
Bill of Lading.
Ship's Register (if required).
6 Crew Lists (8 if Spanish or U.S.S.R. ship or ship bound for these countries).
3 Passenger Lists.
Health Declaration.
Deratisation Certificate.
Bunker's Supply (3 forms).
1 Crew Declaration of Personel effects – cameras, binoculars, radios, cigarettes, tobacco, etc. If on inspection articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

PILOTAGE: Pilot must be taken to enter Port de Bouc, Fos and Port St. Louis du Rhône. Contact by Marseille Radio or pilot boat VHF (Channel 16 for calling, Channel 9 for traffic). Pilot boards in the roads between 2 and 2·5 miles S.W. of Bouc Tower or further out if required, for entering Port de Bouc and Fos. Motor launch black hull, white cabin, white anchor on bow, "H" flag.
ANCHORAGE: It is recommended to ask for Pilot before anchoring in outer Roads to avoid forbidden places for ships bound for Port de Bouc and Fos.
MAX. SIZE:
Sealine outside Lavera, 53 ft. draft.
Lavera: Berth A2, 35 ft. draft. Berths A4, D and E, 40 ft. draft. Berth B, 38 ft. 6 in. draft. Berth C, 39 ft. draft. Berths F and G, 43 ft. 6 in. draft. Berth H, 36 ft. draft. Coastal Berths K1 to K8 18 ft. draft.
Kuhlmann, 26 ft. draft and length 450 ft.
Caronte, 29 ft. draft.
Croix-Sainte (Verminck), 26 ft. draft.
Canal de Caronte, (for entering Lake of Berre, for Terminals of La Mede and Berre), 26 ft. and 25 ft. 9 in. for tankers over 18,000 tons.
HEALTH: Pratique given by Customs officers who board on arrival. In case of suspected disease on board, notify Agents by radio before arrival.
RADIO: Within 150 miles traffic through Marseilles Radio/FFM, otherwise St. Lys (FFL).
Port de Bouc Radio (Harbour Office) VHF used for navigation purposes only – Channel 16 for call, Channel 12 for traffic.
TUGS: Eleven tugs available from 90 to 1,800 h.p. Normally join vessel in entrance channel off Port de Bouc. Only ship's lines used.
RESTRICTIONS: No entry restrictions for Lavera. Night transit of Caronte Canal to Etang de Berre forbidden to tankers above 6,000 gross tons.
BERTHING FACILITIES:
Lavera:

Berths for sea tankers	*Draft*
A1 – A2 – A3 Sud	12 m.
A4 Nord	13 m.
B	12·50 m.
C	12·50 m.
D	12·50 m.
E	12·50 m.
F	13·50 m.
G	13·50 m.
H *for liquid chemical products*	12 m.
Berths for small tankers and barges	*Draft*
K1	7 m.
K2	4 m.
K3	6 m.
K4	6 m.
K5	6 m.
K6	6 m.
K7	4 m.
K8	4 m.

Caronte – Port de Bouc
Quai de Provence Industrie: length, 140 m.; width, 20 m.; draft, 5 m.
Quai Kuhlmann: length, 140 m.; width, 25 m.; draft, 26 ft.
Quai de Caronte: length, 170 m.; width, 25 m.; draft, 29 ft.
Quai Verminck: length, 153 m.; width, 20 m.; draft, 26 ft.
Berre
Two private oil harbours:
La Mede (*CFR*): length, 110 m.; draft, 8 m.; 2 berths for sea tankers
Draft, 3·50 to 6 m.; 2 berths for small tankers.
Draft, 2·30 m.; 2 berths for barges.
Flow, 100 to 600 cu. m. per hour.
Pointe de Berre (*Shell*):
Draft, 8·50 m.; 3 berths for sea tankers.
Draft, 5·80 m.; 1 berth for small tankers.
Draft, 4 m.; 1 berth for barges.
Flow, 120 to 2·50 m. per hour.
BRIDGES: 1 railway bridge and 1 road bridge across Caronte Canal each having special times for opening. Ships of less than 21 m. height clearance may pass below the railway bridge. Motorway bridge over Caronte Canal with 50 metres clearance.
STEVEDORES: To enable Agent order gangs important obtain accurate ETA between 24 hours and 48 hours in advance. Two shifts 05.00 to 13.00 and 13.00 to 21.00 normally 6 days a week. Confirmation to be made at 09.00 for afternoon shift, and 17.00 for next day morning.
MEDICAL: All hospital and medical facilities. Yellow fever inoculation made by appointed doctors. Masters to advise by radio prior arrival if medical attendance is required on board.
TANKERS: Each of the eight large berths, North and South, A, B, C, D, E, F, G, is fitted with lines for crude oil and all refined products. Pipe-line system leads to distributors (7 for refined products, 2 for crude oil) connected to neighbouring refineries, and to South European pipe-line (crude oil only).
Terminal hose handling: Each berth is fitted with metal gantries hanging up flexible hoses for ship's connection. They are handled with compressed-air winches and ship's boom which should be rigged before arrival.

Flexible hoses diameter: crude oil, four 12-in.; fuel oil (or crude), two 12-in.; white products, one 8-in.; ballast (or crude), one 12-in.; bunkers, one 8-in.; liquefied gas, one 4-in.; special products, one 4-in.

Decanting installation: Tankers may pump out their ballast at all berths – except tank-washing water and slops.

DENSITY: About 1028. Variable in Canal de Caronte and Etang de Berre owing to discharge of hydraulic plant of St. Chamas.

FRESH WATER: Available generally by pipes and hoses at the berths. Water barges available from Marseilles.

FUEL: By barges for cargo ships and vessels in the roads. Tankers at Lavera refuel by pipe-line at the berths. All grades available.

FIRE PRECAUTIONS: Oil Harbour is fitted with a system of 203 mm. (8 in.) or 254 mm. (10 in.) sea water pipes at 5 bars permanent pressure. It may be increased by pumping station up to 9 bars, and supply 500 m^3/h. Each wharf has five fire hydrants with first-aid equipment: fire hoses and spray nozzle, foam nozzle with powder cans. If fire breaks out on a ship, the hose handling gantries are protected by a screen of sprayed water. All fire equipment and installations are painted red.

GANGWAY/DECK WATCHMEN: Available but not essential.

OPENING/CLOSING HATCHES: Always by crew.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes every five days; wine/spirit: limited amount per man.

IDENTIFICATION CARDS: Seamen going ashore should carry passport or identity card.

CONSULS: Norwegian, Swedish, Danish and Spanish consuls at Port de Bouc. Others at Marseilles.

REPAIRS: Permission must be granted for oil tankers repairs.

DRY DOCKS: Nearest at Marseilles.

REPATRIATION: All facilities for crew change and repatriation by railway or planes.

AIRPORT: Marignane Airport 40 km. and Nice Airport 230 km. (this last for SAS lines).

TIME: GMT plus one hour. No changes.

HOLIDAYS: Same as "Marseilles".

POLICE/AMBULANCE/FIRE: Police, 06–03–31; Fire, 06–03–12.

TELEPHONE: On application can be connected on board at Lavera. Telephone ashore in other places.

SHORE LEAVE: Allowed.

AUTHORITIES: Port Autonome de Marseille (Director General and Managers). Tel. 20 69 30 and 20 54 60. Capitainerie de Port de Bouc (Harbour Master). Tel. 06 22 26 and 06 27 13.

AGENT: Agence Maritime et Fluviale MAURICE POMME, 20 Cours Landrivon, 13 Port de Bouc. Tel. 06–20–04. Telex. 42–555. Cables: "Pomme".

PORT-VENDRES: 42.31 N. 03.07 E.

DOCUMENTS:
3 Crew Lists.
5 Passenger Lists.
2 Store Lists.
1 Health Maritime Declaration.
4 Cargo Manifests.
2 Bill of Lading.
Ship's Papers: Nationality Act, International Tonnage Certificate.

PILOTAGE: Three long blasts. ETA required for Agent. Pilot usually taken on outside unless in very bad weather.

MAX. SIZE: Maximum length 150 m. maximum draft 25 ft.–26 ft.

HEALTH: Usually Customs give free pratique. In event of suspected disease or fever on board must advise naval doctor.

RADIO: Marseille Radio (or St. Lys Radio).

TUGS: None available.

STEVEDORES: ETA given to Agent in order to arrange gangs.

MEDICAL: Perpignan Hospital (30 km. away).

TANKERS: Berth for wine tankers with pipe-line.

DENSITY: Salt water.

FRESH WATER: Supplied by Chambre de Commerce, Port-Vendres.

FUEL: For small craft only, otherwise delivery by trucks.

GANGWAY/DECK WATCHMEN: Recommended if loading dangerous cargo.

OPENING/CLOSING HATCHES: Usually first opening and last opening per day to be effected by crew (or as per charter party).

CERTIFICATES: Load Line Certificate.
International Tonnage Certificate.
Deratisation Certificate.

CUSTOMS ALLOWANCE: See "Calais".

IDENTIFICATION CARDS: Only seamans book required.

REPAIRS: Minor repairs only.

AIRPORT: Perpignan la Llabanere (30 km.).

TIME: GMT plus 1 hr.

HOLIDAYS: See "Calais".

POLICE/AMBULANCE/FIRE: Tel. 40 or five long blasts.

SERVICES: Radio/radar repairs available.

SHORE LEAVE: Crew members are allowed ashore.

PORT AUTHORITY: Directeur du Port.

AGENT: See Paris.

PROPRIANO: Corsica, 41.40 N. 08.54 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.

PILOTAGE: Not compulsory.

ANCHORAGE: Outside port for cruise vessels.

MAX. SIZE: Draft 5 metres; length 160 metres.

RADIO: Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.

TUGS: None available.

STEVEDORES: 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.

CARGO GEAR: Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.

FRESH WATER: Available at very slow pumping rate.

FUEL Available.

REPAIRS/CONSULS: None.

TIME: GMT plus 1 hour.

AGENT: Lloyds Agent W. Tschumi, POB 55, Ajaccio.
Tel. 21 43 39.
Telex 46627.
Cables: "Britiships Ajaccio".

QUIMPER-CORNIQUEL: 47.58 N. 4.07 W.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Port Health Documents.
Manifest of Cargo.
Stores on Board.
Ship's Papers.

PILOTAGE: Pilot Station, tel. 910640. Contact via Le Conquet Radio or St. Nazaire Radio.

If vessel's ETA changes, telephone either the Agent or the Pilot at least three hours before arrival.

A pilot boat is a small black launch, white bulwarks with anchor painted on bow of each side, white cabin at the stern, one mast.

Only one Pilot on duty, but will meet ship at the time given in their ETA. Pilot boards either on the bearing 346° with Lighthouse of Benodet and du Coq in alignment, or on the bearing 000° with Lighthouses of Benodet and Combrit in alignment. Vessel should come as near as possible to the entrance. Vessels are anchored at the port entrance, or in the river, and await the tide, or proceed directly to the port.

In case of bad weather, when the Pilot may not embark, vessel to follow the pilot launch on the bearing 346° up to Plage du Trez, where boarding is possible. Vessels at anchor awaiting Pilot should get under way to approach the pilot boat on the bearing 346° when they see the launch approaching.

ANCHORAGE: Depths of 11 metres in position with the Taro Tower, bearing 245°; distance 0·8 miles.

Depths of 6 metres in position with the Point of Combrit bearing 000°; distance ½ mile.

Depth of 9 metres, bottom sand and mud, in Du Trez anchorage at the mouth of the Odet.

RESTRICTIONS; Vessels arriving at night must anchor outside the port entrance. It is dangerous to enter the river at night as there are no lights, and the channel is restricted by yachts at anchor.

MAX. SIZES: At spring tides: length 78 metres; breadth 12 metres; draft 4·95 metres. At neap tides: length 72 metres; breadth 12 metres; draft 3·40 metres.

TUGS: No tugs available.

BERTHING: At one quay there is 226 metres length for coasters. One quay of 120 metres length for discharging sand. Three cranes available.

TANKERS: There is a fuel/oil depot at Quimper-Corniquel supplied by coastal tankers from Donges. Maximum draft for tankers at Quimper is 3·50 metres to 4·10 metres.

FRESH WATER: Five drinking-water hydrants situated on the quay, loading rate 12 tons per hour.

FUEL: Can be supplied by various companies from tanker lorries.

AIRPORT: Airport of Plugussan situated 5 km. from the port. Two regular daily flights to Paris.

AUTHORITY: Ingenieur en Chef des Ponts Chaussees, Directeur Departemental de l'Equipement.

AGENT: See Paris.

ROCHEFORT SUR MER: 45.56 N. 0.57 W.

For all general information refer to Tonnay-Charente.

MAX. SIZE: Maximum permissible length: 115 metres; breadth: 16 metres (ships must pass through a lock of 18 metres width).
Maximum draft is 18 ft. at any tide, 21 ft. at spring tides.

POLICE/AMBULANCE/FIRE: Police 17; Ambulance 99.40.69;

AUTHORITY: Bureau du Port, Bassin No. 3–17—Rochefort. Tel. (46) 99–01–47 or 99–01–50.

ROUEN: 49.28 N. 01.04 E.

DOCUMENTS: Cargo Manifest or Manifest of Ballast. Certificate of Cargo Space. Bills of Lading. Ship's Register. 6 Crew Lists. 3 Passenger Lists. Health Declaration. Derat Certificate or Exemption. Declaration of Crew Personal Effects.

PILOTAGE: Vessels proceeding to the ports of Rouen and Honfleur are met by pilot boat on La Carosse Roads (Rade de La Carosse). Pilotage is compulsory between the mouth of the Seine and Rouen for all vessels of 55 metres length and over; each vessel taking a Pilot for the downriver stage between La Carosse Roads and Villequier, or vice-versa, and a Pilot for the upriver stage between Villequier and Rouen, or vice-versa.

The following signals should be made for summoning a pilot on La Carosse Roads: By Day: flag G of the international code of signals. By Night: in morse by signalling lamp. Failing this, the vessel should hoist her national ensign at the foremasthead.

The following additional signals can be made when arriving on La Carosse Roads: By Day: hoisting a ball or the national ensign at the foremasthead. By Night: a red light from the mainmasthead. At Any Time: by the sound signals of 5 prolonged blasts (– – – – –).

Vessels leaving harbour or shifting berth should apply for a Pilot to the Pilotage office, 18 rue Duguay-Trouin, Rouen (tel. 71–68–50).

The Rouen pilot boat keeps a telegraphic and telephonic watch during the following period of all tides: from 1 hour after low water Le Havre until 4½ hours after high water (middle point stay tide). The watch is kept in the following manner: 1. Telegraphy: 50 kHz (600 m.) call sign FORI. 2. Telephony: 2·182 kHz (137·50) m.) frequency modulation (VHF) 156·8 mHz, Channel 16 call sign Pilot Rouen.

Since the pilot boat's watch is not permanent, Masters wishing to enter into direct contact with her are recommended to signal their position during the high water prior to that by which the vessel expects to enter the roads.

RESTRICTIONS: The height of water above chart datum at Le Havre is broadcast on Channel 11 every 10 minutes by Honfleur VHF port radar station starting 2½ hours before, until 4 hours after the initial point of stay tide.

PORT RADAR: The radar station at the extreme end of the eastern jetty of Honfleur can, on request, inform vessels of their position in the estuary, aiding in particular those vessels unequipped with radar and running into fog. Working hours and R/T frequencies are the same as those indicated above for the transmission of water heights.

A radar post situated at kilometric point 334.400 on the right bank at Radicatel operates, experimentally, as an aid to navigation between the Risle and the Aizier from two hours before until two hours after high water Le Havre.

To obtain information put out a VHF call on Channel 16 (156·800 mHz) and then switch to channel 9 (156·450 mHz).

Information given by the port's Radicatel radar post and the Honfleur works radar, at ship's option, is extended as an aid only and implies no responsibility either to the Port Authority or its agents in any subsequent recourse to such information, which is given free of charge.

ANCHORAGE: In the outer roads at La Carosse.

MAX. SIZE: Vessels over 216 metres length have entered. Draft approximately 2·40 metres more than height of tide at Havre. Maximum about 33 ft.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

RADIO: Vessels are obliged to give their ETA and draft at least 5 hours before arrival to Rouen Information Centre via Brest – Le Conquet Radio or Boulogne Radio. Failure to do so may result in a fine. Port operations can be contacted by VHF as follows: below Tancarville, call Le Havre radio on Channels 26 or 23. Above Tancarville, call Rouen radio on Channels 25 or 21. Vessels should keep watch on Channel 16 for information from Havre or Rouen radios, and keep this channel free for incoming calls.

TUGS: Permanently available in the port of Rouen. Tug assistance in the River Seine is available on request.

BERTHING: The main Maritime Port of Rouen extends from the Guillaume le Conquerant bridge as far as La Bouille over a distance of 11 miles. Quays and wharves cover the length of both banks of the Seine. There are also five basins in direct connection with the river without the interposition of any locks;

On the Right Bank: St-Gervais docks; on the Left Bank: the Timber dock, the Rouen-Quevilly dock, the Floating Docks tidal basin, and the "Bassin aux hydrocarbures" at Petit-Couronne.

The extent of quayage in the Maritime Port is 32,900 ft., and in the river docks 5,900 ft.

Between the downstream limits of the port of Rouen and the sea are a number of maritime establishments serving local requirements. The most important of these, all of them managed by the Port Authority of Rouen, being the petroleum terminal at Port Jérome.

STEVEDORES: Normal working hours: 07.00–11.00 and 13.00–1700. Overtime possible, except on Saturday when work ceases 1630.

MEDICAL: All facilities available. Vaccination certificates required if vessels coming from a North African port. Yellow fever inoculations required if vessel coming from south of parallel 30° N.

TANKERS: Petit Couronne, Shell, 3 berths for vessels up to 11·00 metres draft.

Port Jerome, Esso and Mobil Oil, 2 berths for vessels up to 11·00 metres draft.

Honfleur, 1 berth for vessels up to 9·00 metres draft.

Deballasting facilities available at all berths except at Honfleur.

DENSITY: Except at Honfleur, all berths are in fresh water.

FRESH WATER: Supplied by pipeline at all berths, and by barge

FUEL: All grades available from berths or by barge.

WATCHMEN: Recommended to employ watchmen on board tankers and vessels handling dangerous cargo.

HATCHES: Opening and closing hatches always performed by ship's crew.

REPAIRS: All deck, engine and radio repairs can be effected.

DRY DOCKS: Three floating docks, the largest of which is 180 m. long, 25 m. wide for vessels up to 14,000 tons.

AIRPORT: Nearest Rouen-Boos. Le Havre, Octeville, 80 km. away. Paris, Orly, 120 km. away.

TIME: GMT plus 1 hour all year round.

POLICE/FIRE/AMBULANCE: Police 17; Fire 18; Ambulance 717235.

TELEPHONES Can be connected on board.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

HOLIDAYS: New Year (1st January no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

AUTHORITY: Port Autonome de Rouen, 52 Quai Gaston Boulet. Tel. 71.74.54.

AGENT: Jolasry (France), 2 rue Dumont-d'Urville, Rouen. Telex 77588. Tel. 70–87–27.

ST. LOUIS DU RHONE: 43.23 N. 04.48 E.

DOCUMENTS:

1 Cargo Manifest or Manifest in Ballast.
Ship's Register.
Bills of Lading.
6 Crew Lists (8 if Spanish or U.S.S.R. or ships bound to these countries).
3 Passenger Lists.
Health Declarations.
Deratisation Certificates.
3 Bunker Supply forms.
1 Declaration of Crew Personal Effects. If on inspection articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

PILOTAGE: Compulsory for vessels exceeding 300 tons net. Contact Pilots by Marseilles Radio or by VHF Channel 16 for calling, Channel 9 for traffic. Pilot boards one mile E.N.E. of the lighthouse on the jetty.

River Pilot required by vessels loading salt in the Rhone river, boards at the locks entrance to Port St. Louis basin.

ANCHORAGE: Suitable anchorage outside Port St. Louis keeping well clear of Fos channel.

RESTRICTIONS: The St. Louis Canal is 3,300 metres long and 63 metres wide, with a depth of 24 ft. 6 in. The lock has a length of 159 metres, width 22 metres, and depth 24 ft. 6 in.

No entrance allowed between 2100 and 0500 hrs. except in emergency, although entrance may be effected up to 2400 hrs. if ordered before 2100 hrs.

Entrance may be delayed when large tankers are proceeding in the Fos Channel.

HEALTH: Pratique given by Customs officers who board on arrival.

RADIO: Within 150 miles use Marseilles Radio FFM, otherwise St. Lys FFL.

TUGS: Four tugs available from 500 to 1,060 h.p. Ship's lines are normally used.

BERTHING:

Quays	*No. of Berths*	*Draft*
Quai Ouest	3	6·50 m.
,, Nord	2	7·50 m.
,, East	3	6·50 m.
,, Hardon	1	6·50 m.
,, de la Suisse	3	7·50 m.
,, Charles	1	7·50 m.
Oil Installations:		
Quai Shell	1	7·50 m.
,, C.R.E.	1	4·50 m.
,, Petronaphte	1	4·50 m.
,, Soterm	1	7·50 m.
,, S.A.G.A.	1	7·50 m.

STEVEDORES: Shifts are 0800–1200, 1300–1730. Saturday afternoon, Sunday and Holidays in overtime. Shifts of 0600–1200 and 1300–1900 count as a day each.

FRESH WATER: Available from hydrants on the quays at a rate of 100 tons per hour.

FUEL: Available only by barge or railcar.

AIRPORT: Marignane Airport distant 70 km.

AUTHORITIES: Port Autonome de Marseille. Capitainerie de Port St. Louis (Harbour Master). Tel. 20.

ST. MALO: 48.39 N. 02.02 W.; ST. SERVAN: 48.38 N. 02.01 W.

DOCUMENTS:
Ship's Register.
Store List in duplicate (ship's stores).
Crew Declaration of Bonded Stores.
Health Declaration.
Manifests and B/Ls.
Crew List (duplicate).
Passenger List (duplicate, if necessary).

PILOTAGE: Pilot cutter is 58 ft. long, black with white stripe, and white anchor at bow, white roof. Equipped with radio-telephone and VHF (Channel 16) Pilot can be called for with "G" signal (sound or light), ETA to be given to Agents or Harbour Master who will contact pilotage.

Area for waiting Pilot (safe anchorage) around pilot buoy which is situated abt. 1·8 mile N.W. of "Le Grand Jardin" light tower.

ANCHORAGES: Safe anchorage near pilot buoy. For anchorage on Inner Roads, Pilot is recommended.

RESTRICTIONS: Vessels are allowed to enter from two hours before to two hours after high water. To be certain of mooring, vessels should arrive at the lock at least one hour before high water.

Depth available 20 to 22 ft. at spring tides.

SIZE: Duguay Trouin and Bouvet Docks: 140 m. long, 16·50 m. breadth. Vauban dock: 140 m. long, 22 m. breadth.

HEALTH: Customs Officers are appointed as Health Officers and deliver pratique. In case of suspect disease, Masters must declare it at once by radio to their Agents who will contact authorities.

RADIO: Vessels coming from West use Brest le Conquet Radio, call letters FFU, Vessels coming from North should go through Boulogne Radio, call FFB.

VHF: Contact Harbour Master on Channel 12. Tug-boat and Pilot can be contacted on Channels 16 or 12.

TUGS: One tug is available at St. Malo. Usually joins vessel at the end of breakwater. Ship's lines are usually used.

BRIDGES: Can be passed during tide vacation, otherwise, notice required to open.

STEVEDORES: In order to have workers ready on arrival, Masters are kindly requested to give as accurate as possible ETA the day before arrival, especially if there are many ships discharging at same time.

MEDICAL: A little notice is better to obtain an appointment with doctors or dentists. Hospital service is available.

DENSITY: Average density is 1,010.

FRESH WATER: Can be delivered from quay.

FUEL: Bunkers delivered at St. Malo (with notice varying, depending on the Company (Shell 2 days, Esso 1 week, etc.) come from Donges by road lorries and cost of haulage is supported by the ship (expensive). D.O. can be obtained from local suppliers but out of contract.

FIRE PRECAUTIONS: Usual non-smoking precaution (a watchman is compulsory for tankers).

DEVELOPMENTS: In project: a new quay 225 m. long, with depth available of 25 ft.

GANGWAY/DECK WATCHMEN: Watchmen are not compulsory except for tankers.

OPENING/CLOSING HATCHES: This work is normally carried out by crew. Stevedores' cranes may help for the beams, but dockers will not touch them.

CERTIFICATES: As per International Conventions, all Safety Certificates, Load line, Radio, etc.

CUSTOMS ALLOWANCES: 200 cigarettes, or 200 grams of tobacco, and 1 bottle of spirit per crew member.

IDENTIFICATION CARDS: Crew members must have an identification card or their sailor's book when going ashore.

CONSULS:

Netherlands,	Consulate,	34.83.21/22.
Denmark,	Vice-Consulate,	34.83.21/22.
Norway,	Vice-Consulate,	34.83.21/22.
Finland,	Vice-Consulate,	34.71.57.

REPAIRS: Deck and engine repairs can be carried out by shipyard or workshops. Electricians are also available. RAMAC Agency can repair radars and radios, also Radio-Ocean agency.

DRY DOCKS: One dry dock. Maximum length admissible 120 m., breadth 16 m. One slipway, 500 tons. Length admissible 45 m., breadth 9 m. With sufficient notice.

REPATRIATION: Can be effected from St. Malo by train up to Paris, and then by plane or train.

AIRPORTS: 8 miles from port. Winter time, 4 services to Jersey (C.I.), with correspondence to England and Wales. Summer time, several times per day to Jersey, London, and on week-ends to Paris.

TIME: Local time is GMT plus one hour. No alterations to clocks.

HOLIDAYS: French legal holidays. Cargo work may be carried out, but arrangements must be made with stevedores.

POLICE/AMBULANCE/FIRE: Police, 34.45.80; Ambulance and Fire, 18.

TELEPHONES: Only in Vauban Dock.

DELAYS: Berthing delay will only be due to tide. For loading or discharging, it depends what kind of cargo is handled.

SERVICES: Compass adjusting, radar or radio adjusting can be carried out.

SHORE LEAVE: Crew members are allowed ashore.

PORT AUTHORITY: Commandant du Port, Terre Plein des Ecluses, 35 Saint Malo/Saint Servan. Tel. 34.43.86. No Telex.

AGENT: See Paris.

ST. NAZAIRE: 47.17 N. 2.12 W.

DOCUMENTS:
Cargo Manifest or Manifest of Ballast.
Certificate of Cargo space.
Bills of lading.
Ship's Register.
6 crew lists.
3 passenger lists.
Health Declaration.
De Rat Certificate or Exemption.
Declaration of crew personal effects.

PILOTAGE: Compulsory for vessels longer than 225 ft. owning radar/VHF. Starts about 4 miles north of lighthouse of Le Pilier, on lightbuoy SN 3. Pilot boat on station day and night, if weather conditions permit, west of a line drawn between SN 3 lightbuoy and lightbuoy of "La Couronnee" about 2 miles N.N.E. If Pilot unable to come aboard he may invite ship to follow his boat until they have reached a better shelter. Ships heading for one of Loire estuary ports should give ETA at least 24 hours ahead to Port Captain of Saint-Nazaire. Approximate time of arrival at SN 3 buoy, the further destination and speed should be given. VHF contact can be made direct with St. Nazaire pilot boat or "Estuaire de la Loire" pilot station.

ANCHORAGE: When pilot service withdrawn, anchor near SN 3 lightbuoy or in 'Rade des Charpentiers". In rough sea ships heave to off-harbour. In case of doubt contact pilot boat by VHF or phone. Sometimes Pilot taken aboard on SN 3 is relayed by another who will board near the outer port of St. Nazaire to bring ship upstream.

MAX. SIZE: Max. length 1,1610 ft., breadth 164 ft., draft 32 ft. Entrance by L. Joubert lock. Two other locks available – length of 173 ft. to 692 ft.

RADIO: Stations at: St. Nazaire; Brest-le Conquet, and Bordeaux-Arcachon.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive Free Pratique, Master should radio Agent before arrival, advising full details.

TUGS: Tugs are provided by "Union des Remorqueurs de l'Ocean" at St. Nazaire; also "Les Abeilles".

BERTHING: Tidal basin with 8,680 ft. of public docks.

STEVEDORES: Available.

MEDICAL: Facilities available at any time.

FRESH WATER: Available on docks.

FUEL: Available in any grade of viscosity. Advance notice of at least 2 days must be given if vessel has to bunker on Saturday or Sunday. Otherwise, delivery within 36 hours by barge.

FIRE PRECAUTIONS: Usual precautions for tankers in neighbourhood of refineries; no fire, no smoking. Ground wire for ship.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Done by crew.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Algeria	tel. 75.50.96
Belgium	,, 71.57.10
Denmark	,, 71.33.35
Finland	,, 71.23.33
German Fed. Republic	,, 71.93.18
Haiti	,, 74.35.14
Holland	,, 71.16.31
Italy	,, 73.40.52
Norway	,, 71.23.93
Spain	,, 71.87.33
Sweden	,, 71.87.31
Switzerland	,, 71.82.11
United Kingdom	,, 71.08.50

REPAIRS: Very good facilities exist for all types repair work.

DRY DOCKS: Shipyards for large vessels at St. Nazaire.

AIRPORT: Nantes: Good connections with French internal network (Air Inter and also international mainly with stop-over in Paris). Five daily flights to the capital. Direct flights to Bordeaux, Lorient, La Rochelle, Lyons, etc., St. Nazaire: Two daily flights to Paris.

TIME: Paris time GMT plus one hour; no seasonal alteration.

HOLIDAYS: New Year (1st January no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

POLICE/FIRE/AMBULANCE: Police, 17; Fire, 18; Ambulance, 18.

TELEPHONE ON BOARD: Arrangements are possible.

SHORE LEAVE: No restrictions.

PORT AUTHORITY: Port Autonome de Nantes-St. Nazaire, 2 Place de l'Edit de Nantes a Nantes, BP. 1 053. Tel. 71.37.20.

AGENT: Jolasry (France), 44, Boulevard Paul-Leferme, Saint Nazaire. Telex: 71931. Tel. 70–01–18.

SETE: 43.24 N. 03.42 E.

PORT LIMITS: The seaward boundaries of the port within which a vessel is considered to be an "arrived vessel" are indicated as follows:

To the South by a line with the red light of Eastward end of breakwater bearing 257°; to the East by a line with the church tower of Frontignan bearing 005°; to the North by coastline.

DOCUMENTS: Cargo Manifest or Manifest of Ballast. Certificate of Cargo space. Bills of Lading. Ship's Register. 6 Crew Lists. 3 Passenger Lists. Health Declaration. Derat Certificate or Exemption. Declaration of Crew Personal Effects. 2 Provision Lists.

PILOTAGE: Request Pilot by international signals (sound, flags, light signals) or telephone through Marseilles Radio or VHF by Sete Radio Channel 16, tel. 74.34.06. Description of pilot boats: cutters with black hull, white band, white anchor on hull at bow. Pilot embarks between 1 and 2 miles South of breakwater in good weather. In bad weather he embarks in the shelter of l'Epi Delon. In this case make prior contact by radio or VHF (Marseille or Sete Radio). In bad weather, provide a ladder on each side.

ANCHORAGE: In roads from ½ mile to 1 mile to South of breakwater.

RESTRICTIONS: *Commercial Harbour:* In the Canal Maritime, length max. 140 metres, breadth 20 metres, draft 23 ft.

In the Bassin à Petroles, max. length 160 metres, breadth 22 metres, draft 32 ft.

MAX. SIZE: Frontignan tanker sealine, 820 ft. length, 41 ft. draft. New dock for ore carriers, 210 metres length, 11 metres draft. Commercial harbour, up to 9 metres draft.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive Free Pratique, Master should radio Agent before arrival, advising full details.

RADIO: Marseille or Sete Radio VHF Channel 25, Port Office Channel 12.

TUGS: Tow line to be furnished by ships. Vessels taken in tow near the breakwaters on the North side.

BERTHING: Commercial Harbour Depth Avant-Port, Nouveau Bassin, Bassin aux Pétroles, Bassin Orsetti 9 m.

Canal Maritime, Bassin du Midi, Canal Latéral, Chenal, Chenal du Bassin de Thau 7,50 m.

New Dock: Berthing for two bulkcarriers of up to 210 metres length. and three bulkcarriers of up to 150 metres length. Depths in approach channel and alongside berths: 11 metres.

CARGO HANDLING FACILITIES: New Dock Berth No. 1 (Southward) and No. 2 (centre berth) specialise in ore; Berth No. 3 (Northward) specialises in general cargo.

Orsetti Dock: South Quay: general cargo and lumber. North Quay: specialises in phosphate.

Môle Masselin: specialises in grain with a silo adjacent, on the quay.

Canal Maritime, Quai Paul Riquet: specialises in fruits and vegetables (suitable warehouse and cold storage).

Bassin du Midi: South Quay, roll-on/roll-off berth. North Quay, berths 16 to 19 inclusive, specialise in ore and coal. Berth No. 20 general cargo (coffee warehouse).

TANKERS: Frontignan Sea Line Terminal: one berth for tankers up to 41 ft. draft. Two 12-in. hoses for crude oil discharge. One 8-in. hose for gas oil. Submarine pipeline 28 in. diameter.

Commercial Port: Two berths for tankers up to 32 ft. and 35 ft draft. Slop disposal facilities available, up to 500 cub. metres per hour.

FRESH WATER: Available on most quays or by lighter of 100 tons capacity.

FUEL: All qualities available subject to advance notice given.

REPAIRS: Handled by: Scotto et Repetto: 5 slipways for handling and repair, Mechanical workshops, General repairs.

Terrin et Claverie, Mechanical workshop for heavy repairs, and boiler repairs.

Affre, General repairs.

CONSULS:

Denmark	tel. 74.30.20.	Norway	tel. 74.31.83.
Finland	,, 74.25.72.	Portugal	,, 74.28.87.
Netherlands	,, 74.28.87.	Sweden	,, 74.28.87.

Others at Marseille.

WATCHMEN: Service necessary for ships loading or unloading dangerous merchandise. Optional for other ships.

CUSTOMS ALLOWANCES: 40 grammes tobacco per day per man (calculated in accordance with the length of voyage undertaken by the ship). Amount of alcohol fixed by Customs in accordance with the crew, and length of ship's stay in port. It is a matter of tolerance and not of right.

REPATRIATION: Repatriation and crew changes are easily arranged.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

TIME: GMT plus 1 hour – no alterations.

HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); St. Louis Day (Monday, no labour available); All Saints Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available).

N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

AUTHORITY: Comandant du Port de Sete. Tel. 742273.

AGENT: See Paris.

TONNAY CHARENTE: 45.57 N. 0.53 W.

DOCUMENTS:

2 copies Crew List.
2 copies Ship's Stores Lists.
2 copies Crew Manifests (Tobacco List).
2 copies Passenger List (if any).
1 Declaration of Ballast.
Manifest form Last Port.
1 copy Bill of Lading (in case of any cargo to be landed).
Ship Register to be shown.
Deratisation Certificate or Exemption.

PILOTAGE/ANCHORAGE: Vessels have to proceed to about ½ mile S.S.W. Isle of Aix Lighthouse and to drop anchor in the No. 115 alignment when safe anchorage is open (lowest tides: minimum depth of water 26 ft.).

River Pilot joins ships there, about three to one hour before high water, depending on draft and size of vessel concerned.

Pilot boat is equipped with VHF.

RESTRICTIONS: As the River Charente is unlighted, movements are not possible at night. However, vessels may leave anchorage in dark and come up river at daybreak (anchorage area is about 5·5 miles from the mouth of the river).

MAX. SIZE: Maximum permissible length about 378 ft. OA; maximum permissible draft about 18 ft. 6 in. at any tide; maximum permissible draft 21 ft. 6 in. at spring tides.

HEALTH: Free pratique is to be obtained on arrival at port. Usual yellow flag signal to be raised.

RADIO: Ships coming from South: Bordeaux–Arcachon Radio Station. Ships coming from North: Saint-Nazaire or Brest le Conquet Radio Stations.

TUGS: No tug is available. In case of need, tug may be obtained from La Rochelle-Pallice (about 20 miles).

BRIDGES: The Rochefort Bridge clearance over highest water is about 98 ft. (30 metres).

STEVEDORES: A 24-hour notice is required in order to arrange loading/unloading operations.

Discharge rates:	Coal—about 1,200 tons per day of 8 hours' work.
	Phosphates—about 1,500 tons per day.
	Zinc concentrates—about 1,400 tons per day.
Loading rates:	Grain 800/1,000 tons per days.

MEDICAL: The nearest hospital is at Rochefort (about 4 miles).

FRESH WATER: Fresh water may be obtained alongside, from hydrants, at the rate of about 10 tons per hour.

FUEL: Must be obtained from La Pallice (about 20 miles) by lorries.

CONSULS: Danish Vice-Consulate: Tel. (46) 99–70–08. No other Consulate is available.

REPAIRS: Small repairs may be carried out by local workshops. Nearest shipyard is at La Pallice.

REPATRIATION: Changing crew and necessary repatriation formalities may be effected.

AIRPORT: The nearest airport is Bordeaux Merignac (about 100 miles). Possible to reach Paris airports in a few hours by train.

AUTHORITY: Harbour Master: tel. (46) 99–70–67.

AGENT: See Paris.

TOULON: 43.07 N. 05.55 E.

DOCUMENTS:

Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.

PILOTAGE: Pilot station is situated on President Fournel Quay, telegraphic address: Capitainerie de Port de Commerce Toulon. Pilotage compulsory for vessels over 150 grt. Pilot boards 100 m. North of the semaphore station at Cap Cépet.

There are three mooring buoys in the Inner Harbour owned by the Navy. The buoys can be utilised by merchant ships on request and are able to accommodate vessels up to 30,000 tons displacement.

RESTRICTIONS: Entry can be made by day and night except for vessels loading with refined petroleum or dangerous cargoes which are not allowed to enter between sunset and sunrise.

MAX. SIZE: The port is approached by a channel 125 metres wide. The docks can accommodate without tug assistance ships up to 250 metres length and 8·80 metres draft.

Renovation and reconstruction work is being carried out, after which passenger vessels of over 300 metres length and cargo vessels of up to 11 metres draft will be accommodated.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

TUGS: Naval Tugs. There are many harbour tugs up to 1,000 h.p. and several deep sea tugs up to 2,000 h.p. controlled by the French

Navy which may be called on for assistance by the Harbourmaster or pilots.

Commercial Tugs. Two tugs of 180 h.p. owned by the Port Authority are used to assist smaller vessels.

BERTHING: President Fournel Quay, 380 metres length, depth alongside 9 metres.

East Quay, 193 metres length, depth alongside 8·50 metres.

Minerve Quay, length 147 metres, depth alongside 7·0 metres.

TANKERS: Tankers discharge at naval installations at Milhaud and Lazaret.

Total Terminal. One jetty berth for tankers up to 6 m. draft, and a buoy berth for vessels up to 15,000 tons displacement.

Société de la Raffinerie du Midi. One dolphin berth for white oil cargo only.

STEVEDORES: There is a permanent working force of 40 dockers which can be increased by casual labour to 120 men if required. Shifts are available for 4 hours, 8 hours or 9 hours with possibilities for overtime.

FUEL: Only available by tanker lorries.

REPAIRS: Forges et Chantiers de la Mediterranée, Shipyard specialising in naval construction. Total length of repair quays 835 m. Heavy-lifting facilities available.

All types of repairs can be carried out at the Naval Dockyard.

DRY DOCKS: Several dry docks available in the Naval Dockyard, of which three can accommodate vessels in excess of 250 m. length.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

TIME: GMT plus 1 hour – no alterations.

HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

AUTHORITY: Direction Departmentale de l'Equipment, Etablissement Maritime de Toulon, B.P. 302, Toulon.

AGENT: See Paris.

TROUVILLE-DEAUVILLE: 49.23 N. 0.05 E.

The port situated on mouth of River Touques, is composed of two parts: Trouville for small fishing vessels, and Deauville including two docks for cargo ships and pleasure boats.

DOCUMENTS:

1 Crew List.
1 Passenger List.
Tonnage Certificate.
2 Cargo Manifests.
Bills of Lading.
1 Crew Manifest.

PILOTAGE: Pilot must be requested 12 hours in advance to Harbour Master or Agent, for a determined tide, giving dimensions of length and draft. Pilot vessel is a fishing-boat showing international lights or "P" flag. Anchorage for vessels awaiting Pilot is situated 2 miles by 310° true from entrance (49° 23′ 30″ N. 0° 01′ E).

In case of bad weather, it is recommended to anchor near the pilot boat of Rouen and contact her by VHF for instructions.

ANCHORAGE: The best one is Rade de la Carosse (49° 27′ 30″ N. 0° 01′ E.).

RESTRICTIONS: No restrictions at night time. Draft allowed 10 ft. neap tides, 14 ft. spring tides. Entrance is dangerous with wind from N.W. to N. over force 6.

MAX. SIZE: Length: 210 ft. (64 metres OA); breadth: 45 ft.

RADIO: Radio-Boulogne FFB.

TUGS: No tugs available.

STEVEDORES: Loading and discharge by shore crane.

MEDICAL: All hospital facilities available.

DENSITY: 1025.

FRESH WATER: Available from quay.

FUEL: Small quantity by tank-lorry on demand.

CONSULS: See "Caen" or "Le Havre". No consuls here.

REPAIRS: Small repairs only.

AIRPORT: Deauville St. Gaitien 3 miles away.

AUTHORITY: Commandant du Port 14, Deauville. Tel. 88–28–71 Deauville. Telex Sodemaco 77656 Deauville.

AGENT: See Paris.

Gabon

CAPE LOPEZ: 0.38 S. 8.42 E.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
3 Lists of Ports of Call.
2 Manifests of Ships Stores.
Clearance from Previous Port.

PILOTAGE: No official radio station, pilotage not necessary to approach Port Gentil Roads.

For the private tanker ports at Pointe Clairette and Cape Lopez, pilotage is compulsory. The mooring master will board vessel in approximate position 0° 37′ S. 8° 44.5′ E, in a launch carrying proper pilot signals. The mooring master will stay on board throughout the vessel's time in port to assist in mooring, hose handling and loading operations.

ANCHORAGE: The whole of Baie du Prince is a good anchorage, sheltered from winds from S.S.E. through W. to N.W. Depths about 40 metres, hard sand, good holding ground. Two buoys mark the 10 metre line to the South.

It is necessary to guard against violent tornadoes occurring between December and May coming from the East or the North. These tornadoes occur very suddenly and are extremely strong.

MAX. SIZE: S.E.R. Terminal, Pointe Clairette, up to 30,000 tons. Elf-Spafe Terminal, Cape Lopez; 80,000 dwt. tankers have loaded.

RESTRICTIONS: Berthing is effected only in daylight hours. Vessels which arrive between 1730 hours and 0600 hours local time should anchor about 800 m. north of Cricri Buoy so as to facilitate moving to the moorings. Unberthing is effected by day or night.

Berthing is not effected in rough weather. At the berth mooring lines must be in good condition and well tended. In case of storm or tornado loading operations must cease and vessel be prepared to leave the berth if so directed by the loading Master.

RADIO: Private radio station of Cape Lopez call sign TRP394; transmitting on 2705 kHz and watching on 2506 kHz during loading operations. Before vessels arrival watch is kept on 2182 kHz.

TUGS: Owned by Elf-Spafe, can be contacted on 2182 kHz. Ship's tow lines not required. 3 tugs are available up to 400 h.p. There is a launch for handling mooring lines.

BERTHING: Both anchors are required for mooring operations. Depth of water in the berth is about 40 metres. Mooring lines will be run to two buoys, one on each quarter, with generally three lines to each buoy. Manilla mooring lines are preferred. Additional moorings required for larger vessels.

Vessel's engines must be ready for immediate operation all the time vessel is at the berth. A small tug will remain standing by.

HOSE HANDLING: Three 8 in. floating hoses are connected on the port side. A derrick of 5 tons SWL should be prepared for lifting hoses. A pilot ladder should be positioned on the port side as soon as mooring is completed. Hoses are handled by ship's personnel.

BALLAST: Vessels must arrive with clean ballast only. There are no facilities for discharging dirty ballast at the terminal. In no circumstances should dirty ballast be pumped overboard.

LOADING: The following signals are used for communication between ship and shore loading installations: Green flag or green light, or 6 short blasts on the whistle signifies "we are ready".

Red flag or red light, or 2 long and 1 short blast on the whistle signifies "slow pumping is necessary". 2 red flags or 2 red lights or 2 short and 1 long blast on the whistle signifies "pumping rate will be increased to maximum".

Waving flags and extinguished lights or 6 long blasts on the whistle signifies "pumping to be stopped".

International code pennant or a white light signifies "we wish to talk". The loading terminal should be given 10 minutes notice of the time when loading is to be completed.

MEDICAL: Doctors and hospital facilities available. All vaccinations can be arranged.

DENSITY: Varies between 1021 and 1025.

FRESH WATER: Can only be provided in case of absolute necessity.

FUEL: 1,500 secs. and 3,500 secs. fuel can be supplied by barge subject to 48 hours notice.

CUSTOMS ALLOWANCES: No restrictions for quantities tobacco and spirits held on board the ship. It is prohibited to allow dutiable articles to leave the ship.

CONSULS: France. Tel. 2086.

REPAIRS: There are facilities for hull and engine repairs for barges and river craft. Slipway for vessels up to 300 tons.

AIRPORT: Can be reached in 15 minutes by road. Regular services to Europe.

TIME: GMT plus 1 hour all the year round.

HOLIDAYS: French national holidays are observed and in addition Independence Day (17th August). Holidays do not affect tanker working.

POLICE/FIRE/AMBULANCE: Police tel. 17; Fire tel. 18; Ambulance tel. 23–33.

SHORE LEAVE: Crew members are allowed ashore. There is no regular immigration control but identification papers should be carried.

AUTHORITY: Societe Elf des Petroles d'Afrique Equatoriale Port Gentil.

AGENT: Socopao-Gabon BP 560, Port Gentil. Tel. 2189–2193. Cables "Freight Portgentil". Telex 8223.

GAMBA: 02.50 S. 09.59 E.

SEA TERMINAL: SBM.

DOCUMENTS:

Last Port Clearance.
2 lists of Last Ports (during last month).
2 Stores Lists.
2 Crew Lists.

APPROACHES: The approaches to the terminal are open deep water. Gamba sea terminal fairway buoy is located in position 2° 50′ S. 9° 57.8′ E. about 4·8 miles offshore.

The single buoy mooring is located in position 2° 50.1′ S. 9° 58.9′ E. and exhibits a white flashing light, visible for 5 miles. Water depth 69 ft.

PILOTAGE: Pilot will board incoming vessel 1·5 miles N.W. from sea terminal S.B.M. Pilot boat small tug: GRT 50T, 70 ft. long, 320 h.p. grey hull and white upper works – shows pilot light.

ANCHORAGE: 1·5 miles N.W. from SBM in 60 ft. depth.

RESTRICTIONS: Heavy swell and tornados.

MAX. SIZE: Draft only factor, maximum 44 ft.

HEALTH: When advising ETA include in message whether any sickness on board. In case of emergency vessels should call before or after loading at Port-Gentil for medical attendance or for crew changes. For this purpose send separate message to Marine Gamba and to Agency.

RADIO: Established contact with Gamba Radio (call sign TRP 8) soon as possible. ETA should be sent at least 4 days before arrival in Gamba to Marine Gamba via Gamba Radio. Thereafter keep close contact on telephone with Gamba Radio MF (2182) and VHF Channel 16.

Gamba Radio (TRP 8) Service:

Telegraphy A 1	2 kW
13070 kH	TFC list at 0900. LSN on 12 mHz band from 0900 to 0930 and on 16 mHz band from 0930 to 1000. Range about 3,000 miles.
6510 kH	TFC list at 1300. LSN on 6 mHz band from 1300 to 1330 and on 8 mHz band from 1330 to 1400. Range about 1,000 miles.
Telephony A 3	2 kW
VHF 6 3	Watch on 2182 kHz on request from 0800 to 0900 and from 1400 to 1500. Working frequencies 1877 kHz-2678 kHz. Range about 300 miles depending on atmospherics.
VHF F 3	50 W Watch on Channel 16. Working on Channel 16. Range about 50 miles.
Marine Gamba Service	
VHF F 3	50 W Watch on Channel 16 (office hours). Range about 35 miles.
Pilot Launch Service	20 W Watch on Channel 16 (when at sea). Range about 20 miles.
Terminal Gamba	20 W Watch on Channel 16. Working on Channel 11. Range about 20 miles, used only for loading operations.

Radio Beacon: Continuous airplane radio beacon call sign GZ, frequency 359 KH3. Position: Lat. 02° 46′ 8 S. Long. 10° 02′ 3 E.

N.B. All hours in GMT.

TUGS: No tugs available in Gamba and not necessary for berthing. For berthing, one or two pilot boats according to circumstances.

MOORING: Recommended that vessel should be trimmed maximum 8 ft. by the stern on arrival.

Vessels moor with two 12 in. nylon ropes from SBM secured on board ship by two 2¼ in. chain cables plus two 3¼ in. wires which provided by terminal. Berthing Master will advise in detail mooring procedure. Two mooring lines at least (nylon if any) are to be available on forecastle head. Depth at berth 59 ft.

HOSES: One hose of 16 in. diameter is connected on the port side. This operation is performed by ship's personnel under the direction of the Mooring Master and the terminal foreman. Total weight of the lift is about 2 tons.

A derrick should be rigged in preparation on the port side for loading mooring equipment and hose lifting. Loading rates are between 2,000 to 2,200 long tons per hour.

Shore Line System: SBM – 1×28 in submarine pipe-line. SBM connected to 1×16 in. floating line reduced to 12 in. for connection to ship's manifold (total length of floating hoses: 660 ft.).

DENSITY: 1025.

FRESH WATER/FUEL: None available.

BALLAST: There are no facilities for discharge ballast ashore. Vessels must arrive at the loading terminal with clean ballast only, apart from contents of the slop tank.

GANGWAY/DECK WATCHMEN: Not required.

CUSTOMS ALLOWANCES: No restrictions on Tobacco/Wine.

IDENTIFICATION CARDS: Not required.

CONSULS: None, French consul in Port Gentil.

REPATRIATION: Facilities available only in emergency.

AIRPORT: Gamba airport is local airstrip and is connected to Port-Gentil by daily service. Port-Gentil airport is connected to Libreville International airport by daily services. Mail reaches any European country within five days.

TIME: GMT plus 1 hour throughout the year.

GENERAL: The use of Channel VHF 9 is forbidden.

SHORE LEAVE: Not allowed.

PORT AUTHORITY: Shell Gabon Marine Superintendent, BP. 146 – Port-Gentil (Gabon). Telex Libreville 214.

AGENTS: See Port Gentil.

LIBREVILLE: 00.23 N. 09.26 E.

PORT LIMITS: The seaward boundaries of the port within which a vessel is considered to be an "arrived ship" and (subject to C/P terms) laytime will commence is 2 miles off shore at Libreville harbour.

DOCUMENTS: See Port Gentil.

PILOTAGE: None available.

ANCHORAGES: Bottom of roads in Libreville slopes very gently down towards open sea. The greater the vessel's draft, the further out it must moor. E.g., ship of 7 to 8 metres draft will be moored approx. 1,500 metres from Harbour Pier. Ship 5–6 metres draft will be able to approach the Harbour Pier as near as 500 to 600 metres. For reasons of safety, forbidden to come nearer, particularly during tornado season – February to May and September to December.

RESTRICTIONS: No restriction imposed on entering or leaving the Estuary. Channel marked by 5 buoys provided with radar reflectors and flashing lights. Sixth buoy, called a 'landing buoy' moored in roads, where vessels moor.

HEALTH: If there is sickness on board, Health Service warned by Consignor of vessels. Health Service can go on board to check state of crew's health. Immigration Service can also board to check crew list and condition of passengers, if any.

RADIO: *Libreville Radio:* Radio-telephony from 06.00 to 18.00 GMT on 2.182 kc/s. Radio-telegraphy from 06.00 to 18.00 GMT on 500 kc/s, call sign TRA 22; from 08.00 to 08.30 GMT on 13.101 ic/s, call sign TRA 8; from 16.30 to 17.00 GMT on 8.722 kc/s, call sign TRA 8.

TUGS: Tugs intended only for towing lighters, horse power 150 to 250, unsuitable for any harbour towing.

BERTHING: Only for lighters and small coasters with a draft of less than 3 metres. Crews working unloading or loading of vessels in roads supplied by Consignor of the ship. Harbour Services have no radio apparatus, Shipping companies all have radio-telephone extensions, which allows them to be in permanent contact with vessel moored in roads. Unloading or loading operations of goods carried out by lighters which, towed by small tugs, ensure rotation between vessel in operation and quay. All this equipment belongs to shipping companies dealing with consignment of vessels in the roads. Every vessel arriving in roads must have its consignor.

STEVEDORES: Available.

MEDICAL: Hospital available, and in case of necessity, patient or patients will be admitted.

FRESH WATER: Water supply real problem, as there is no tanker to transport it. Therefore strongly recommended that any ship touching Douala coming from the North or Pointe-Noire coming from South, should fill up at one of these ports.

FUEL: There are fuel-tankers belonging to shipping companies. The ship-tanker which provisions Libreville 2 or 3 times a week is brought alongside buoys in roads, at 1,650 metres (position: longitude 9° 25′ 71″ East; latitude 0° 23′ 51″ North); fuel is transhipped by sea-line to tank on shore.

FIRE PRECAUTIONS: No special precautions.

GANGWAY/DECK WATCHMEN: Carried out by crew.

OPENING/CLOSING HATCHES: This is done with the tacit agreement of the ship's Officer and the Consignor.

CARGO GEAR: Ship's own gear used.

DEVELOPMENTS: Three berths in 12 metres depth under construction at Owendo, to be completed in July 1974.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Small repairs possible.

DRY DOCKS: None.

REPATRIATION: No facilities.

AIRPORT: 9 km. from the harbour. Links with French-speaking Africa, Switzerland, and France, also Johannesburg.

TIME: G.M.T. plus one hour.

HOLIDAYS: 17th August, Independence of Gabon; 1st May, Labour Day – these are the only holidays in force.

SERVICES: None.

SHORE LEAVE: Allowed.

DELAYS: First come, first served method.

PORT AUTHORITY: Capitainerie du Port, B.P. 413, Libreville.

AGENTS: Socopao-Gabon, BP4, Libreville. Tel. 2140 and 2153. Telex 5212. Cables: "Freight Libreville".

PORT GENTIL: 00.43 S. 08.48 E.

On the coast of Lopez Island.

APPROACHES: Buoyed channel, lit at night. Minimum depth 15 metres.

DOCUMENTS:

Cargo Manifest.
Shore List.
Crew's Personal Effects List.
Crew List.
List of Ports of Call (not compulsory).
Health Certificate.
Ship's Official Papers.

PILOTAGE: No Pilot necessary. However Port Authority will arrange Pilot if given 12 hours notice. Pilot boat is a tug. Pilot taken on board at bank buoy.

ROADS/ANCHORAGES: Ships having commercial operations carry them out at anchorage on a line with anchorage buoys (reserved for lighters and tugs) 1 mile S.E. of the Mole in depths 10 to 20 metres. 1,500 acres (approx.) of safe shipping anchorage.

Anchorage for several ships of deep draft well sheltered from predominantly S.W. winds during months June, July, August and September. During season of tornadoes (January to end April) which blow from N.E. a fairly heavy sea quickly rises and vessels should anchor at least 600 metres from land.

Maximum rise of tide 2 m. 2; average 1 m. 70; minimum 0 m. 40.

RADIO: Libreville radio. R/T 2182 kc/s. – Harbour Master.
TUGS: Not required.
BERTHING: No berths. Loading and discharge at anchorage carried out by lighters and flat-bottomed boats. Boat Quay (Mole) has length of mooring quays (suitable only for flat-bottomed lighters and tugs) of 200 metres and depths of 2·50 metres at low tides. Total Mole area approx. 5 acres, comprises Customs Zone with warehouses, offices, wharves, etc.
MEDICAL: For attendance call Harbour Master R/T 2182 kc/s. Smallpox and yellow fever inoculations required.
TANKERS: To N.E. of Mole is petrol pipe-line unloading point for small tankers, tying up on buoys, maximum length 70 metres, 5 metres draft. Princes Bay, loading point for unrefined petrol by sea-line is available to North of Prince's Bay (see "Cape Lopez").
FRESH WATER: Delivery by lighters, capacity 200 tons. Loading time 2 hours.
FUEL: Three days notice required. Fuel oil viscosity 1,500 and 3,500 seconds Redwood available. Delivery by 200-ton tankers, every 5 hours.
WATCHMEN: Not necessary.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: No limitations on tobacco, wine or spirits.
CONSULS:

Switzerland		Tel. 20–19
Holland	BP. 792	,, 28–09
France	BP. 511	,, 20.86
Sweden	BP. 518	,, 21.71.

REPAIRS/DRY DOCKS: Not available.
REPATRIATION: Obtainable on medical grounds. No facilities for crew changes.
AIRPORT: 4 kilometres distant. Regular services.
TIME: GMT plus 1 hour. No alterations.
HOLIDAYS: No work on Independence Day 17th August.
SHORE LEAVE: Permitted.
AUTHORITY: Capitainerie du Port, B.P. 43. Tel. 25–63.
AGENT: Socopao–Gabon, B.P. 560. Tel. 2189–2193. Telex 8223. Cables "Freight".

Gambia

BATHURST: 13.27 N. 16.34 W.

PORT LIMITS: The seaward boundary of the port of Bathurst within which vessel is considered an "Arrived vessel" is bounded by an imaginary line drawn from "*Buniada Point*" to the Northern extremity of Cape St. Mary.
DOCUMENTS:
7 Crew Lists.
7 Passenger Lists.
7 Ports of Call Lists.
Health Documents.
Deratisation (or Exemption) Certificate.
Yellow Fever Inoculation Certificates.
Smallpox Vaccination Certificates, all valid.
Customs Crew Declaration.
2 signed copies of Manifest.
Bills of Lading (may be sent in advance of vessel).
PILOTAGE: Radio ETA and draft to "Harbour Master Bathurst" 48 hours before arrival and confirm 12 hours before. Vessels arriving Monday should radio ETA preferably not later than Saturday morning.
Pilot station sited in Marine Office has VHF station, calling Channel 16 (156·80). Working Channels 12 (156·60) and 14 (156·70). Continuous listening watch kept 0800–1500 hours Monday–Friday. 0800–1300 hours on Saturday. Listening watch on weekends if vessels are expected. Reception generally good within 100 sea-miles radius. Pilot boat has grey hull and buff superstructures and exhibits usual signals.
Pilotage from any point on Fairway by request, but compulsory from No. 5 Buoy inwards.
River Ports: Kaur and Kuntaur at 118 and 150 miles upriver respectively from Bathurst. River Pilots obtainable at Bathurst. Maximum loaded draft 17 ft. 6 in.
ANCHORAGES: Good and spacious anchorages to East and South eastward of Government Wharf in depths of 8 to 15 fathoms.
RESTRICTIONS: Vessels may enter and proceed to anchorage at all times and states tides. Minimum depth in sea approach channel is 28 ft. LWOS.
MAX. SIZE: Maximum length 600 ft., draft 27 ft. (for Government Wharf), 21 ft. (for Admiralty Wharf.) For vessels only anchoring length unlimited.
HEALTH: Vessels exhibit the appropriate International Code signals. Health Officer usually boards vessels at Harbour Anchorage or alongside between 0800 and 1700 hours all week, at all times in cases of urgency or emergency.
RADIO: Bathurst Radio Station, call sign "VSH".
TUGS: One tug of 325 h.p. Normally used as pilot boat. No tug for vessel movements.
BERTHING: For vessels over 400 ft. in length one or two coils of synthetic or natural fibre mooring ropes (not metallic) at each end for lines leading to beach. Government Wharf working length 294 ft. with mooring dolphin 100 ft. in line with and to seaward from North end of wharf.
Admiralty Wharf: See "Tankers". Normally, except for vessels loading groundnut oil at Government Wharf; no berthing during hours of darkness.
STEVEDORES: Normally 48 hours notice addressed to Agent. If arriving Monday, preferable Agent notified requirements latest Friday. Normal working hours 0800–1900 hours.
MEDICAL: Emergencies and cases requiring hospitalisation attended to at all times. As much advance notice and information as possible. Other cases attended to as convenient to ships after arrival. Inoculation and vaccination yellow fever, smallpox given on request.
TANKERS: Tankers (discharging only) berth on Admiralty Wharf. Maximum permissible draft 21 ft. Discharge of residue and bilge prohibited. Ballasting by permission of Director of Marine.
DENSITY: Normally salt at Bathurst, reduced to about 1020 ounces per cubic foot during River Gambia floodwater period from August to February.
FRESH WATER: Running water available at both Government and Admiralty Wharves from hydrant. Notice of requirements is to be sent with ETA. No water barge.
FUEL: No bunkering facilities.
FIRE PRECAUTIONS: For tankers and vessels carrying explosives, fire brigade will be in attendance.
DEVELOPMENTS: Construction of a deep-water (about 30 ft. deep) wharf about 400 ft. long, for general cargo ships and petroleum tankers (South of existing Admiralty Wharf). Rehabilitation of Government Wharf and construction of two mooring dolphins nearby. The project is expected to be completed by mid-1973.
GANGWAY/DECK WATCHMEN: Recommended – arrange with Agent.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CUSTOMS ALLOWANCES: Allowance of spirits/wine and cigarettes/tobacco out of bond, as per Master request.
CARGO GEAR: In accordance with U.K. Factories' Act. Ship's lifting gear used for loading and discharging.
IDENTIFICATION CARDS: Needed.
CONSULS: Belgium, Denmark, France, Lebanon, Norway, Spain, Sweden, U.S.A. has resident Chargé d'affaires and U.K. has High Commissioner. Senegal has resident Ambassador.
REPAIRS: Minor hull, deck and engine repairs and welding undertaken by Government-owned Marine Dockyard.
DRY DOCKS: Government marine slipway attached to dockyard. Vessels and craft of 400 tons deadweight handled.
REPATRIATION: Facilities exist.
AIRPORT: Airport 14 miles from Bathurst. Regular service.
TIME: Greenwich Mean Time kept throughout year.
HOLIDAYS: New Year's Day (1st January); Independence Day (18th February); Good Friday; Easter Monday; Commonwealth Day/Queen's Birthday (8th June); Christmas Day; Boxing Day; Islamic festivals of Eid el Fitr (Ramadan) and Eid el-Kabir. No cargo work on Islamic holidays and Christmas Day.
POLICE/AMBULANCE/FIRE: Police, 222; Ambulance, 310 or 312; Fire, 666.
TELEPHONE: Telephones installed on board at ship's/Agent's request. Charges: £3 for installation. Trunk and international calls by arrangement.
GENERAL: Government operates 3 lighters each of 9,900 cubic ft. capacity, two of which are powered. Lighters may be hired for discharging ship at anchor and transhipments upriver. A private company operates a large fleet of lighters, mainly for transporting ground nuts from river ports to Bathurst. Ships stores: fresh vegetables, greens, fresh fish, fresh beef, fruits (in season) and bonded stores, are available.
SHORE LEAVE: No restrictions on normal shore leave.
PORT AUTHORITY: Gambia Marine Department, Bathurst, The Gambia. Tel. Bathurst 266. Central Telex at GPO Bathurst.

Germany, Democratic Republic of

ROSTOCK: 54.09 N. 12.08 E.

DOCUMENTS:
Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo documents.
Ship's Certificates.
PILOTAGE: Compulsory. Contact by VHF Channel 16. Pilot boards at Warnemunde light buoy. International code signals used.
ANCHORAGE: In Warnemunde Roads, off port entrance, in depths of 48 ft.
RESTRICTIONS: Entrance channel from Warnemunde light buoy to Overseas Port at mouth of River Warnow, depth 30 ft. LW.
MAX. SIZE: For Overseas Port: length 200 m., draft 33 ft. For City Docks: 140 m. length, 21 ft. draft.
HEALTH: Pratique given on arrival. In case suspected disease or fever on board, radio details to Agent before arrival. Comple declaration of health required.
TUGS: Available. Use of at least one tug is compulsory for vessels berthing and unberthing.
Sufficient number of tugs available, ranging from 300 to 1,000 h.p. Tugs normally join vessel in front of the mole.

BERTHING: *Overseas Port:* Situated in Lower Warnow River about 3·8 miles from Warnemunde sea buoy.
Pier No. 1: 6 berths General goods depth 30 ft. to 33 ft.
,, 2: 7 berths ,, ,, ,, 30 ft. ,, 33 ft.
,, 3: 4 berths Bulk cargoes ,, 30 ft. ,, 33 ft.
Oil Pier: 2 tanker berths ,, 30 ft. ,, 33 ft.
City Docks: In Warnow River, about 6 miles from sea. Total quay length 1600 m. depths alongside 21 ft. and 18 ft. Grain elevators shooting capacity 42 t.p.h., suction capacity 33 t.p.h.
Warnemunde: Port planned for passenger service. Quay length 250 m. Depth alongside 30 ft.
Port Control to be contacted through VHF Channel 14.
MEDICAL: Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.
FRESH WATER: Available ex-shore hydrants or water-boat.
FUEL: Available all grades fuel and gas oil by barge. Vessels calling for bunkers only pay no harbour bues, and other fees are reduced.
REPAIRS: All repairs possible. Floating crane available. Neptun Shipyard and other repair shops situated at City Docks. Warnow Shipyard and floating dock situated in Overseas Port.
DEVELOPMENTS: Plans to build a floating island in depth of 21 metres off Rostock to accommodate tankers up to 100,000 tons. Estimated discharge rates up to 3,000 tons per hour into smaller vessels for transfer to existing oil terminal.
REPATRIATION: Can be arranged if identification papers in order.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 26th December.
AIRPORT: Barth Airport 70 km. from Rostock.
TELEPHONES: Ship-to-shore connections available.
POLICE/AMBULANCE/FIRE: Ambulance 336/3662; Police 366/3164; Fire 366/2222.
SHORE LEAVE: Crew members permitted ashore.
AGENT: Veb Deutsche Schiffsmaklerei, Rostok.

STRALSUND: 54.18 N. 13.06 E.

DOCUMENTS: Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo Documents.
Ship's Certificates.
PILOTAGE: Compulsory. Contact Pilot by VHF Channel 12. Pilot stations are at Barhoeft and Ruden Island. Pilot boards vessel at Gellen (North-west entrance) and Landtief and Osttief (Eastern entrance).
Entry only possible from sunrise to sunset.
ANCHORAGE: In the roads clear of the fairway, depths 26 to 30 ft.
RESTRICTIONS: Northern entrance between breakwaters is 13 ft. depth used by smaller vessels only. Eastern entrance, depth 16 ft. 6 in. MLW.
HEALTH: Pratique given on arrival. In case suspected disease or fever on board radio details to Agent before arrival.
TUGS: Available and compulsory for vessels berthing and unberthing.
MAX. SIZE: Vessels up to 17 ft. draft.
BERTHING: Depth alongside quays up to 17 ft. maximum.
FRESH WATER: Available from shore ex pipeline.
FUEL: All grades available. By barge.
REPAIRS: All deck, hull and machinery repairs by local shipyards.
REPATRIATIONS: All facilities exist for changing crews.
AIRPORT: Barth Airport 25 km. from Stralsund.
MEDICAL: Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 28th December.
SHORE LEAVE: Crew members permitted ashore.
AGENT: VEB Deutsche Schiffmaklerei Rostock. Agentur Stralsund 23 Stralsund. Hafen – Ballastkiste. Tel. 5661/249. Telex 0 31 85 38.

WISMAR: 53.54 N. 11.27 E.

DOCUMENTS:
Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo Documents.
Ship's Certificates.
PILOTAGE: Compulsory from outer roads to harbour quays. Pilot boards at Wismar sea buoy. International code signals used. Contact by VHF Channel 12.
ANCHORAGE: In outer roads between Hannibal Shoal and Poel Island in depths of up to 40 ft. Protected anchorage in inner roads, depths up to 30 ft.
RESTRICTIONS: Entrance to the port is through a buoyed channel 14 miles long, depth 29 ft. LW. Vessels over 5,000 dwt and over 24 ft. draft enter in daylight only, turning basin 250 metres diameter.
HEALTH: Pratique given on arrival. In case suspected disease or fever on board radio details to Agent before arrival.
MAX. SIZE: Length up to 200 metres. Maximum draft 27 ft.
TUGS: Available and compulsory for berthing and unberthing.
Two tugs of 500 h.p. Tugs join vessel according to the Pilot's instruction.
BERTHING:

Overseas Dock:	Length of quays 500 m.		
	Grain quay	27 ft.	alongside
	General Cargo Quay	27 ft.	,,
Werfthafen:	Oil Quay	27 ft.	,,
Old Dock:	Timber Quay	24 ft.	,,
	Grain Quay	18 ft.	,,
Kalihafen:	Potash Quay	27 ft.	,,
	General Quay	16 ft.	,,

FRESH WATER: Available from shore hydrants at all berths or by water boat.
FUEL: All grades fuel and gas oil obtainable. Vessels calling for bunkers only pay no harbour dues, and are allowed a reduction in pilotage and clearance fees.
REPAIRS: All repairs can be effected at Mathias-Thesen Shipyard. Floating crane available, capacity up to 100 tons.
MEDICAL: Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 28th December.
SHORE LEAVE: Crew members permitted ashore.
AIRPORT: Barth Airport 100 km. from Wismar.
TELEPHONES: No ship to shore communications.
AGENT: VEB Deutsche Schiffsmaklerei Rostock, Agentur Wismar, 24 Wismar, Kopenhagener Strasse. Tel. 4208. Telex 0318841.

Germany, Federal Republic of

BREMEN (including Bremerhaven, Nordenham, Einswarden, Brake, Farge): 53.06 N. 08.46 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
3 Provision and Store List incl. fuel oil.
3 Dangerous Cargo List.
Health Certificate (forms obtainable from Pilots).
Ships' Register.
No Customs Papers if vessel laying in Freeports at Bremen or Bremerhaven.
DEEP SEA PILOTAGE: See Brixham or Cherbourg.
PILOTAGE: Not compulsory on the Weser, but a portion of pilotage dues is charged in any case. Most vessels take a Pilot.
Distance from Weser lightvessel to Bremerhaven 33 miles. Distance from Bremerhaven to Bremen 32 miles.
At least 12 hours before arrival at Weser lightvessel, masters should cable ETA messages to "Lotsenbruderschaft Weserzwei Bremerhaven" via Norddeich Radio. Message to include name and GRT of vessel, place where Pilot required to board, day and hour of vessel's arrival, vessel's destination and fresh-water draft in metres.
Sea Pilots board at Weser lightvessel to Bremerhaven. River Pilots board at Bremerhaven to pilot vessels as far as Bremen.
Pilot station near Weser lightvessel 53° 51′ 39″ N. 07° 53′ 15″ E., black painted motor vessel, black topped funnel, white lettering "Lotse" on hull. In rough weather, pilot boat may be found inside near Rotesand lighthouse/buoy "G". Pilots may be contacted by Norddeich Radio, 2182 or 2614 kHz. Alternatively by VHF Channel 16.
Vessels bound for Bremerhaven will require harbour Pilot. Call sign for Bremerhaven harbour Pilot is international code flags PT with a pennant below. Sound signal 3 long and 5 short blasts. During the night, 3 long and 5 short flashes together with the same sound signals.
For vessels bound for Bremen port, call the river Pilot at Bremerhaven by flying national pilot flag or code flag "G". Sound and flash signals are 3 long and 3 short.
Vessels bound for Nordenham and Brake call river Pilot at Bremerhaven, calling code signal PT, or sound signal 3 long and 2 short blasts, or light signals 3 long and 2 short flashes.
River Pilots boarding at Bremerhaven also act as harbour Pilots to all ports above Bremerhaven.
ANCHORAGES: 1. About 1 mile South-west of North Weser Lightvessel 53° 51′ 39″ N. 07° 53′ 15″ E. 2. Near Hoheweg Lighthouse between buoys N+M, N+O. Depth about 12 m. 3. Bremerhaven Northroads 53° 36′ 10″ N. 08° 29′ 55″ E. depth about 12 m. Blexen Roads (South Roads) depth about 10 m. Vessels with explosive cargo anchor North Roads Bremerhaven anchorage per Pilot instruction.
RESTRICTIONS: Vessels proceeding to Bremerhaven, with a draft in excess of 27 ft. will be restricted by the tide. Vessels proceeding to Bremen, with a draft in excess of 22 ft. will be restricted by the tide.
Vessels up to 220 metres length and 27 ft. draft may berth at any time day or night. For larger vessels, night entry is at Pilot's discretion.
MAX. SIZE: Bremerhaven: length 265 metres, draft 41 ft. fresh water, or up to 42 ft. 6 in. fresh water, with special permission.
Einswarden: length 260 metres, draft 36 ft. 6 in. fresh water.
Nordenham: length 260 metres, draft 35 ft. fresh water.

Brake: length 230 metres, draft 35 ft. fresh water.
Bremen: length, 220 metres, draft 30 ft. 6 in. fresh water.

RADIO: Cable Agent via Norddeich Radio, call sign DAN, advising ETA and cash requirements.

Bremen port radio VHF station on Channels 16, 3, 12, and 14 to be used for messages to all Port Authorities including Police and Fire Brigade in case of emergency

RADAR/VHF: Stations from Weser Lightvessel to Bremerhaven. Radar service between Bremerhaven and Bremen is planned. Radar station has day and night service. If no fog, every odd hour radar station gives by VHF, or pilot walky-talky, report of visibility, defective buoys, anchoring ships, obstructions to navigation and special occurrences.

BULK HANDLING FACILITIES:

Bremen – *Container Berth.* A container-handling area has been built at the end of the new quay in basin of Neustadter Hafen. Equipped with 2 container cranes suitable for up to 40 ft. containers, maximum weight 45 tons.

Industriehafen. The bulk handling facilities in the Industriehafen, which include Kohlenhafen, Kali-hafen and Huttenhafen, can accommodate vessels able to pass through the entrance lock with a max. ship's length of 170·30 metres and 23 metres breadth, and allows a max. draft of 29 ft. 6 in. fresh water at high tide. For ships with a breadth of more than 20·90 metres there are special restrictions of draft.

Getreidehafen. Grain handling berth one finger pier, can accommodate vessels up to 206 metres length, max. draft 30 ft. 6 in.

Kraftwerk Farge (Power Station). Coal handling facilities for vessels up to 200 metres length, max. draft 29 ft. 6 in.

Holzhafen. Grain handling facilities in a tidal basin with max. permissible draft 21 ft. low water. Length of quay 360 metres. Oil handling facilities with max. permissible draft 28 ft. 9 in. at low water. Length of quay 200 metres.

Bremerhaven – *Weserport:* Ore discharge installation for vessels up to 41 ft. draft. Berth equipped with two gantry cranes, each having an average capacity of 700 tons per hour.

Container Terminal. Situated at Stromkaje, quay length 900 metres including three berths. Depth 46 ft. low water alongside. Three further container berths at the Nordhafen; depth 38 ft. Nine container cranes lifting 45 and 54 tons each.

LASH Carriers: Special facilities are available at Bremerhaven.

Nordenham: *Deutsche Seeverkehrs AG:* Berth handling coal, ore, grain and oil. Depth alongside 35 ft. low water.

Metallwerke Unterweser AG: Bulk handling facility with quay length 230 metres, depth alongside 32 ft. 10 in.

Guano Werke AG: Berth handling phosphate and fertiliser cargoes. Suitable for vessels up to 35,000 tons dwt. with max. draft 29 ft. 6 in. Quay length 100 metres.

Brake – Ore pier, length 1,080 metres with depth alongside 11 metres. Suitable for bulk carriers up to 35 ft. draft. Planned to increase the depth to 12 metres low water.

TUGS: If bound Bremerhaven or Nordenham Einswarden normaliy join vessel Bremerhaven-Blexen roads. If Brake at Brake roads and one tug joins vessels of about 4,000 GRT or more when passing Vegesack, further tugs required join near Bremen Industriehafen. Vessel's lines usually used. Tug's lines only case need and without charge.

STEVEDORES: Ordered by Agent; no ETA advice to stevedores necessary.

MEDICAL: Hospital facilities at all Weserports. No vaccination normally required.

TANKERS: *Fina Oil Einswarden.* Max. draft 36 ft. 6 in. Discharging lines crude oil 12 in., fuel oil 10 in., diesel 8 in.

Frisia (Gulf Oil) Einswarden. Berth for tankers up to 250 metres length, max. draft 36 ft. fresh water.

Esso Bremerhaven, Columbus-Kaje. Max. draft 36 ft.

Shell Nordenham. Max. draft 34 ft.

Army Farge. Max. draft 32 ft.

There are several tank-cleaning boats available to receive slops at Bremen and Bremerhaven.

DENSITY: Bremerhaven and Nordenham/Einswarden brackish allowance 5 in. Brake–Farge–Bremen fresh water.

FRESH WATER: Available all Weserports by pipe or barge.

FUEL: All grades available.

FIRE PRECAUTIONS: No smoking on deck. Tankers smoking only saloon or messroom.

GANGWAY/DECK WATCHMEN: Not considered necessary.

OPENING/CLOSING HATCHES: Normally by crew with assistance stevedores.

CUSTOMS ALLOWANCE: Outside freeports: 200 cigarettes for 3 days or 50 grams tobacco and one bottle spirits. After 3 days, further same quantities. Wine not restricted. Freeports only at Bremen (Europa, and Uberseehafen), and at Bremerhaven (Kaiserhafen, Columbus Kaje and Weserport).

CARGO GEAR: No additional requirements. Preventers necessary.

IDENTIFICATION CARDS: Not required.

CONSULATES: At Bremen only.

REPAIRS: All repairs possible.

DRY DOCKS: 4 dry docks Bremerhaven, largest max. 75,000 tons. 2 dry docks Vegesack, max. about 16,000 tons. 3 dry docks Bremen, max. about 16,000 tons.

REPATRIATION: Any time.

AIRPORT: About 4 miles from Bremen. Regular airlines.

HOLIDAYS: New Year's Day (no work performed); Good Friday, Easter Sunday (no work performed), Easter Monday; Labour Day (no work performed); Ascension Day; Whit Sunday (no work performed); Whit Monday, 17th June; Prayer Day; Christmas Day (no work performed); Boxing Day.

TELEPHONE: Accidents, Police, help 110; Fire, First Aid 112; Foreign calls 0010.

Pilot station Bremerhaven, sea pilots 4 22 20; river pilots 4 22 89. Pilot station Bremen 38 52 08 or 38 13 26.

Port Administration Bremen – tel. 38921. Port Administration Bremerhaven – tel. 4811.

Waterway Police – tel. 44285/6.

Port Medical Service, Bremen 38 34 16; Brake 686.

AUTHORITY: Hafenamt Bremen, Uberseehafen, 28 Bremen. Tel. 3892.9249.

AGENT: Wm. H. Muller & Co. (Bremen) GmbH, Postfach 485, Ansgaritrankpforte 1, 28 Bremen 1. Telephone 314910. Telex 244704. Cables "Batavier".

BRUNSBÜTTEL: 53.43 N. 09.09 E.

DOCUMENTS:

Health Certificate forms obtainable from river pilot.
3 Crew lists.
3 Personal Effects Lists.
3 Stores Lists.
Bill of Lading.
Ship's Register.

For ships entering locks of Brunsbüttelkoog for transit traffic through Kiel Canal, only ship's register required.

PILOTAGE: Canal Pilots compulsory. Vessels with more than 25,000 GRT must take two river Elbe Pilots. Vessels requiring Elbe Pilot must order same at least 12 hours prior to arrival at Elbe I light vessel by cable to "Elblotse Brunsbüttelkoog" via Norddeich Radio (DAN) giving name of vessel, gross tons, ETA, date 2 figures, time 4 figures, draft. (For example: Tibetan 35824 ETA Elbe I 05 0430 36 ft. 6 in.) Vessels requiring Canal or Harbour Pilot at Brunsbüttelkoog must order Pilot at least 6 hours prior arrival Brunsbüttelkoog roads by cable to "Kanallotse Brunsbüttelkoog" via Norddeich Radio (DAN) (for example: Brigitte 1249 ETA Brunsbüttelkoog 29 18.00 3·5 metres).

ANCHORAGES: In vicinity of light vessel Elbe (54°00′ N. 08° 10′ E.); Neuwerk Roads (53° 58′ N. 08° 30′ E.); Freiburg Roads (53° 50′, 7′ N. 09° 20′ E.).

Vessels waiting entrance to the Canal may anchor in N.E. Anchorage, S. Anchorage, or Neufeld Anchorage, all with sufficient depth for vessels transitting Canal.

RESTRICTIONS: No restrictions imposed on night entry. If draft above 31 ft. 2 in. fresh water, vessels will be piloted to Brunsbuttelkoog with flood-tide.

Dimensions of lock: length 315 metres, beam 40 metres.

The Canal is open to traffic according to the following dimensions of vessels:

up to 14,000 GRT – draft 9·5 metres fresh water
from 14,000 to 16,000 GRT – draft 9·0 metres fresh water
from 16,000 to 24,000 GRT – draft 8·0 metres fresh water
from 24,000 to 30,000 GRT – draft 7·0 metres fresh water

Height above water-line transitting Canal must not exceed 40 metres.

For Binnenhafen, as far as km. 3·75, vessels not requiring to transit Canal may enter with draft up to 10·40 metres.

MAX. SIZE:

Elbe Harbour: Maximum draft 41 ft. 6 in. salt water ships to 250,000 dwt.

Oil Harbour: Maximum draft 34 ft. 2 in. fresh-water max. length 235 metres.

Ostermoor: Maximum draft 31 ft. 2 in. fresh-water ships to 30,000 dwt.

Ships passing canal: See "Restrictions" above.

HEALTH: Pratique automatic for vessels entering harbour for loading or discharging, and ships passing through Canal if required Health Certificate form does not show any infectious diseases.

RADIO: Cable Agents stating ETA, draft and requirements via Norddeich Radio (DAN).

RADAR/VHF: River Radar Service from Elbe 1 to Hamburg, but no special Port Radar Service for Brunsbüttelkoog. Radar Service can be contacted by VHF Channels 5 or 20.

River and Canal Pilots listen on Channels 9 and 13. Ships transitting canal directed by VHF Channels 2 or 3.

TUGS: Six tugs available at Brunsbüttelkoog. Vessel's lines used. Tugs normally join vessels bound for the Elbe Harbour on river in vicinity of Canal locks.

For ships entering locks from river Elbe 1 tug compulsory if tonnage exceeding 10,000 GRT. Tugs assisting ships entering locks join vessels on canal-roads.

BERTHING: Ships lying at terminals situated on Canal bank in Inner Harbour should take into consideration that vessels must moor safely, as suction of passing ships may cause breaking of lines.

Elbehafen: Situated outside of locks. Quay length 1,100 metres.

Binnenhafen: Comprises the area between lock entrance and km. 5.27.

Also see "Tankers" and "Fuel" below.

BRIDGES: Ships transitting canal must have bridge clearance of 40 metres. Otherwise no impediments.

STEVEDORES: Ordered by Agents, no ETA to stevedores necessary.

MEDICAL: Port Medical Service by Harbour Doctors. Day and

night service. Inoculations have to be ordered 24 hours prior arrival. Hospital available at Brunsbüttelkoog.
TANKERS: *Elbe Terminal:* Crude oil discharge berth situated outside of locks. One 30-in. pipe-line to DEA Tanker Storage. Four 12 in. hoses available for discharge.
Oil Harbour. Situated on North side of Canal with entrance in location of km. 3·5. Five berths suitable for tankers up to 10·40 metres (fresh water) draft. Hoses of 6 in, 8 in. and 10 in. for handling crude oil, diesel oil, gas oil, gasoline, tuluol, xylol and lube oil. No slop facilities available.
Ostermoor: Three tanker jetties suitable for vessels able to navigate Canal. One berth for discharging crude oil.
Also see "Fuel" below.
DENSITY: Brackish at Elbe Harbour and inside locks. Average density 3% NaCL.
FRESH WATER: Most berths supply by shore installations, otherwise barge.
FUEL: All grades available. Vessels in Elbe Harbour supplied by barge.
Bunker stations on South side of Canal are:
Shell – two berths, no gas oil.
BP – three berths.
OXY – four berths.
and on the North side of Canal:
Norddeutsche Bunkergesellschaft – one berth, no gas oil.
PAM – three berths.
FIRE PRECAUTIONS: No specific precautions except in Oil Harbour where anchors may not be used. Fire safety-lines must be ready fore and aft.
GANGWAY/DECK WATCHMEN: Services of watchmen not necessary but available day and night if required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Ships entering canal and using terminals mentioned under "Max. Size" must have international ship's register. All other certificates should be valid but are normally not used.
CUSTOMS ALLOWANCES: Tobacco, each crew member 80 cigarettes or 20 cigars or 50 grams of tobacco. Surplus will be sealed up by customs. Wine and/or Spirits 1 bottle of spirits and 1 bottle of wine permitted for each crew member. Beer unlimited. Ships transitting canal are not affected.
IDENTIFICATION CARDS: Normally not needed. If necessary in special cases identification Cards will be issued by Immigration.
CONSULS: All consulates available at Hamburg. Swedish Vice-Consul at Brunsbüttelkoog.
REPAIRS: Only minor repairs can be effected. Big yards and dry docks available at Hamburg.
REPATRIATION: Crew changes can be arranged in connection with local immigration Office.
AIRPORT: Nearest Airport Hamburg. 90 km. away.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Cargo work can be arranged on every day.
POLICE/AMBULANCE/FIRE: Police 110; Waterway Police 256; Immigration 522; Customs 441; Hospital 422; Fire 112.
TELEPHONES: No facilities for placing telephone on board.
AUTHORITY: Kanalamt Kiel-Holtenau. Neue Schleuse Brunsbüttelkoog.

CUXHAVEN: 53.52 N. 08.42 E.

DOCUMENTS:
Stores List.
Crew List.
Customs Manifest.
De-rat. Certificate.
Amerikahafen is a Customs free port.
PILOTAGE: Pilot station situated in Old Harbour (Alten Hafen). To obtain Pilot call "Cuxhaven Post", VHF Channel 12. Pilot signal is flag "G" of International Code, or sound signal – 2 long and 2 short blasts.
ANCHORAGE: Available in Cuxhaven Outer Roads, 12 m. depth of water, and Inner Roads (Medem Reede) in 6 m. depth of water.
RESTRICTIONS: Vessels can enter by day or night. No tidal restrictions.
HEALTH: Quarantine clearance effected at Cuxhaven. Only vessels with suspected infectious disease on board are detained.
RADIO: For ETA, etc., use Nordeich Radio, call sign DAN. Closer to port Elbe–Weser Radio can be contacted by VHF Channel 16.
TUGS: Tugs available and used depending on ship size and weather conditions. Cost of tugs is Hamburg Tariff plus 20%.
PORT RADAR: Available, can be contacted through VHF Channel 21, call radar station, Cuxhaven.
MEDICAL: Doctors and hospitals obtainable day and night.
FRESH WATER: Available from shore pipe-line up to 50 tons per hour. Small quantities up to 15 tons may be obtained in Roads from bunker barge. There are no water barges.
FUEL: Bunker and gas oil available. Small quantities, up to 150 tons, may be obtained anytime. Otherwise according to conditions of supplying oil company.
FIRE PRECAUTIONS: No special restrictions. Ships with explosive cargo and liquid cargoes of danger class K1 and K2 not allowed in Cuxhaven Harbour.
CARGO HANDLING: A harbour for overseas ferries up to 150 m. length with roll-on/roll-off and container equipment.
GANGWAY/DECK WATCHMEN: Not obligatory, at Master's discretion.
OPEN/CLOSE HATCHES: Normally performed by crew. Stevedores must be paid if required to do this work.
CUSTOMS ALLOWANCES: 40 cigarettes, 1 bottle spirits and 2 bottles wine.
IDENTIFICATION CARDS: If no passport, shore pass required.
CONSULS:
Iceland, tel. 36036/37.
Sweden, tel. 36011/12.
Others at Hamburg/Bremen.
REPAIRS: All deck and engine repairs possible.
DRY DOCKS: Floating dock for vessels up to 110 m. length, and slipway for vessels up to 75 m. long and 13 m. beam.
REPATRIATION: All facilities available.
AIRPORT: Hamburg–Fuhlsbuttel, 130 km. away; Bremen, 110 km. away.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: New Year's Day, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day. Loading/unloading can be arranged on these holidays.
POLICE/FIRE/AMBULANCE: Police, tel. 110; Harbour Police, tel. 22072; Ambulance, tel. 23125; Fire, tel. 112.
TELEPHONES: At Steubenhoft and in the ferry harbour, telephones can be put on board.
SERVICES: Compass adjusting and radio overhaul.
SHORE LEAVE: Allowed.
AUTHORITY: Niedersachsisches Hafenampt Cuxhaven, 219 Cuxhaven, Neufelder Strasse, Postfach 526. Tel. 21021–24.
AGENT: See "Hamburg".

ECKERNFÖRDE: 54.29 N. 09.51 E.

DOCUMENTS:
Stores List.
Customs Documents.
Cargo Documents.
Crew List.
PILOTAGE: No pilot station. No tide. In East winds, water level can increase to 1·50 m. above normal.
ANCHORAGE: Good anchorage in the Roads between N.W. to N.W. by W. bearing from the port, distance 1 to 1½ miles. Depths 18–21 m. Anchorage not allowed in harbour area.
CLEARANCE: Customs clearance at any time subject prior notice given. If suspected diseases on board inform Health Authorities.
MAX. SIZE: In outer harbour, up to 5 m. draft; in inner harbour up to 3 m. draft.
RADIO: Radio Kiel, call sign DAO, tel. 39011.
TUGS: No tugs.
BRIDGES: Outer and Inner Harbours separated by bascule bridge, opening to 12 m. width.
MEDICAL: Doctors and hospitals available.
FRESH WATER: Available.
FUEL: Diesel oil available. No coal.
WATCHMEN: Not available.
OPENING/CLOSING HATCHES: By ship's crew.
IDENTIFICATION CARDS: Required, if no passport.
REPAIRS: Available for fishing boats or coasters. Slipway for vessels up to 200 tons.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Work allowed on Sundays and official holidays subject to Harbour Master's permission.
POLICE/FIRE/AMBULANCE: Police, tel. 110; Hospital, tel. 6041; Fire, tel. 112.
TELEPHONES: Public telephones in harbour area. No installation on board.
SERVICES: Other services available from Kiel.
SHORE LEAVE: Permitted.
AUTHORITY: Stadtische Betriebe Eckernförde G.M.B.H., 233 Eckernförde, Bornbrook 1, Postfach 1440, tel. 04351–5021.

EMDEN: 53.23 N. 07.13 E.

DOCUMENTS: Health Certificate: form obtainable from River Pilot and to be completed before arrival Emden locks, where it is collected by Port Health Authorities. Crew Lists. Ship's Register. Slop-chest List.
PILOTAGE: Compulsory. At least 12 hours prior arrival at pilot station, vessel to radio "Emslotse Emden" indicating vessel's name, ETA, destination and draft. Contact pilot vessel on VHF Channel 16 or MW 500 kHz or LW 2023 kHz (day-time) and 2182 kHz (night-time).
Pilot vessel located near Wester Ems Light Buoy in approx. position 53° 37′ N. 06° 24′ E.
ANCHORAGE: Vessels may anchor in vicinity of pilot vessel 9½ fathoms depth. Sandy bottom.
RESTRICTIONS: Vessels drawing in excess of 25 ft. salt water have to wait for high tide to proceed to Emden proper. Tide rise about 10 ft.
MAX. SIZE: Draft presently restricted to 35 ft. salt water due to depth in river. Length and beam restrictions imposed by locks at Emden proper: 255 m. length, and 38 m. width. Vessels exceeding these dimensions require prior permission.

Vessels drawing up to 43 ft. salt water can be lightened in river inside Isle of Borkum, by floating cranes until appropriate draft achieved.

HEALTH: Pratique granted immediately on arrival at locks by Doctor or Health official.

RADIO: Cables should be despatched via Norddeich Radio (DAN).

RADAR: Harbour radar service with three stations. Radar information can be given by calling:

Borkum—VHF Channel 18
Emshord Knock—VHF Channel 20
Emder Fahrwasser—VHF Channel 21

TUGS: Sufficient tugs available, stationed at Emden locks, ranging from 790 to 3900 n.p.

BERTHING: *Outer Harbour* quay length 110 m.

Inner Harbour accessible through sea lock; South quay 930 metres length; North quay 480 metres length.

Old Harbour includes Industry Harbour Quay. Length 300 metres; depth 25 ft. alongside.

STEVEDORES: Since main commodities consist of bulk cargoes, such as iron-ore, coal, coke, bauxite, no specific requirements.

MEDICAL: Advance notice only required in urgent cases; hospital available.

BULK HANDLING FACILITIES: *Outer Harbour.* Facilities on northern part of quay include three stationary grain elevators with capacities of up to 250 tons per hour and two floating elevators each of 250 tons per hour capacity.

Inner Harbour. South Quay equipped with ten transporters of about 15 tons lifting capacity each, and a conveyor belt system handling about 1500 tons per hour.

North quay equipped with four transporters each of 15 tons lifting capacity and an ore conveyor belt system handling 1,000 tons per hour.

TANKERS: Olhafen situated in Inner Harbour. Tankers up to 35 ft. draft discharge to Frisia Reflnery.

Slops may only be discharged at the Tank Cleaning installation of Rheinstahl Nordseewerke GmbH.

The berth is equipped with two 12-in. Woodfield type loading arms used for receiving crudes and loading fuel oils. There is one 8-in. loading arm for bunkering. The average discharge rate is 3,000 t.p.h.

DENSITY: Average density in Port 1005–1010.

FRESH WATER: Available, supplied by barge, and alongside Outer Harbour Quay.

FUEL: All grades available.

GANGWAY/DECK WATCHMEN: Neither compulsory nor necessary.

OPENING/CLOSING HATCHES: To be performed by crew.

CUSTOMS ALLOWANCE: In Freeport and Inner Harbour no restrictions on board vessel for up to four weeks. Seamen going ashore allowed to take only 20 cigarettes each.

IDENTIFICATION CARDS: Not required.

CONSULS: Swedish Consul, tel. 2 19 04, Dutch Consul, tel. 2 14 04.

REPAIRS: All kinds of repairs possible.

DRY DOCKS: Schulte & Bruns (floating dock) length 281 ft., width 52 ft. 6 in., lifting capacity 1,300 tons.

Rheinstahl Nordseewerke G.m.b.H. (floating dock) length 426 ft., width 51 ft. 8 in., lifting capacity 3,500 tons. (Floating dock) length 579 ft., width 88 ft. 7 in., lifting capacity 11,300 tons. (Dry dock) length 715 ft., width 97 ft. 8 in.

C. Cassens Schiffswerft (floating dock) length 220 ft. width 33 ft. lifting capacity 1,000 tons. (Floating dock) length 308 ft. width 52 ft. 5 in., lifting capacity 1,780 tons

AIRPORT: Nearest airports Bremen and Hamburg, about 2–3 hours drive from Emden. World-wide connections. Flight Emden to Bremen or Hamburg possible by air-taxi.

TIME: GMT plus 1 hour. Permanent.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday (June 17th); Prayer Day; Christmas Day; Second Christmas Day (December 26th) No work on New Year's Day, Easter Sunday, Whit Sunday, May 1st and Christmas Day.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 23 311; Fire 112.

TELEPHONES: Telephones can be placed on board if vessel berthed Northquay, Southquay or Rheinstahl Nordseewerke shipyard.

AUTHORITY: Wasser und Schiffahrtamt, Emden.

AGENTS: Fritzen Schiffsagentur und Bereederungs-GmbH, Neptunhaus, PO Box 109, Emden. Tel 04921 20011 (also after office hours). Telex 027821. Cables "Fritzenagent".

FLENSBURG: 54.48 N. 09.26 E.

DOCUMENTS: Usual for port entrance, including:

Stores List.
2 Crew Lists.
2 Passenger Lists.
Customs Manifests.
Bills of Lading.

PILOTAGE: Pilot station address: Schiffbrucke 26, tel. 2.51.50. At least 5 hours before arriving off Buoy 7 in approaches contact pilot station through Kiel Radio or Agents. Pilot boards at Kalkgrund beacon near Buoy 7. Pilot will board in all weathers if possible, otherwise pilot boat will lead vessel to position where Pilot can board. Advance notice necessary to enable pilot boat reach boarding station. Not necessary to anchor. Pilot boat is a former large fishing vessel with "Pilot" written on both sides. Boat will show lights prescribed by International Regulations.

ANCHORAGE: Just outside harbour entrance, North-east of Mittelgrund and West of Kielseng leading lights. Depth of water about 9 m.

RESTRICTIONS: No abnormal restrictions. No tide.

MAX. SIZE: Vessels up to 21 ft. 6 in. draft can enter without hindrance. Beam and length unlimited. Tankers: only small tankers up to 1,000 GRT with fuel oil cargo. No petroleum installations.

HEALTH: Inform Pilot if any suspected diseases on board. He will make necessary arrangements.

RADIO: Kiel Radio, call sign DAO, tel. 39011.

TUGS: Harbour tugs not available. If required, Flensburger Schiffsbau Gesellschaft can supply a tug provided at least 3 hours notice given.

BERTHING: No particular entrance time. Pilot will have berthing instructions.

STEVEDORES: Agents make all arrangements. Unloading rates depend on type of cargo. Bulk cargoes up to 120 tons per hour.

MEDICAL: Four hospitals, qualified doctors available to visit. Inoculation Certificates not required.

FRESH WATER: Available from shore hydrants at 20 tons per hour.

FUEL: Diesel available in any quantity. Fuel oil subject to 5 hours advance notice.

GANGWAY/DECK WATCHMEN: No watchman service available. By harbour regulations at least one officer and seaman to be on board at all times.

OPENING/CLOSING HATCHES: Normally by crew. Stevedores will perform this for additional payment.

CUSTOMS ALLOWANCES: 40 cigarettes, and 1 bottle wine/spirits per man, per day for three days. Then further allowance considered.

IDENTIFICATION CARDS: Not required.

CONSULS:

Denmark, Nordergraben 19.
Sweden, Munketoft 12.
Others at Hamburg.

REPAIRS: All repairs possible.

DRY DOCK: One, for vessels up to 1,500 tons.

REPATRIATION: Possible without difficulties.

AIRPORT: Nearest at Hamburg. 170 km. distant, 2½ hours by train.

TIME: GMT plus 1 hour. Permanent.

HOLIDAYS: No work on official holidays.

POLICE/FIRE/AMBULANCE: Police, tel. 841–290; Fire/Ambulance, tel. 122.

TELEPHONES: No installation on board ships.

SERVICES: No tank cleaning or slop disposal services. Compass adjusting can be arranged.

SHORE LEAVE: Allowed.

AUTHORITY: Hafenamt Flensburg, Schiffbrucke 12, tel. 87301. No Telex.

HAMBURG: 53.33 N. 09.59 E. (including Altona, Harburg and Wilhelmsburg)

DOCUMENTS:

6 Crew Lists.
6 Passenger Lists.
3 Provisions and Stores Lists including Fuel Oil.
3 Dangerous Cargo Lists.
Health Certificates (forms obtainable from Pilot).
General Cargo Declaration.
Ship's Register.

DEEP SEA PILOTAGE: See Brixham or Cherbourg.

PILOTAGE: Pilot vessel *Elbe I* stationed lat. 54° 0′ N., long. 8° 10′ 7″ E. White painted, two-masted vessel, with black-topped yellow funnel and "Elbe" in black letters on hull.

In bad weather, pilot boat shifts to East of Elbe II lightvessel.

At least 12 hours before arrival at pilot station Elbe I, radio "Elblotse Brunsbuttelkoog" via Norddeich Radio, giving ETA, name of vessel, gross tonnage, date and time Pilot required, where Pilot to be discharged, and freshwater draft in metres.

Pilotage district divided into 3 areas: (1) Elbe I to Brunsbuttelkoog. (2) Brunsbuttelkoog to Hamburg. (3) Harbour Pilotage. Change of Pilots takes place at Brunsbuttelkoog. Pilotage is not compulsory, but advisable to use Pilots in approaches and port. River pilotage is charged. Harbour Pilots are free of charge.

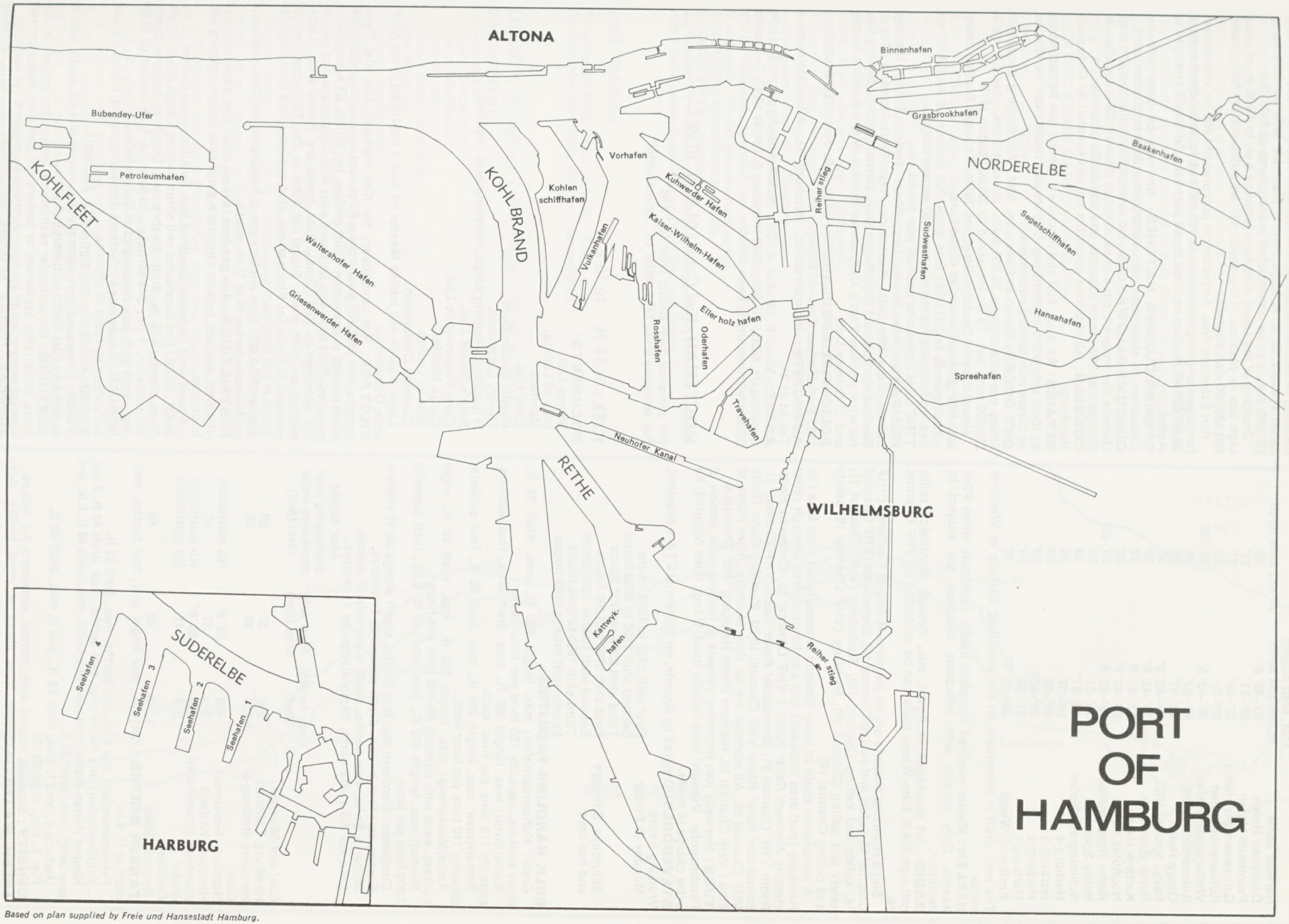
Pilots can be called by international code, flag, sound, or morse signals, radio call-signs DBBW, DBCQ, DBBY, or DAAO.

ANCHORAGE: Vessels awaiting Pilot may wait in vicinity of Elbe I lightvessel.

Other anchorages in Neuwerk Roads, approx. position 53° 58′ N., 8° 30′ E, and Freiburg Roads, approx. position 53° 50·7′ N., 9° 20′ E. Depths up to 13 metres available at Neuwerk and Freiburg Roads. Up to 14 metres at Brunsbuttel

RESTRICTIONS: No restrictions on night entry. Vessels over 30 ft. draft are piloted to Hamburg with the tide in order to reach Finkenwerder pilot station one hour before high water.

Depth of channel, 12 metres at MLW, 14·50 at MHW at Hamburg.



Based on plan supplied by Freie und Hansestadt Hamburg.

MAX. SIZE: Draft 42 ft. 6 in. in fresh water.
The following Harbours can be reached:

Harbour name	*Max. draft subject to tide and berth*	*At any time up to*
Dradenau Hafen	33′–42′ 6″	33′
Petroleum Hafen	29′–37′	29′
Griesenwerder Hafen	27′–35′	27′
Kohlenschiffhafen	23′–33′	23′
Waltershofer Hafen	36′–42′ 6″	30′–36′
Kuhwerder Hafen	29′–37′	29′
Obere Hafen	28′–37′	28′
Rethe Neuhof HGL	33′–42′ 6″	33′
Rethe Gaswerke	33′–42′ 6″	33′
Kattwyk Hafen	33′–42′ 6′	33′
Neuhofer Hafen	33′–42′ 6″	33′
Rethe Hansamatex	33′–42′ 6″	26′–33′
Rethe Speicher	30′–37′	30′
Schluisgrove Hafen	30′–37′	30′
Harburg 4	29′–37′	29′
Harburg 3	26′–33′	26′
Harburg 2	29′–40′	29′
Harburg 1	27′–34′	27′
Kraftwerk Wedel	32′–42′ 6″	32′

The max. draft is dependent on the prevailing Easterly or Westerly winds.

HEALTH: Master required complete health certificate when Pilot boards. Only vessels with infectious diseases are subject to detention.

RADIO: All messages to Agent, etc., through Norddeich radio call sign DAN. Elbe-Weser radio can be contacted by VHF Channel 16.

Ships reporting stations are on permanent duty at *Cuxhaven* (VHF Channel 12, safety and calling Channel 16), *Brunsbuttel* (VHF Channel 14, safety and calling Channel 16), *Stadersand* (VHF Channel 11, safety and calling Channel 16), *Hamburg* (VHF Channel 12, safety and calling Channel 16).

A continuous chain of radar stations is established from Elbe I to Hamburg (port area included) and can be contacted through radar stations *Neuwerk Radar* Radio I VHF Channel 20. *Cuxhaven Radar* Radio VHF Channel 21. *Brunsbuttel Radar* Radio VHF Channel 18/22. *Hamburg Radar* Radio VHF Channel 22. All stations are on duty 24 hours. River Pilots at Elbe I VHF Channel 13. Harbour Pilots Hamburg VHF Channel 9.

TUGS: Normally join incoming vessels at harbour pilot station at Finkenwerder. Vessels' lines usually used. If tugs lines required, an extra charge is made.

STEVEDORES: Ordered by Agents, no additional ETA's required.

Working hours	
Monday to Friday	First shift 0700 to 1500 hours
	Second shift 1500 to 2300 hours
	Third shift 2300 to 0700 hours
Saturdays, Sundays and holidays	First shift 0700 to 1300 hours
	Second shift 1300 to 1900 hours
	Third shift 1900 to 0100 hours
	Fourth shift 0100 to 0700 hours.

BULK HANDLING FACILITIES:

Grain: Kuhwerderhafen; max. length 590 ft., max. draft 34 ft., eight suckers, capacity 150 tons per hour each.

Rethe/Stroh; max. length 660 ft., max. draft 36 ft., four suckers, capacity 115 tons per hour each.

Rethe/Kruse; max. length 750 ft., max. draft 39 ft., four suckers, capacity 110 tons per hour each.

Rethe/Mackprang; max. length 660 ft., max. draft 36 ft., eight suckers, each with capacity 80–100 tons per hour.

Neuhof; max. length 872 ft., max. draft 42 ft. 6 in., total capacity 1,000 tons per hour.

Containers: Burchard-kai; four berths, depth alongside 11 metres.

Europa-kai; four berths, depth alongside 11 metres.

Muller & Sohn; four berths, depth alongside 11 metres.

Euro-kai KG.; one berth, depth alongside 11 metres.

	Quay length (feet)	*Max. safe draft (feet)*	*Max. height discharging gear above high water level (feet)*
Coal and Minerals:			
Hamburg Tollerort	900	35	80
Hamburg Harburg II	1,720	40	66
Coal:			
Hamburg Grasbrook	690	33′ 6″	No restriction
Hamburg Kattwyk	820	37	50
Hamburg Strandhafen	560	36′ 6″	No restriction
Wedel	1,050	41	No restriction
Fertilisers:			
Neuhof Kalikai	1,215	40	60

TANKER BERTHS: Kattwyk; one finger pier, two berths, max. draft 42 ft. 6 in.

Petroleumhafen; one pier, two berths, max. draft 37 ft.

Kohlfleethafen; one flnger pier, two berths, max. draft 42 ft. 6 ins.

Neuhof Hansa-matex; one pier, one berth, max. draft 42 ft. 6 in. and one berth, max. draft 33 ft.

Harburg 4; pier 1, max. draft 28 ft., pier 2, max. draft 33 ft.

Pier 6, max. draft 28 ft.

DENSITY: Brackish in port area; normal allowance 6–7 inches.

FRESH WATER: Available from shore at most berths. Also supplied by barge.

FUEL: All grades available from oil berths, or supplied by barge.

DEVELOPMENTS: A new harbour basin with 2 berths for product carriers is under construction. Silo capacity for bulk cargo handled by pneumatic elevators is increased up to 500,000 tons at deep water. Capacity of further 500,000 tons is available. Maximum depth for bulk cargo vessels 46 ft. A large central plant for bulk carriers up to 120,000 dwt. is to be constructed in the course of 1973/75.

Dredging of the Lower Elbe by a further 1·5 m. to 16·00 m. at mean high tide is planned. This depth will be sufficient for fully loaded 100/120,000 dwt. vessels.

Port Extension Area. An industrial port area of 4,600 ha. with access for large sea-going vessels up to 120,000 dwt. is under development.

WATCHMEN: Can be hired for all purposes. Normally arranged by Agent.

OPENING/CLOSING HATCHES: Normally by crew with the assistance of stevedores; otherwise, according to charter party.

CUSTOMS ALLOWANCES: No restrictions in the freeport area. Outside the freeport, each crew member allowed 100 cigarettes, or 20 cigars or 100 grams tobacco, and one bottle of spirits.

CONSULS: All Maritime countries are represented by Consuls in Hamburg.

REPAIRS: All deck, hull and machinery repairs can be carried out by local shipyards at Hamburg. Underwater repairs can be effected by divers with special equipment.

DRY DOCKS: *Blohm and Voss*, tel. 3061: Ten floating docks with lifting capacities up to 23,000 tons. Graving dock, capacity up to 250,000 tons dwt. To be increased to 320,000 dwt in 1973.

Howaldtswerke-Deutsche Werft, tel. 74361: Thirteen floating docks, with lifting capacities up to 49,000 tons.

Norderwerft, tel. 311471: One dock, for vessels up to 2,400 tons dwt. and slipway for vessels up to 60 metres length.

TIME: GMT plus one hour all year round.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday; Day of German Hurt (June 17th); Prayer Day; Christmas Day; Boxing Day. No work on New Year's Day, Easter Sunday, May 1st, Whit Sunday and Christmas Day.

POLICE/FIRE/AMBULANCE: Police 110; Fire 112; Ambulance 110; Port Medical Service 321021.

AUTHORITY: Hafendirektion, Hamburg 11, Alter Steinweg 4. Tel. 34 91 21.

AGENT: Wm. H. Muller & Co., Schiffahrts-Agentur G.m.b.H., Spaldingstr. 160B, VII floor, 2000 Hamburg 1. Tel. 24 13 47. Telegrams "Batavier Hamburg". Telex 213448.

HOLTENAU, Kiel Canal: 54.22 N. 10.09 E.

For entrance from Baltic, refer to "Kiel".
For entrance from Elbe, refer to "Brunsbüttel".

KIEL: 54.19 N. 10.10 E.

DOCUMENTS:
Stores List.
Bills of Lading.
Manifest.
Crew List.
Health Declaration.
De-rat. Certificate.
If loading/unloading cargo, following also required:
Ship's Stores List.
Crew Possessions List.
Cargo Manifest.
Bills of Lading.
Customs Declaration.
Local Agents will advise Master on board regarding these Clearance Documents.

PILOTAGE: Not compulsory for Kiel Harbour. For Kiel Canal, vessels over 50 GRT must take a Pilot, and vessels over 2,500 GRT must employ a steersman. Pilot station, tel. 331135. ETA required in advance. Pilot boat can be found near Kiel Lighthouse and also off the entrance to Kiel Canal. Pilot boats are yellow with "Lotse" painted on both sides. Signal for Pilot is flag "G" over numeral pennant 1. Pilots for Kiel Harbour also available and recommended if port is not familiar.

ANCHORAGE: Safe anchorages at Kanalreede in 13 m. depth, and at Heikendorferbucht in 11 m. depth.

RESTRICTIONS: Non gas-free tankers must give advance notice of arrival and will require chemist's certificate before entering harbour area.

Speed limit 10 knots South of line Bulk/Ehrenmal Laboe.

MAX. SIZE: For Nordhafen and ships passing Canal, 315 m. length, 40 m. beam, 9·50 m. draft; fresh water. Depth at harbour quays: Binnenhafen, 8 m.; Scheerhafen, 10·50 m. A bulk carrier of 35,000 dwt., draft 35 ft. has discharged at Scheerhafen.

HEALTH: If suspected infectious disease on board, inform harbour authorities by radio in advance.

RADIO: Kiel Radio, call sign DAO. Tel. 39011.

TUGS: If required tugs normally join vessel just off berth. Can be ordered by Kiel Radio or through Agents.

BERTHING: No particular restrictions except for vessels in distress, or carrying explosives or tankers not gas-free. In these cases special permission of Harbour Authorities required for berthing.

MEDICAL: Doctors, hospitals, ambulances available. Advance notice to Agents recommended if medical assistance required. Vessels coming from European ports need De-rat. Cert. Vessels

from other ports need in addition International Vaccination Certificates.

For all cases of poisoning needing special and urgent treatment telephone 597 3268, Medical University Clinic, Schittenhelmstrasse.

TANKERS: Unloading/Loading/Bunkering berths operated by private companies; slop discharge facilities available.

FRESH WATER: Available at all quays.

FUEL: All grades available. Preferable to order in advance through Agents.

FIRE PRECAUTIONS: Tankers should be prepared to leave port at any time. To be berthed with bow heading seaward. A valid Gas-free Certificate given by chemist in Kiel district is required before entering harbour area.

GANGWAY/DECK WATCHMEN: Not required.

OPEN/CLOSE HATCHES: Normally by ship's crew. Can be arranged by stevedores if required.

CUSTOMS ALLOWANCES: 20 cigarettes per man per day. No alcohol.

IDENTIFICATION CARDS: Not required.

CONSULS:

Austria	tel. 502011	Norway	tel. 71631
Belgium	„ 72579	Panama	„ 51291
Chile	„ 48066	Sweden	„ 5114–255
Denmark	„ 503361	Togo	„ 45101
Liberia	„ 41588		

REPAIRS: All types of repairs possible.

DRY DOCKS: *Floating Docks.* No. 1, 1,500 tons; No. 2, 22,500 tons; No. 3, 3,500 tons; No. 4, 6,000 tons; No. 20, 1,700 tons. *Dry Docks.* No. 5, 749 ft. long, 95 ft. wide; No. 6, 661 ft. long, 95 ft. wide; No. 7, 1,018 ft. long, 164 ft. wide; No. 8, 951 ft. long, 144 ft. wide.

REPATRIATION: No restrictions. Can also be arranged in the locks of Kiel Canal by local Agents. Valid passports required.

AIRPORT: At Kiel, local flights to Hamburg. Nearest international airport at Hamburg, about 100 km. away.

TIME: GMT plus one hour. Permanent.

HOLIDAYS: New Year's Day, Good Friday, Easter (two days), Ascension Day, Whitsun (two days), 17th June, Atonement Day, Christmas (two days). Work can be arranged on above holidays except Good Friday and Christmas Eve.

POLICE/FIRE/AMBULANCE: Police, tel. 110, alternatively 51171; Ambulance, tel. 44112, alternatively 61036; Fire, tel. 112.

TELEPHONES: Installed on wharves and Oslo quay (ferries to Scandinavia). Public phones near quays.

SERVICES: All services available.

SHORE LEAVE: Allowed.

AUTHORITY: Hafenkapitan, Hafenamt der Stadt Kiel, tel. 5942024; Hafen unt Verkehrsbetriebe der Stadt Kiel, tel. 5942011/2.

KIEL CANAL:

For entrance from Baltic, refer to "Kiel".
For entrance from Elbe, refer to "Brunsbüttel".

LUBECK (including Travemunde): 53.52 N. 10.40 E.

DOCUMENTS:
2 Crew Lists.
1 Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
1 Ship's Particulars form.
Crew Manifest.
Bills of Lading.
Customs Declaration.
De-rat. Certificate.

PILOTAGE: Compulsory for vessels over 300 GRT. Pilot station situated at Travemunde, near foot of Nordermole. Pilots board vessels in anchorage area. International signals used by pilots and by vessels requiring a Pilot. Contact by VHF channel 20.

RESTRICTIONS: Channel from Lubeck "A" buoy to Stadthafen is well lit and navigable by vessels fitted with radar in all weathers.

Depths: from "A" buoy to Travemunde (Nordermole), 10·5 m.; from Nordermole to Siechenbucht, 10·0 m.; channel to NWK power station, 9·5 m.; channel to Stadthafen 8·5 metres. The river Trave narrows from 130 m. at seaward end to 90 m. at Stadthafen.

MAX. SIZE: Dependent on berth depth and approaches. Vessels up to 14,000 dwt. can reach Stadthafen. Also see "Restrictions".

HEALTH: Radio pratique possible. Pilot will ask Master to complete Health Declaration.

RADIO: Lubeck Radio, VHF Channel 27. Harbour Radio service used by pilots, tugs, and other vessels.

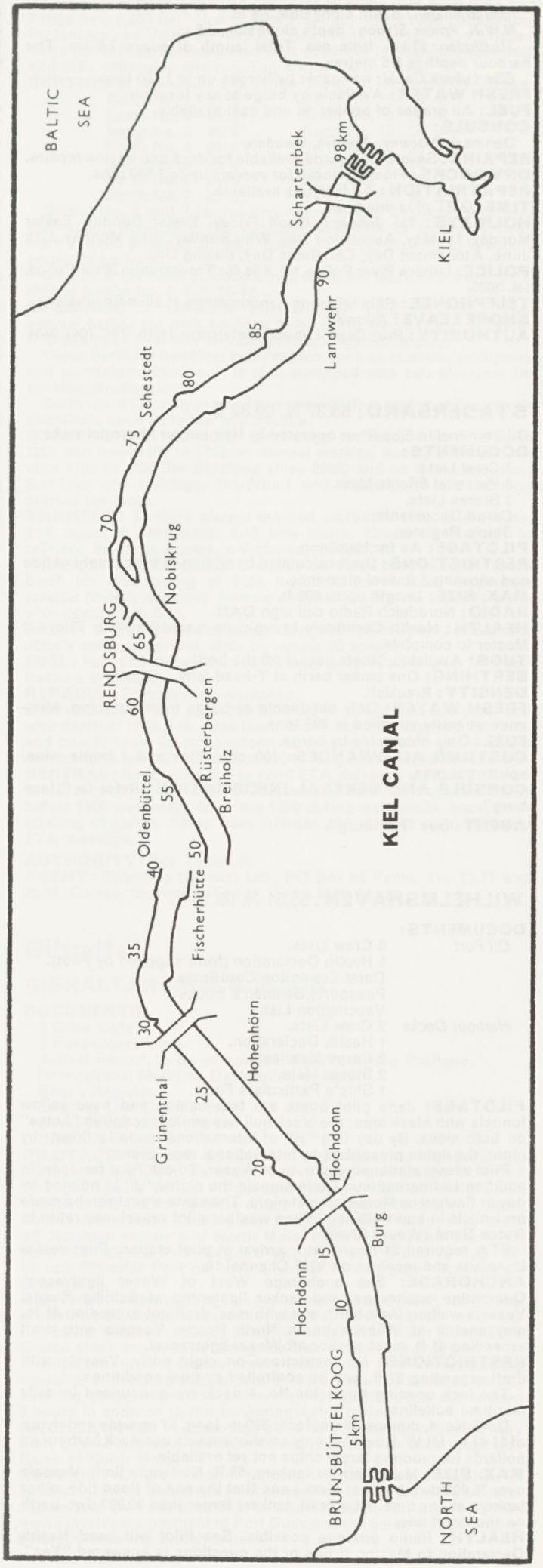
TUGS: Available and compulsory for vessels navigating river above Herrenbrucke: 2,000 up to 2,500 GRT, one tug required; over 2,500 GRT or 6·0 m. draft, two tugs required.

BRIDGE: Herrenbrucke is 60 m. wide and 22 m. above water level. Can be opened for vessels requiring higher clearance.

MEDICAL: All facilities available. Hospital near docks at Travemunde, and at Lubeck.

BERTHING:

Travemunde: Passenger ferry harbour. North side river berths I and II, 10·0 m. depth; Kaiserbrucke, 100 m. length, 10·0 m. depth; Ostpreussen, 190 m. length, 10·0 m. depth; Prival (South side), 180 m. length, 7·0 m. depth.



Industriehafen: depth alongside, 7·8 m.
N.W.K. Power Station: depth alongside, 9·5 m.
Stadthafen: 27 km. from sea. Total length of quays 7·6 km. The harbour depth is 8·5 metres.
Elbe Lubeck Canal: navigable by barges up to 1,000 tons.
FRESH WATER: Available by barge at any location.
FUEL: All grades of bunker oil and coal available.
CONSULS:
Denmark, Norway, Austria, Sweden.
REPAIRS: Several shipyards available for deck and engine repairs.
DRY DOCKS: Floating docks for vessels up to 7,500 tons.
REPATRIATION: All facilities available.
TIME: GMT plus one hour.
HOLIDAYS: 1st January, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day.
POLICE: Lubeck River Police, tel. 3 34 40; Travemunde River Police, tel. 5025.
TELEPHONES: Ship telephone connections at all main wharves.
SHORE LEAVE: Allowed.
AUTHORITY: Port Capt. Lubeck, Untertrave 14/15. Tel. 7041 9434

STADERSAND: 53.37 N. 09.32 E.

Oil Terminal in Elbe River operated by Hamburger Mineralolwerke.
DOCUMENTS:
3 Crew Lists.
3 Personal Effects Lists.
3 Stores Lists.
Cargo Documents.
Ship's Register.
PILOTAGE: As for Hamburg.
RESTRICTIONS: Draft calculated by adding 31 ft. to height of tide and allowing 3 ft. keel clearance.
MAX. SIZE: Length up to 600 ft.
RADIO: Norddeich Radio call sign DAN.
HEALTH: Health Certificate brought on board by River Pilot for Master to complete.
TUGS: Available. Meets vessel off the berth.
BERTHING: One tanker berth at T-head jetty.
DENSITY: Brackish.
FRESH WATER: Only obtainable by barge from Hamburg. Minimum quantity supplied is 200 tons.
FUEL: Only obtainable by barge.
CUSTOMS ALLOWANCES: 100 cigarettes and 1 bottle wine/spirits per man.
CONSULS AND GENERAL INFORMATION: Refer to "Hamburg".
AGENT: See "Hamburg".

WILHELMSHAVEN: 53.31 N. 08.10 E.

DOCUMENTS:

Oil Port	6 Crew Lists.
	1 Health Declaration (form supplied by Pilot).
	Derat Exemption Certificate.
	Passports/Seamen's Books.
	Vaccination List.
Harbour Docks	2 Crew Lists.
	1 Health Declaration.
	2 Cargo Manifests.
	2 Stores Lists.
	1 Ship's Particulars Form.

PILOTAGE: Jade pilot boats are two-masted and have yellow funnels with black tops; the black hull has white inscription "Lotse" on both sides. By day flag "H" of international code is flown; by night, the lights prescribed by international regulations.
Pilot vessel stationed at mouth of Weser. To call Pilot for Jade, in addition to International Code signals the signal "J" is hoisted by day or flashed by Morse lamp at night. The same signal can be made on whistle in bad visibility. In bad weather pilot vessel may retire to Roten Sand (Weser River)
ETA required 24 hours prior arrival at pilot station. Pilot vessel transmits and receives on VHF Channel 16.
ANCHORAGE: Sea anchorage West of Weser lightvessel. Quarantine anchorage, and tanker lightening at Schillig Roads. Vessels waiting for a berth and with max. draft not exceeding 41 ft., may anchor at Wilhelmshaven North Roads. Vessels with draft exceeding 41 ft. must anchor off Weser lightvessel.
RESTRICTIONS: No restrictions on night entry. Vessels with draft exceeding 37 ft., will be controlled by tidal conditions.
The lock opening times for No. 4 dock are announced in daily maritime bulletins.
Dock No. 4, dimensions of lock: 390 m. long, 57 m. wide and depth of 11·47 m. MLW. However, only smaller vessels use dock harbour as bollards for mooring larger ships not yet available.
MAX. SIZE: Max. draft for tankers, 59 ft. No length limit. Vessels over 70,000 dwt. berth at piers I and II at the end of flood tide, other tankers at any time. At pier III, tankers larger than 30,000 dwt. berth on the flood tide.
HEALTH: Radio pratique possible. Sea Pilot will hand Health Declaration to Master. If one of the questions is answered "Yes", Pilot will advise port Health Officer. A valid de-rat. exemption must be produced.
RADIO: Norddeich Radio, call sign DAN. Elbe-Weser Radio can be contacted by VHF Channel 16.
TUGS: Compulsory. Tankers normally require 4 tugs of minimum 1,500 h.p. for berthing. Tugs meet tankers at anchorage near buoy R. Only tug lines are used, charge inclusive.
TANKER BERTHS: Berth Nos. 1 & 2 are equipped with 4 hoses, each 12 in. diameter. Berth No. 3 with 3 hoses of 12 in. diameter.
Shore steam not available. There are no facilities for dirty ballast disposal ashore. Berth No. 4 for tankers up to 255,000 dwt. in depth of 69 ft.
BRIDGES: Three swing bridges affect entering dock harbour; these are opened to coincide with lock opening times.
STEVEDORES: 24 hours notice required. Bulk cargo discharge rate about 150 tons per hour.
MEDICAL: All medical facilities available.
FRESH WATER: Available by pipe-line.
FUEL: All grades available. Two days notice required.
GANGWAY/DECK WATCHMEN: Shore watchman recommended to attend telephone.
OPENING/CLOSING HATCHES: Usually by ship's crew.
CUSTOMS ALLOWANCES: Oil port is Customs free port. In dock harbour each man allowed 5 cigars or 40 cigarettes, or 50 grams tobacco and 50 pieces of cigarette paper; one unopened bottle wine/spirits.
DEVELOPMENTS: North of the oil berths, work on the first stage of the Lower Saxony project commenced mid-1972. The first stage includes a jetty of 1,283 metres length and discharge berth 300 metres length, with depth alongside of 15 metres below datum, suitable for ships to 80,000 dwt. This berth is for Swiss Aluminium AG (Alusuisse) and in addition a public berth for bulk goods of all kinds is scheduled.
The second stage is planned to extend the jetty a further 500 metres, and to extend the discharge berth for 60 metres. Further, a river berth of about 250 metres length, with depth 22 metres below datum is foreseen for vessels up to 250,000 tons. The completion date for this work is scheduled for 1976.
IDENTIFICATION CARDS: Required in oil port.
CONSULS: Denmark tel. 26026. Sweden tel. 26266.
REPAIRS: Facilities available for all deck and engine repairs. Repairs affecting main engine or steering gear intended to be carried out at the berths or at Wilhelmshaven anchorage, must be authorised by NWO and Port Authorities, when sufficient security tugs will be ordered to stand by. No charge for tugs if ordered before arrival. Permission for repairs depends on prevailing weather conditions and should be requested before arrival.
DRY DOCKS: Floating docks for vessels of 8,000 and 1,000 tons respectively. One small dry dock 50 m. by 10 m. by 2·8 m.
REPATRIATION: All facilities available.
AIRPORT: Nearest international airport at Bremen, distance 102 km.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Not observed in oil port. 1st January; Good Friday; Easter Sunday; Easter Monday; 1st May; Ascension Day; Whit Sunday; Whit Monday; 17th June; Atonement Day; Christmas Day; Boxing Day. Work may be arranged on Easter Monday, Ascension Day, Whit Monday and Boxing Day.
POLICE/AMBULANCE/FIRE: Oil Port: Police 61254; Fire/Ambulance 621. Dock Harbour: Police 26101; Fire/Ambulance 26121.
TELEPHONES: May be placed on board all tankers in oil port. At some locations in dock harbour, installation by Post Office, who require two days notice.
SERVICES: All services available including tank-cleaning, diving, compass adjusting, etc.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Wasser und Schiffahrtsamt Wilhelmshaven, Hafenverwaltung Wilhelmshaven, Mozartstr. 32. Tel. 26311.

Ghana

TAKORADI: 04.53 N. 01.45 W.

DOCUMENTS:
2 Stores Lists.
2 Lists Crew Personal Effects.
1 Bill of Health.
6 Crew Lists with dates smallpox and yellow fever inoculations.
6 Passenger Lists or "Negative".
6 Vessel's Itinerary Lists.
1 Freighted Cargo Manifest.
1 Unfreighted Cargo Manifest.
1 set Bills of Lading.
Clearance from Last port.
PILOTAGE: Compulsory for berthing alongside. Pilot boards at port limits. International code signals used.
ANCHORAGE: Vessels may anchor outside the harbour without Pilot. Depth at moorings 22 ft. to 35 ft.
RESTRICTIONS: Depth at harbour entrance 35 ft. MLW.
MAX SIZE: Up to 28 ft. draft for berthing alongside. Up to 33 ft. at buoys.
HEALTH: All crew require valid certificates of vaccination against smallpox and yellow fever, which are inspected on arrival when vessel boarded by Port Health Inspector. In case of suspected

disease or fever on board, Agent should be notified details in advance by radio.
TUGS: Tug assistance is compulsory, to be ordered through Signal Station. Three tugs available, two of 1350 h.p., and one of 850 h.p.
BERTHING: Additional coir springs from shore required at all berths.

Berth	*Max. length vessel*	*max. draft*
Manganese Wharf	520 ft.	28 ft.
No. 2 Wharf	550 ft.	26 ft.
No. 3 Wharf	500 ft.	28 ft. 6 in.
No. 4 Wharf	600 ft.	28 ft.
No. 5 Wharf	270 ft.	28 ft.
No. 6 Wharf	500 ft.	29 ft.
Bauxite Wharf	505 ft.	32 ft.
Coal Wharf	250 ft.	14 f

In addition, there are nine buoy moorings in depths of 22 to 35 ft. of water.
TANKERS: Oil tankers moor on the North side of Lee breakwater. One berth suitable for ships of 600 ft. length, draft 29 ft.
STEVEDORES: Normal working hours: weekdays 0700 to 1200 and 1400 to 1700. Saturdays 0700 to 1200.
Gangs required for Sunday work should be ordered before 1130 previous day. For weekday work, gangs should be ordered before 1500 previous day.
GANGWAY/DECK WATCHMEN: Available if required at Captain's discretion.
SHORE LEAVE: Shore pass required from Immigration. Bathing in harbour is prohibited.
FRESH WATER: Good quality water available at all berths and from two 200-ton water barges.
FUEL: Diesel oil and fuel available at four main wharf berths and at the oil berth.
REPAIRS: Minor repairs can be effected, slipway for vessels up to 500 tons. Small drydock for vessels up to 100 ft. length.
AIRPORT: Situated 2 miles from the port.
TIME: GMT, no alterations during the year.
AUTHORITY: Ghana Railway and Ports Administration, PO Box 251, Takoradi.

AGENT: Scanship (Ghana) Ltd., PO Box 329 Takoradi. Tel. 35.31. Cables "Scanship Takoradi", Telex 2035 Accra.

TEMA: 05.38 N. 00.01 E.

DOCUMENTS: Arrival
2 copies List of Stores.
2 copies Crew Declaration Forms.
1 Bill of Health.
6 Crew Lists with vaccinations lists for smallpox and yellow fever.
6 copies of Passenger List (or "nil" pass. list).
Valid certificates for smallpox, cholera and yellow fever vaccinations.
6 lists of Ports of Call.
2 Freighted Cargo Manifest.
7 Unfreighted Cargo Manifest.
1 B/L's set.
Port clearance from Last Port.
Departure – Port clearance visaed by customs.
PILOTAGE: For Main Harbour pilotage compulsory for all vessels of more than 100 net tonnage, when arriving or leaving harbour, or shifting berth, but for both Fishing Harbours obtainable on request.
Time of pilotage as follows: for Main Harbour:
(*a*) dry cargo vessels: arrivals 0600–2300 departure 0600–2100 hrs.
(*b*) tankers: arrivals – daylight only; sailings – 0600 to 2200 hrs.
(*c*) Valco-carriers: all handling, during daylight only.
For Fishing Harbours: during daylight only.
Vessels arriving or wishing to enter harbour must await Pilot between E. and S.W. off Fairway light-buoy, up to 1½ miles distance. Ships embarked by Pilots from 0600, according to time of arrival Quarantine Anchorage.
ANCHORAGES: Good anchorage, ¾ to 2 miles from E.N.E. to S.W. off main entrance with depth 30 to 60 ft., with good holding ground. Eastern area of anchorage is more comfortable, without additional swell reflected from main breakwater.
TIDES: Maximal tides rise 6 ft. 2 in., minimal tides rise 3 ft.
PREVAILING WINDS: Light to fresh breeze from W. and S.W. during all year, except December to February when N.E. Harmathan is dominating with poor visibility. Dangerous winds are tornados from East, May to July, but occasionally isolated tornados are to be expected from January to December. There is a swell in harbour, especially after tornados, when lying alongside the berths.
HARBOUR: Harbour consists of three basins:
(*a*) The large basin of Main Harbour, formed by Main Breakwater 6,250 ft. long, and Lee Breakwater 3,650 ft. long.
(*b*) Outer Fishing Harbour, East of Lee Breakwater.
(*c*) Inner Fishing Harbour on Northern side of former one.
Entrance to Main Harbour 600 ft. wide and together with the approaches has minimal depth of 35 ft. (Admiralty Chart Datum to which all depths refer). Ships entering Harbour 2–3 cables before entrance roll heavily, up to 4–8° during some seasons. Ship's deeper than 30 ft. enter only during high tide with maximum possible draft limit 32 ft. during neap tide. Bottom of harbour consists of sand and mud, with frequent hard rocky ground. Depth increases in direction of Main Breakwater. Two pairs of mooring buoys in depth of 34–36 ft. Inside harbour, alongside Lee Breakwater is an Oil-wharf for tankers with depth of 34 ft.
TUGS: Use of one tug compulsory for all ships over 2,000 GRT and 2 tugs over 5,000 GRT (but at pilot's option), and 2 tugs compulsory for tankers and Valco-carriers. 2 Diesel Tugs 1300 H.P. and 2 Steam Tugs 850 H.P. in Service. Two tugs available for duty between 0600 and 2100, otherwise one tug. Tug's wires to be used.
BERTHING: Alongside the berths, the draft limits are as follows:

Berth No. 1	31′ 3″	Berth No. 8	24′ 6″
Berth No. 2	28′ 6″	Berth No. 9	24′ 0″
Berth No. 3	24′ 6″	Berth No. 10	24′ 0″
Berth No. 4	25′ 6″	Berth No. 11	25′ 0″
Berth No. 5	25′ 3″	Berth No. 12	24′ 0″
Berth No. 6	24′ 6″	Oil Wharf	32′ 0″
Berth No. 7	25′ 6″	Valco-berth	31′ 6″

Berths No. 6 and 7 for loading cocoa-beans equipped with four high-speed conveyers, transporting bags directly to ship's hold, from 4 cocoa sheds (totalling 2,400,000 cubic ft.) situated at Westerly corner of harbour.
Usually ships moor starboard side to berths No. 1, 2, 6–9 and port-side to berths No. 3, 4, 5, 10–12.
SPECIALISED CARGO HANDLING FACILITIES: Three special berths for bulk cargoes only: Berth No. 10 for grain only. It is equipped with one elevator for sucking/discharging.
Valco Berth for handling bulk cargoes such as alumina, pitch/coke and aluminium flouride. It is also equipped with two elevators for sucking/discharging.
Berth No. 8 is partly meant for pumping/discharging of liquid/bulk chemicals such as tallow and alicane.
STEVEDORES: Available. Dry cargo is handled from 0730 to 1200 and from 1400 to 1700 on normal working hours, and overtime after 1700 to 2000 (for finishing ships 2030) and on Saturdays p.m., Sundays and holidays. Oil-Wharf and Valco-Berth are working around the clock.
TANKERS: Tankers always moored starboard side to dolphins, and ropes to breakwater and bow-buoys. Crude oil pumped to refinery, by ships pumps, a distance of 18,000 ft.
North of Oil Wharf about 2 cables on same breakwater is Valco Berth for discharging of bulk materials for "Valco" aluminium smelter (mostly alumina). Narrow channel 250 ft. wide leads to berth with depth 33 ft. 6 in.
FRESH WATER: Water pipes alongside all wharves, and under state's sanitary control. Rate of supply 50 tons/hr.
FUEL: Fuel and diesel-oils available by tanker-trucks only. No coal-bunkers available.
REPAIRS: Good marine-workshop.
DRY DOCKS: Dry dock 350 ft. long, 44 ft. wide on the gate, and with depth of 16 ft. 9 in. Also there is one slip with capacity 160 tons, and one 20 tons. Diving pontoon fully equipped, and with 3 divers and crane 10 tons. Graving dock 910 ft. long with necessary facilities.
GENERAL: Recommended to send ETA message at least 24 hours in advance. Essential that ETA message reaches Agent's office before 1500 week-days or before 1000 during week-ends, because of booking of gangs. Ships from Abidjan should also send 48 hours ETA message.

AUTHORITY: See Takoradi.
AGENT: Scanship (Ghana) Ltd., PO Box 64 Tema. Tel. 25.71 and 25.51. Cables "Scanship Tema". Telex 2035 Accra.

Gibraltar

GIBRALTAR: 36.08 N. 05.22 W.

DOCUMENTS:
3 Crew Lists.
3 Passengers Lists.
Arrival Report, to be completed when receiving Pratique.
International Maritime Declaration of Health.
Ship's Register.
Loading Line Certificate.
Deratisation Certificate.
Ship's Articles.
PILOTAGE: Pilotage compulsory when berthing alongside but advisable have Pilot for anchoring in bay. Give notice of arrival through Agents 24 hrs. in advance giving maximum draft. Ships approach off Detached Mole where Pilot (available day and night) boards vessel when entering bay. In bad weather Pilot prefers board off Northern entrance of North Mole. Pilot boat painted black and flies international Pilot flag. To call Pilot, sound and fly flag "G" or call Gibraltar Port on VHF Channel 16 and pass message on Channel 12.
BERTHING: Berths alongside are normally limited to 31ft. 6in Deeper drafts may be accommodated for short durations of stay on a half-tide basis. Masters required to advise ship's draft when giving ETA. Cruise ships are berthed alongside free of berthing charge.
Ships calling for bunkers and/or fresh water and not conducting operations involving passengers or cargo are not required to pay berthing charges providing the stay alongside does not exceed 8 hours in addition to the bunkering/water period.
ANCHORAGES: In open bay, good safe anchorage, depths vary from 5 to 40 fathoms. Vessels normally anchor in area West and North of North Mole.
RESTRICTIONS: A vessel entering the bay with the intention of anchoring, either awaiting a Pilot or seeking shelter from the weather should take care not to anchor in Spanish territorial waters as this would involve the payment of Port Dues and the gaining of Clearance before re-entering British waters.

The limit of these territorial waters is marked on the chart by five Qk. fl. buoys. A vessel should not anchor to the North or West of them.

MAX. SIZE: If anchoring in bay, any size. Maximum draft alongside, 31 ft. 6 in.

HEALTH:

Vessels are usually boarded by Port Authorities off the Southern end of the detached Mole; if everything found satisfactory Pratique is granted immediately. Masters should advise Agents by radio before arrival of any illness on board so that Port Doctor may board vessel with Port Authorities.

RADIO: "Gibraltarradio", call sign ZDK.

VHF. Communicate with Port Authorities by VHF international calling Channel 16, pass message on Channel 12 (24 hrs. service).

TUGS: When required for berthing alongside, tugs meet vessels off Mole. Ship's ropes used.

CARGO HANDLING: Port is able to accept containers that can be discharged by ship's equipment. One berth, for use by ships up to 28 ft. draft, has a fixed concrete stern landing ramp. Height of ramp above water level varies from 9 to 13ft. according to tide. This is available for use in conjunction with ship's own stern ramp for roll-on/roll-off traffic.

STEVEDORES: Agents automatically advise stevedoring company on receipt of ETA from ship.

MEDICAL: Masters should advise Agents when giving ETA if medical attention is required on board. Adequate hospital treatment available.

TANKERS: Maximum draft at discharging berths 31 ft. Diameter of discharging lines 14 in. fuel oil, 10in. diesel oil and gas oil.

DENSITY: 1025.

FRESH WATER: Available at Mole from pipe lines, delivery rate 60/80 tons hourly. Water can also be delivered at anchorage from barge, delivery rate 40/50 tons hourly.

FUEL: Fuel available any time day or night. All grades available.

GANGWAY/DECK WATCHMAN: Not necessary.

OPENING/CLOSING HATCHES: Normally effected by stevedores.

CUSTOMS ALLOWANCES: No restriction whilst on board. Crew members may bring ashore small quantity for their immediate personal use.

IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	Tel. 3288	Netherlands	Tel. 5968
Denmark	,, 2151	Norway	,, 4352
France	,, 4830	Portugal	,, 5330
Greece	,, 2956	Sweden	,, 2151
Italy	,, 3053	Venezuela	,, 3509
Israel	,, 5955	Finland	,, 3113
Liberia	,, 4312		

REPAIRS: Deck and engine repairs possible. Underwater operations including repairs and cleaning of vessel's hull.

DRY DOCKS: Four dry docks (Admiralty) available subject Naval requirements. Largest 871 ft.×125 ft., smallest 260 ft.×46 ft.

REPATRIATION: Facilities exist for repatriating crew members.

AIRPORT: Daily regular flights to London. Distance to airport about half mile.

TIME: Summer Time is kept all the year round, that is GMT plus 1 hour.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Commonwealth Day (24th May); Spring Bank Holiday; Summer Bank Holiday; Queen's Birthday; Christmas Day; Boxing Day. Cargo work can be effected at overtime rates on these holidays except on Good Friday and Christmas Day when no cargo work is carried out. Bunkering is effected on any of these holidays without any extra charge except on Good Friday and Christmas Day when a surcharge is made.

POLICE/AMBULANCE/FIRE: Police and Ambulance 3434; Fire 2000.

TELEPHONES: No arrangements exist for placing telephones on board at normal berths. Telephones can be placed on vessels under repair at the Detached Mole, through Admiralty Telephone Exchange, cost about £10.

GENERAL: Advisable that vessels calling for bunkers and only stopping in port for few hours should radio their requirements prior to arrival to ensure avoiding delay.

AUTHORITY: Captain of the Port, Waterport Wharf, Tel. 2254. Cable: "Gibport".

AGENT: Lambert Brothers (Gibraltar) Ltd., 2/4 Irish Place. Tel. address "Lambert-Gibraltar". Tel. 4373, 3288; Telex 222. Ship's Agents, Insurance Agents, Travel Agents.

Greece

AGHIOS NIKOLAOS (St. Nikolo–St. Nicholas) POROS BAY, Crete: 35.13 N. 25.43 E.

DOCUMENTS:

4 Crew Lists.
2 Passenger Lists.
1 Cargo Manifest.
1 Spares List.
1 Stores List.
1 list Crew Personal Effects.
Maritime Health Declaration.
1 Provisions List.

PILOTAGE: Not compulsory. No pilot station. Private Pilot (G. Mamidakis Co., tel. 593) who can be used if needed. Area of Pilot's boarding is N.E. or S.E. of Aghioi Pandes Islet, depending weather conditions. Anchorage waiting place in same area. Call Pilot with signal "G".

ANCHORAGES: (*a*) Harbour of St. Nicholas and/or cove of St. Nicholas. Depth 5/17 metres. (*b*) Poros Bay depth 27–35 metres, (*c*) N.E. and S.E. of Aghioi Pandes Islet depths 9–30 metres, and 15–40 metres respectively.

RESTRICTIONS: Care to be taken off N. entrance to port owing to rocky shoals, depth 5 metres. Entrance from the S.W. is free of obstructions.

MAX. SIZE: Vessels of up to 100 m. length and 11 metres draft can enter the port. At oil bunkering installation outside the port, vessels of any size can be accommodated.

HEALTH: If from another Greek port free pratique is automatic and access to and from vessel granted on permission of Port Authorities. Port doctor visits all other vessels.

RADIO: No local radio station. Cables to Agent or port authority through Athinai Radio.

TUGS: None.

BERTHING: Berthing position designated by port authority.

STEVEDORES: 23 permanent port stevedores available, but further 20 men can be engaged. Cargo worked by vessel's own gear.

MEDICAL: No advance notice of medical attendance required. Medical attention by town doctors available. Government hospital with all facilities.

TANKERS: No tanker berths. Vessels moor to buoys. Oil line 6 in. dia.

DENSITY: 1025.

FRESH WATER: At new pier three hydrants, hose dia. 25 in. for supplying water. At the bunkering installation at Katsini Bay there is water storage tank capacity 500 cu. m. for supply to deep-sea vessels. Loading rate about 49 tons per hour. Delivery by flexible hose connection from the mooring buoys.

FUEL: Unlimited supply of bunker fuel available.

DEVELOPMENTS: During next five years (*a*) deepening of Port Basin, (*b*) Provision of one shore crane, (*c*) construction of breakwater – length 200 m.

HATCHES: Opened/closed by stevedores.

CUSTOMS ALLOWANCES: 2 packets cigarettes per crew member per day.

CARGO GEAR: No shore facilities. All cargo worked with ship's own gear.

SHORE LEAVE: Permitted. Port Authorities issue necessary passes.

CONSULS: None.

REPAIRS: Only minor repairs.

REPATRIATION: Crew replacement and repatriation available.

AIRPORT: At Iraklion distance 66 km. Two or three flights per day to Athens.

TIME: GMT plus 2 hours, permanent.

HOLIDAYS: In addition to standard Greek holidays, local holidays are Ascension Day (date not fixed), and St. Nicholas day (6th December).

POLICE/AMBULANCE/FIRE: St. Nicholas Police tel. 3–38; Ambulance (Lassithion), tel. 2–94.

TELEPHONES: Facilities available for telephone connection to vessels at oil bunkering station without charge.

SERVICES: Tank cleaning, and hold cleaning.

SHORE LEAVE: Permitted with Port Authority pass.

REGULATIONS: (*a*) Vessels are not allowed to approach Aghioi Pandes (goat reserve). (*b*) No refuse or other waste matter of any description allowed to be thrown overboard from the vessel. (*c*) No visitors permitted without Port Authority permission.

AUTHORITY: Port Authority of Aghios Nikolaos, Crete. Tel. 3–12 and 6–12.

ALEXANDROUPOLIS: 40.51 N. 25.54 E.

DOCUMENTS:

Port Authority
2 Crew Lists.
1 Passenger List (if any).
If from abroad Maritime Declaration of Health. If Greek flag, articles and log book, and declaration of foreign exchange.
Customs:
3 Lists of Stores and Provisions.
1 Crew List.
Master's personal declaration that all stores not held in bond will remain on board.

PILOTAGE: No pilot service. If Master requires pilotage assistance an experienced local boatman is available, but Agent must be advised of ETA in advance order arrange for this pilot to await vessel about 1 mile outside port.

ANCHORAGES: Depth inside port 6·5 metres, mud bottom. Depth increases outside port to about 10 metres at distance of one nautical mile.

Area around port subject to strong South-east/South-west winds especially during winter. During strong winds vessels can seek shelter off Samothraki Island. In strong winds port is considered safe but because of occasional large waves loading is stopped. Winds from other directions do not effect port work.

MAX. SIZE: Vessels with draft not exceeding 6·5 metres can enter safely.

HEALTH: Vessels from foreign countries can enter harbour and obtain free pratique during the period from sunrise until 2200 hours. Vessels having suspected contagious disease on board should remain outside harbour until visit of medical officer, and await further instructions.
TUGS: None.
BERTHING: At least 24 hours notice of ETA to be passed to Agent in order to obtain allocation of berth from Port Authority.
STEVEDORES: Prior notice to be passed to Agent order arrange gangs. Rate of cargo working: General cargo about 70 tons per gang every 8 hours. Bagged cargo about 120 tons per gang every 8 hours. Coal about 80 tons per gang every 8 hours. Timber about 120 cu. metres per gang every 8 hours. Vessels must use own gear for loading/discharging.
MEDICAL: No advance notice required. One Government General Hospital, two clinics. Doctors' services readily available.
TANKERS: No facilities.
FRESH WATER: Hydrants on West side of breakwater. Delivery rate about 5 tons per hour (each), but delivery rate reduced when two or more hydrants in use.
FUEL: No bunker C fuel available. Supplies of diesel oil available from barge of 300 tons capacity.
FIRE PRECAUTIONS: No port fire brigade. In emergency fire brigades must be called from Alexandroupolis.
DEVELOPMENTS: (*a*) Main Pier, length 171 metres.
(*b*) Wharf, length 281 metres, extending on East side of main pier.
(*c*) Study in progress to increase depth of port area to 10 metres and to dredge entrance channel to a length of 2·5 kilometres.
(*d*) Study in progress to extend Western breakwater 204 metres in direction S.E./E.
WATCHMEN: Not available, and if required must be supplied by vessel.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: One packet of cigarettes allowed out of bond for each crew member, for each day in port. Wine/beer no restrictions. Spirits, Master allowed one bottle.
CARGO GEAR: Load/discharge by ship's own gear.
IDENTIFICATION CARDS: Shore pass issued against crew list and seamen's book. Passes obtainable from Port Authorities.
CONSUL: Consul-Agent of France. Tel. 7–20.
REPAIRS: Only minor repairs available.
REPATRIATION: Facilities for crew changes and repatriation.
AIRPORT: 5 km. distant. Daily flights to Athens.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: 1st January; 6th January; Whit Monday; 25th March; Good Friday; Easter Monday; 14th May (local); 21st May (St. Constantine); 15th August; 28th October; 6th December; 25th December; 26th December, and all Sundays. Cargo work can be arranged on these days, subject to payment of additional charges.
POLICE/AMBULANCE/FIRE: Police station, tel. 3–52; Security police, 80–20; Ambulance 4–71; Fire 2–22.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: Permitted.
AUTHORITY: Port Authority of Alexandroupolis, King Alexander and M. Botsari. Tel. 4–68.

ARGOSTOLI, Cephalonia: 38.12 N. 20.29 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Customs Clearance.
2 copies Cargo Manifests.
Bills of Lading.
Ship's Stores List.
List of Crew's Personal Effects.
Ship's Papers.
PILOTAGE: No pilot station.
ANCHORAGE: Vessels anchor in Argostoli roads, depth in the harbour is 19 ft.
MAX. SIZE: Up to 19 ft. draft.
HEALTH: Free pratique given by Port Health doctor on arrival, who will also deal with any sick cases.
RADIO: Patras Radio.
TUGS: None available.
MEDICAL: Advance notice not required except in urgent cases. For vessels arriving from foreign countries crew require vaccination certificates.
TANKERS: Discharge at DEH Terminal.
FRESH WATER: Can be supplied from the pier using ship's hoses.
FUEL: Not available.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCE: 200 cigarettes allowed for each crew member.
CONSULS: No local representation.
REPAIRS: Only minor machinery repairs can be carried out.
REPATRIATION: No facilities.
TIME: GMT plus 2 hours all the year round.
HOLIDAYS: Local holidays are 21st May, 16th August and 20th October, in addition to national holidays. Work may be arranged at double rates.
POLICE/FIRE/AMBULANCE: Police tel. 2–20; Ambulance 5–15; Fire – no organised fire service.
TELEPHONES: Can be connected on board vessels without charge.
SHORE LEAVE: Allowed.
AUTHORITY: Cephalonia Harbour Office. Tel. 2–24.

CHALKIS: 38.27 N. 23.36 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests.
2 Stores and Spares Lists.
2 Crew Personal Effects Lists.
Health Certificate.
PILOTAGE: Pilotage is compulsory.
Application for pilot to be made by radio through Agent to Chalkis Port Authority. ETA required at least 8 hours before arrival.
Apply for Pilot through VHF Channel 12, or through radio/telephone on 2364 kc/s calling Harbour Master, Chalkis.
Pilot boards from black motor-boat with white horizontal stripes, about 10 metres length, in a position about 1–1½ miles North of the light buoys of the Northern Port.
The pilotage area extends from 1 mile North of red and green light buoys, North of Evripos Bridge, and to the South of Euboea, 2½ miles from Bourtzi Point.
The anchorage for vessels coming from the North of Euboea and awaiting Pilot is at the centre of the Euboean coast off Lighthouse Kakokefali, North of the two light buoys and outside the bearing 020/200° which is the axis of vessels passing in and out of Evripos Strait.
Safe anchorage for vessels coming from South of Euboea and awaiting pilot is 1 nautical mile South of Bourtzi Point.
ANCHORAGES: A. In the basin of South Port clear of vessels passing in the Straits. Depths over 21 ft.
B. In North Port between the light buoys and Kakokefalis lighthouse and outside the axis of course 020/200°. In depths of 10–15 fathoms.
C. Anchorage mentioned in "Pilotage" above, depths of 10 fathoms.
RESTRICTIONS: Entry restricted only by depth. Maximum draft 21 ft. For vessels intending to pass Evripos Strait having draft 19 ft., passage possible only at slack tide or with following tide. Full details in Evripos Straits Operations Regulations.
There is also a restriction in Steno Straits where there is an overhead cable 38 metres above sea-level.
MAX. SIZE: Maximum draft 21 ft. in daytime and 19 ft. at night for vessels entering port. For vessels navigating Evripos Strait maximum length 110 metres, max. draft 19 ft., breadth 20 metres and subject to local regulations.
HEALTH: Pratique not required if coming from another Greek port. Otherwise international pratique regulations are applied.
RADIO: No local radio, all messages should be passed through Athinairadio.
TUGS: One tug available, joins vessel off the berth. Ship's tow lines used. Tug is compulsory for vessels over 1,000 GRT. Tug used only for berthing and unberthing.
BERTHING: Berthing in both the North Port and the South Port can only be effected at slack water subject to available tide.
BRIDGES: Passage above Evripos Bridge can only be effected at slack water or with following tide.
STEVEDORES: Loading, discharging, carried out with ships gear. Notice must be given by Agent to stevedores not less than 6 hours before vessels arrival.
Cargo working rates: General cargo 80–100 tons every 8 hours. Bagged cargo 100–150 tons every 8 hours. Timber 70 cu. m–90 cu. m. every 8 hours.
MEDICAL: Agent should be advised beforehand if medical assistance required on arrival. Clinic facilities available. Vaccination certificates required.
DENSITY: Average 1025.
FRESH WATER: Drinking water can only be supplied in small quantities by tanker lorry.
FUEL: Can be supplied in small quantities by tanker lorry.
DEVELOPMENT: A pier 240 metres is under construction at Vourkos in the South Port; depth alongside 26 ft.
WATCHMEN: Not required.
HATCHES: Opening and closing hatches can be effected by ships crew or by workers if requested.
CUSTOMS ALLOWANCES: Crew members each allowed one packet of cigarettes per day. Only the master is allowed one or two bottles of alcohol while vessel in port.
IDENTIFICATION CARDS: Shore passes are issued by port authorities.
CONSUL: France, tel. 2574.
REPAIRS: Only minor repairs can be effected by technicians from Piraeus.
REPATRIATION: No difficulties as there are excellent communications with Piraeus.
AIRPORT: Nearest is Athens International Airport.
TIME: GMT plus 2 hours all the year round.
HOLIDAYS: 1st January; 6th January; 25th March; 21st April; Good Friday; Easter Monday; Easter Sunday; 21st May; 15th August; 28th October; 6th December; 25th and 26th December. Local holiday 26th July.
POLICE/FIRE/AMBULANCE: Port police, tel. 22580; Fire 23333; Ambulance 22282.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Allowed.
DELAYS: Only waiting for suitable tides.
AUTHORITY: Chalkis Port Authority, tel. 22580 or 22236.

CORFU (Kerkyra): 39.37 N. 19.56 E. (including Kalifoka and Kefalomandouko)

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Maritime Declaration of Health.
3 Stores Lists.
3 Spares Lists.

PILOTAGE: At least 24 hours before arrival ETA should be passed to Port Authority on 2182 kc/s, answering on 2830 kc/s. Vessels requiring Pilot during daytime should hoist letter "G" of international code, and sound letter "G" in the morse code on ships whistle at intervals. Whistle signal may also be used at night. Vessels should await Pilot in position 39° 38′ N., 19° 57′ E. nearest to the coast of Ptychia Island (Vido) and Corfu, depending on weather conditions.

ANCHORAGE: Safe anchorages in the area between Ptychia Island and coasts of Corfu, depth about 30 metres. During strong North-west winds there is safe anchorage in the roadstead at Goritsa Bay or at Kastrades at a distance of ½ mile from the shore where depth in excess of 20 metres.

RESTRICTIONS: Only during unfavourable weather conditions or lack of berthing space.

MAX. SIZE: Draft 7·5 metres.

HEALTH: Port Health Officer boards vessel on arrival and examines health declaration. In cases of suspected disease or fever on board the health officer will examine entire crew and passengers.

RADIO: Radio Kerkyra. 2182 and 2830 kc/s.

TUGS: None.

BERTHING: Vessels should prepare fenders prior going alongside berth.

STEVEDORES: At least 24 hours advance notice of ETA required order arrange gangs. There are three silos for the discharge of bulk grain at Kalifoka (Mandoukion). Discharge rate about 60 tons per hour.

MEDICAL: Agent should be advised in advance of any medical requirements. Medical clinics available.

DENSITY: 1025. Max. height of tide 0·6 metre.

FRESH WATER: Available through 2 in. hoses. Cost 17 drachmas per ton (approx.).

FUEL: For yachts in the new harbour there is a diesel-oil tank, capacity 3 tons. At Kefalomandouko there is a permanently anchored oil barge capacity 24 tons. There are plans to provide permanent shore facilities.

FIRE PRECAUTIONS: Loading/discharging of inflammable liquids and explosives generally forbidden at night. The anchorage for vessels carrying inflammable liquids or explosives is between Lazaretos Islet and N.W. of breakwater point.

DEVELOPMENTS: (*a*) Dredging of new harbour to accommodate vessels of 10 m. draft. (*b*) Extension of the quay wall to 160 m. length. (*c*) Construction of Kefalomandouko breakwater, part of which will be used in berthing large passenger vessels.

WATCHMEN: Not required.

HATCHES: Opened and closed by stevedores. Hold cleaning service available.

CUSTOMS ALLOWANCES: Crew of Greek vessels are not allowed more than immediate requirements out of bond. Seamen signing off and passengers leaving the vessel are allowed 200 cigarettes.

IDENTIFICATION CARDS: Required.

CONSULS:
U.K.: G. K. Forte, 27 Mavili St. Tel. 8055.
France: Stef. Gerakaris, 3 Skenektatous St. Tel. 9816.
Denmark: M. A. Damaskinos, 22 Arseniou. Tel. 9730.
Norway: K. Kondis, 2 Denzelot St. Tel. 9667.
W. Germany: St. Nikokavouras, 19 Kapodistriou St. Tel. 9656.
Sweden: S. A. Bogdanos, 7 Douzelot St. Tel. 9469 (appointed for Finland).
Italy: M. Logini, Kanoni Street. Tel. 2351.
Belgium: M. A. Androutselis, 11 Kapodistriou St. Tel. 9988.
Netherlands: M. W. N. Servargoys, 5 Apolodorou St.

REPAIRS: Facilities for minor repairs only.

DRY DOCK: Largest dry dock 40 m. length 8m. depth.

REPATRIATION: Facilities for crew changes and repatriation available.

AIRPORT: 2 km. from port. During winter one flight daily to Athens. During summer frequent daily flights to Athens.

TIME: GMT plus 2 hours permanent.

HOLIDAYS: Local holidays are 21st May, 11th August and 12th December. In addition Corfu observes standard Greek holidays.

POLICE/AMBULANCE/FIRE: Police, tel. 92–54; Ambulance, tel. 99–04; Fire, tel. 92–55.

TELEPHONES: No facilities for placing on board.

GENERAL: Prevailing wind is from the N.W. Anchorage in the new harbour unsatisfactory due to mud bottom.

SHORE LEAVE: Allowed.

PORT REGULATIONS: Forbidden to approach Lazaretos Islet.

AUTHORITY: Port Authority of Corfu, Mitropoleos Square. Tel. 95–13.

ELEUSIS, (including Skaramanga): 38.02 N. 23.33 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Bill of Lading.
2 Lists of Stores and Provisions.

PILOTAGE: Piraeus pilot station regulations are operative.

ANCHORAGE: Port offers safe anchorage. Bottom mud and sand.

RESTRICTIONS: After sunset and for vessels intending to enter Eleusis port through Salamis channel, it is imperative to give 6 hours notice of expected time of arrival to Port Authorities of Eleusis, in order to obtain special permission from the naval yard of Salamis.

MAX. SIZE: No limitations to length and breadth at the installations or at the main port. Maximum permissible draft of vessel entering Eleusis Bay is 36 ft. Max. draft at berths is 33 ft. Also see "Tankers".

HEALTH: For vessels arriving from other Greek ports, pratique is automatic. Vessels arriving from foreign ports boarded by Health Officer who grants free pratique.

RADIO: Athinai, 2182 kc/s.

TUGS: Join vessel outside Piraeus Harbour and formalities much same as Piraeus.

BERTHING: Overall length of jetties and quay at Eleusis 715 metres. Maximum depth over 80 metres of jetty length is 33 ft. with depths of 26 ft. elsewhere.

SPECIALISED CARGO HANDLING: Loading/discharging of iron ore is carried out by (*a*) Holivourgiki Co., which owns a pier of 180 metres long and from 26 ft. to 36 ft. depth, equipped with 4 cranes, and (*b*) by Metallia Voxitou Elefsinos Co., which offer a special anchorage with buoys. Loading is effected by means of silo.

Loading/discharging of fluid chemicals or liquid gas are carried out by Petrogas Co. to their private pier of 35 metres long and 15 ft. depth.

STEVEDORES: No special advance notice required to arrange gangs. No shore cargo equipment and vessel works cargo with own gear. Bulk cargo discharged at the rate of 8 tons per hour per gang; bag cargo 14 tons per hour/per gang, and timber 10 cubic metres per hour/per gang.

MEDICAL: Advance notice not required. Clinic available in town of Eleusis if required.

TANKERS: Operating companies supply reducing pieces. No facilities for residue discharge. (*a*) Esso Pappas: length 160 metres; breadth 30 metres; depth at pier 30 ft. (*b*) Greek Refineries: length 93 metres; breadth 12.70 metres; depth 7 metres. (*c*) Texaco: length 80 metres; breadth 6 metres; draft 4.50 metres. (*d*) Mamidakis: length 40 metres; breadth 5 metres; draft 27 ft.

FRESH WATER: Barge delivery available.

FUEL: Available ex-wharf at tanker installations subject advance notice. Can be supplied by barge at other locations.

FIRE PRECAUTIONS: The usual precautions applicable to oil installations. During operations of white liquid (petrol, spirits, etc.) regulations require a tug to be standing by.

HATCHES: Usually opened and closed by crew and subject additional payment by stevedores.

DEVELOPMENTS: Hellenic Shipyards, Skaramanga, plans to build a new graving dock for 300,000 dwt.

Eleusis Shipyards, a third floating dock to take vessels up to 115,000 dwt. At the building dock, a crane of 400 tons lifting capacity under construction

CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine/spirits allowed per crew member out of bond.

CONSULS: None.

REPAIRS: All grades of repairs can be carried out at Eleusis shipyard, and also at Skaramanga (see "Dry Docks").

DRY DOCKS: Skaramanga shipyard situated on the coast between the Port of Piraeus and Eleusis Bay. Shipyard is 8 miles by road from Athens and 7 miles from Piraeus; driving time 25 and 20 minutes respectively.

Mailing address: Hellenic Shipyards Co., PO Box, 480, Athens, Greece. Cables: Shipyard, Athens. Telex: 215293 HSYS GR, 215396 HSYS GR, 215567 HSYS GR. Telephones 8073.471, 8073.351, 8073.610. Office hours at Skaramanga: 0815 to 1715 (weekdays), 0815 to 1345 (Saturdays).

Floating Docks

Main Particulars	*Dock No. 1*	*Dock No. 2*	*Dock No. 3*
Lifting capacity	30,000 tons	22,000 tons	25,500 tons
Docking ,, (dwt.)	**72,000 ,,**	**37,000 ,,**	**60,000 ,,**
Length overall	826 ft.	673 ft.	760 ft.
Length on keel blocks	760 ,,	605 ,,	693 ,,
Breadth inside banks	121 ,,	105 ,,	111 ,,
Breadth outside banks	147 ,,	129 ,,	136 ,,
Ht. of WL above keel blocks	28 ,,	28 ,,	28 ,,
Pumping time	120 min.	80 min.	100 min.

Skaramanga Yard's three floating docks have been designed in such a way as to eliminate delays of any kind in the raising of large vessels and to ensure that the work is carried out in minimum time and with the least possible inconvenience to the crew living on board.

The basic equipment of the docks is the following: Two 5-ton cranes, two fire extinguishing pumps 120 m³/h at 90 m. WC, DC current supply to ships 1200 A 220 V, AC current supply to ships 600 A 440 V 60 cycles, multipoint welding rectifier 2500 A, two oil pumps for supply of fuel oil from the dock to the vessel 60 m³/h at 50 m., two compressors 17 m³/min. at 7 atü, emergency diesel generator set 200 KVA, foam fire extinguishing system, steam boiler and water distilling plants.

Graving Dock

The Graving Dock is 327 m. (1,100 ft.) long, 53.6 m. (176 ft.) wide and 9.25 m. (30ft.) deep at the entrance. It can take ships in the 240,000 ton range.

Ships are manoeuvred at the dock entrance with the assistance of two 5-ton capstans situated on each side of the entrance gate. They are then shifted inside the dock by two 15-ton auto-tensioning win-

ches and hauling-in trolleys (mules) running on tracks on each side along the dock subway.

The dock floor is fitted with specially designed keel blocks for easy fitting and removal and with electricity operated side blocks.

The Graving Dock is served by two 100-ton cranes, one 50-ton crane and a small 5-ton crane.

A fleet of five powerful tugs is on hand at Skaramanga Yard to assist docking and undocking operations of all vessels calling at the yard.

Eleusis Shipyards S.A. is locate d27 km. outside Athens. The site was chosen on account of the several advantages it presents. The bay is well protected from strong winds, sources of raw materials are available in the vicinity of the yard, and adequate transportation, power, and relecommunication facilities can service the needs of yard.

Athens Office: 67 Athinas Street, Athens 112. Tel. 349 053. Cables "Helnafel Athinia". Telex 215215 ESC GR.

Yard: Eleusinia, Eleusis. Tel. 0291 46121. Cables "Helfafel Eleusis". Telex 215684 YARD GR and 215690 YARD DR.

Floating Docks: Two floating docks are available with the following specifications:

	No. 1	*No. 2*
Length	162 m.	227·5 m.
Breadth at entrance	23 m.	33 m.
Draft over keel blocks	6·30 m.	8 m.
Lifting capacity	11,500 metric tons	20,000 metric tons
Cranage	5 tons at 15 m.	12 tons at 20·6 m.

Quay Wall: The 640 m. long quay wall is equipped with 40 and 15 ton cranes; range 30 m. power 220 volts DC 1,00 amp. – 42 volts DC 25 amp – 280 volts AC 630 amp. Floating crane, 50 tons capacity.

Tugs: Available for manoeuvring purposes at all times.

AIRPORT: Athens Airport. Regular international flights.

HOLIDAYS: Cargo operations can be effected during usual Greek holidays, following submission of application to Harbour Workers' Union and subject cost increase of 75% above normal.

POLICE/AMBULANCE/FIRE: Eleusis Police Station 46674; Ambulance 46503; Fire Brigade 0199.

SPECIAL PRECAUTIONS: See "Piraeus".

AUTHORITY: Eleusis Port Authority, tel. 46671.

IRAKLION (Heraklion), Crete: 35.20 N. 25.10 E.

DOCUMENTS:

4 Cargo Manifests.
4 Crew Lists.
4 Passenger Lists.
Declaration of Crew's Personal Effects.
List of Stores and Provisions.
Maritime Declaration of Health.
Vaccination Certificates.

PILOTAGE: Pilotage area extends 1 mile from N. breakwater. Advance notice of ETA should be passed to Agents order arrange Pilot. Contact may be made with pilot station on VHF Channel 12; also when within distance of 3–12 miles and subject prior agreement of calling time communication can be effected by radio-telephone via Radio Iraklion – pilot station telephone 6133. International pilotage signals apply. Pilot boat is wooden boat 6 metre length, hull colour grey, with white deckhouse, carrying black board with word "Pilot" in white letters. In bad weather vessels should proceed close to entrance of port for Pilots boarding.

ANCHORAGE: Anchorage East of port entrance is forbidden owing to numerous underwater cables. In good weather conditions anchorage to be found ¾ mile Northwards of N. breakwater with Enetic Castle bearing 180°. In bad weather conditions, best anchorage is at a distance of about 5 nautical miles to the W. of the North breakwater and at a distance of 3 miles from the coast (Ellinoperamaton Haven); depth of water requires a big scope of anchor chain.

MAX. SIZE: Max. length 250 metres, draft 29 ft. Usual rise and fall of tide 1 ft. but increasing with South winds and decreasing with North winds.

HEALTH: International regulations apply for obtaining free pratique. In the event of suspected disease vessel will remain under quarantine until cleared. Pratique is automatic if arriving from another Greek port.

RADIO: Radio Iraklion – SUH 2182 kc/s.

TUGS: Two port authority tugs 240 h.p. and 90 h.p. When tugs required they await vessel at port entrance. Ship's lines used.

BERTHING: Pilot will advise Master of berthing position.

STEVEDORES: Port authority owns three cranes but they are seldom used. Cargo operations usually conducted by use of ship's own gear. Discharge rates per gang in 8 hours: bulk cargo 100 tons, bagged cargo 140 tons, liquid cargo subject ship's equipment – transportation by barges, timber 100 cu. metres.

MEDICAL: Advance notice should be passed to Agents if requiring medical attention. Clinics and medical treatment available.

TANKERS: Only very small tankers discharge in Iraklion Port and Ellinoperamaton Haven. At Iraklion, tankers discharging liquid fuel are required to berth at East breakwater (fuel pier). Attendance of fire brigade and one tug standing by is compulsory.

DENSITY: 1020.

FRESH WATER: Available ex-berth or ex-barge. Rate of delivery ex-berth about 500 tons per 24 hours.

HATCHES: Opened and closed by crew.

CUSTOMS: 2 packets of cigarettes per day per crew member allowed out of bond, and one 500 gr. bottle wine/spirits for whole time of vessels stay in port.

IDENTIFICATION CARDS: Shore passes issued by port authorities.

CONSULS:

Finland	tel. 4860 and 3860	Sweden	tel. 2476 and 5859
Norway	,, 2667	Denmark	,, 2253
Netherlands	,, 2615	France	,, 2347
Belgium	,, 2520 and 2296	Germany	,, 2266 and 5400

REPAIRS: Minor repairs available by machine shops in town of Iraklion. No facilities for deck repairs.

AIRPORT: Distance 5 km/s. Two flights daily during winter to Athens, and four flights daily in summer.

TIME: GMT plus 2 hours, permanent.

HOLIDAYS: Usual Greek holidays plus local holidays of 25th August and 11th November. Cargo work can be arranged on holidays subject additional costs.

POLICE/AMBULANCE/FIRE: Police, tel. 2241, 2430, 2316; Ambulance, tel. 2894, 2638; Fire, tel. 3555, 2333.

AUTHORITY: Central Port Authority of Iraklion, Port of Iraklion. Tel. 2002, 2529. Telex 021–123.

ISTHMIA, Corinth Canal (incl. Sousakion): 37.55 N. 23.00 E.

DOCUMENTS:

Port Authorities
Crew List.
Passenger List.
Ship's Certificates.
Health Certificate.
Certificate of Anchorage Dues.

Customs
Customs papers and declarations.
Cargo Papers.
List of Stores and Provisions.
List of Crew's Personal Effects.

PILOTAGE: There are eight pilots for the Corinth Canal. Telegraphic address of canal pilot station is "Diokor Athens", tel. Corinth 0741–4452. Master of vessels exceeding 800 gross tons must give at least 4 hours notice of ETA in order to avoid delay. Signal to call pilot is 2 long and 1 short blast on the whistle. Signal to call tug is 4 long blasts. Pilot boats wait at entrances of the Canal.

PILOTAGE: There are eight pilots for the Corinth Canal. Telegraphic address of canal pilot station is "Nadkorinthou Korinthos", tel. 452 Corinth. Masters of vessels exceeding 800 gr. tons must give at least four hours notice of ETA order avoid delay. Signal to call pilot is two blasts on ship's whistle. Pilot boats await at entrances of the canal.

ANCHORAGES: Open anchorage in Isthmia Bay.

RESTRICTIONS: Corinth Canal closed every Sunday from 0600 to 1800 hours in order for maintenance work to be effected.

MAX. SIZE: For transitting Canal max. breadth 58 ft. max. draft 22 ft. No limitation on length of vessels.

HEALTH: Pratique effected by health department of the Port Authority assisted by temporarily engaged doctor. In cases of suspected contagious disease vessel will be held under quarantine and if necessary fumigation will be conducted at Piraeus.

TUGS: Join vessel 2 miles outside Canal entrance at Isthmia and Possidonia. Ship's lines always used.

BERTHING: In Sousakion at private factory pier. No berths at Isthmia.

MEDICAL: Agent should be advised in advance of number of crew needing medical assistance, also information of any vaccination required.

FRESH WATER: Not available either at Sousakion or in the Canal.

CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes out of bond and one bottle wine/spirits.

CARGO GEAR: Loading/discharging by ship's gear.

AIRPORT: 100 km. distance.

TIME: GMT plus 2 hours, permanent.

POLICE/FIRE/AMBULANCE: Police, tel. 2129.

DELAYS: Possible delay up to 1½ hours in transitting canal if another vessel already transitting canal from opposite direction.

AUTHORITY: Sub-Port Authority of Isthmia, Isthmia, Corinth. Tel. 2129.

ITEA: 38.26 N. 22.25 E.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
Cargo Manifest.
Bills of Lading.
List of Ship's Stores and Spares.
Health Declaration.
Ship's Certificates.

PILOTAGE: Vessel should advise ETA at least 24 hours before arrival through the telegraphic office of Itea. Pilots are called by international code flag "G" or sound signal 2 long and one short blast.

Pilot boards 1 mile South-east jetty lighthouse. Pilot boat painted black with white deckhouse, the word "Pilot" is painted in white letters on both sides. On the bow is painted "PY21".

In bad weather vessel should enter harbour without Pilot and anchor using both anchors.

ANCHORAGE: Available inside the harbour and in Aggolis Gulf. Safe anchorage in the vicinity of the jetty head in depths of 8–10 metres.

RESTRICTIONS: Vessel may enter harbour day or night. Harbour anchorage suitable for vessels up to 60 ft. draft.
HEALTH: Pratique is given on arrival by the port medical officer.
TUGS: None available.
STEVEDORES: Gangs should be ordered in advance by Agents on basis of Masters ETA. Loading and discharging is effected by ship's gear.
MEDICAL: 24 hours notice preferred if any medical requirements. Hospital facilities available. Vaccination can be arranged within 24 hours.
DENSITY: 1025.
FRESH WATER: Not available.
FUEL: Not available.
DEVELOPMENTS: Extension and widening of the existing breakwater and the construction of a second breakwater.
HATCHES: Hatches are opened and closed by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one opened bottle of alcohol is allowed each man.
IDENTIFICATION CARDS: Needed for crew men going ashore.
CONSULS: No local representation.
REPAIRS: No facilities for repairs.
REPATRIATION: Can be arranged.
TIME: GMT plus 2 hours all through the year.
HOLIDAYS: Cargo work can be effected on all holidays on payment of overtime.
POLICE: Tel. 222.
AUTHORITY: Sub-Port Authority of ITEA. Tel. 319.

KALAMATA: 37.02 N. 22.07 E.

PORT LIMITS: The seaward boundaries of the port within which a vessel is considered to be an "arrived vessel" and (subject to Charter-Party Terms) laytime commences to count are half a mile from the breakwater red light, when Pilot boards.
DOCUMENTS:
5 Crew Lists (Greek flag vessels).
3 Crew Lists (foreign flag vessels).
2 Passenger Lists.
Customs documents.
Bill of Health.
Bill of Lading.
All ship's papers.
PILOTAGE: Notice of ETA required 48 hours before arrival. No VHF. Call Pilot by international code signals on arrival. Pilot boards by motor boat about half-a-mile from the breakwater red light, weather permitting.
ANCHORAGE: Vessels waiting Pilot may anchor half-a-mile east of the breakwater red light.
MAX. SIZE: Vessels up to 29 ft. draft may enter harbour. For berthing alongside the West mole, max. length 180 metres, max. draft 25 ft. 6 in. For berthing alongside the North mole, max. length 130 metres, max. draft 16 ft.
For new docks under construction: (*a*) max. length 140 metres, draft 30 ft. (*b*) max. length 300 metres, draft 30 ft.
HEALTH: Port Health doctor boards vessel on arrival or alongside the berth. Master required to produce Fumigation Certificate and Declaration of Health. Health visit not necessary for vessels coming from a Greek port.
RADIO: Athens Radio, call sign SVA.
TUGS: No tugs available.
BERTHING: Agents require details of vessel's draft in advance to get berthing permission from Harbour Authorities. West Mole, length 430 m.
SPECIALISED CARGO HANDLING FACILITIES: There is a silo for grain. The other special cargoes discharging equipped by ship's gear. No facilities for containers or roll-on/roll off traffic. For liquid chemical carriers there are two pumps with electric system. There are two cranes on vehicle, 3 and 40 tons capacity. Also there is one lifting machine. No other facilities.
STEVEDORES: Number of gangs required to be advised Agent in good time.
MEDICAL: Doctors and medical assistance available.
FRESH WATER: Can be supplied from the berth at about 15 tons per hour.
FUEL: Can only be supplied by road tankers – subject to advance notice.
DEVELOPMENTS: New berths under construction to accommodate vessels up to 30 ft. draft.
It is planned to build a shipyard at Kalamata, which could be in operation during 1974. During the first phase the yard is likely to concentrate on the building of bulk carriers and tankers up to 75,000 tons dwt.
WATCHMEN: If required watchmen available from shore.
HATCHES: Can be opened and closed either by crew or by stevedores subject to regulation payments for this work.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of spirits per man.
CONSULS:
Sweden tel. 24–79
Netherlands ,, 22–61
Norway ,, 32–15
REPAIRS: Minor repairs can be effected in shore machine shops. No dry docks.
REPATRIATION: Can be arranged.
AIRPORT: Situated 6 kms away. Flights to Athens 3 times a week.
TIME: GMT plus 2 hours all the year round.
HOLIDAYS: Additional local holidays are Ascension Day and St. Dionysios' Day.
POLICE/FIRE/AMBULANCE: Police telephone 26–22; Fire telephone 23–00; Ambulance telephone 35–61.
SHORE LEAVE: Allowed. Shore passes issued by harbour authorities.
AUTHORITY: Kalamata Harbour Office. Tel. 22–18.

KALI LIMENES, Crete: 34.56 N. 24.50 E.

DOCUMENTS: Vessels may arrive for bunkering without obtaining free pratique. However, if pratique is effected, vessels should have ship's papers ready for inspection, also 4 Crew Lists, 4 Passenger Lists, Cargo Manifest and a List of Stores and Provisions.
PILOTAGE: One private Pilot employed by the bunkering company SEKA who undertakes pilotage for vessels calling for bunkers. Pilot boat is a small boat equipped with signal lamp. Pilot boards about 5 miles East of Aghios Pavlos (St. Paul) Islet. Vessels awaiting Pilot may anchor 15 miles East of Aghios Pavlos Islet.
ANCHORAGES: (See "Pilotage".) Vessels may anchor in area between Aghios Pavlos Islet and Mavronissi, which is a safe anchorage.
MAX. SIZE: Vessels in ballast of up to 80,000 tons dwt. and maximum draft 14 metres can enter port.
HEALTH: Vessels arriving from foreign ports wishing to obtain free pratique should cable Agents to arrange for boarding of Health Inspector. Free pratique automatic if arriving from another Greek port.
TUGS: There is one tug, but it is seldom used.
MEDICAL: Agent should be advised well in advance if medical assistance required. There are no hospitals or other local facilities and doctor has to be called from nearest town.
TANKERS: Three berths N. of Aghios Pavlos Islet, max. draft 14 metres.
FRESH WATER: Unlimited supplies available.
FUEL: Unlimited supplies available subject adequate advance notice. Supplied by Mobil only.
FIRE PRECAUTIONS: Portable foam-fire extinguishers.
CUSTOMS ALLOWANCES: 200 cigarettes permitted to each crew member to be held out of bond, and one bottle of wine/spirits.
CONSULS: None.
REPAIRS: None.
AIRPORT: At Iraklion, 75 km. distant.
TIME: GMT plus 2 hours, permanent.
SHORE LEAVE: Permitted if free pratique requested and granted.
AUTHORITY: Port Authority Station, telephone 5 Kali Limenes of Iraklion.

KATAKOLON: 37.39 N. 21.20 E.

DOCUMENTS:
Maritime Health Declaration.
Usual Ship's Certificates.
2 Crew Lists.
2 Passenger Lists.
2 Lists of Stores and Provisions.
2 Lists of Crew's Personal Effects.
PILOTAGE: Not compulsory. Port has one private Pilot whom vessel may use provided sufficient advance notice passed through Agent.
ANCHORAGES: Vessels can anchor at a distance of 2 cables from the head of the breakwater (bearing 300°). Safe anchorage for vessels of up to 30 ft. draft between positions 37.40 N. 21.19 E. and 37.40 N. 21.20 E.
MAX. SIZE: Maximum safe draft 23 ft. Depth inside port 8 metres. Length of pier 204 metres.
STEVEDORES: No advance notice required. No shore facilities. Vessels load/discharge with own gear.
MEDICAL: No medical assistance in Katakolon, but facilities exist at the town of Pyrgos 13 km/s distant.
FUEL: Not available ex-berth, but can be delivered by tank truck from Patras or Kalamata.
FRESH WATER: Available. Capacity 20 cu. metres per hour.
HATCHES: Usually opened and closed by crew but this work can be carried out by stevedores subject consent of Port Authority. Cost as agreed between Master and stevedores.
IDENTIFICATION CARDS: Passes issued by Port Authority.
CONSULS: None.
REPAIRS: Not available in Katakolon. Small quantities of engine spares available in Pyrgos.
AIRPORT: Andravis Airport 26 km/s distant. Flights to Athens twice weekly.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: Usual Greek holidays plus local holidays of 6th December and 17th December.
POLICE/AMBULANCE/FIRE: Police and Immigration, tel. 2; Fire brigade (Pyrgos), tel. 2633; Ambulance (Pyrgos), tel. 2344.
TELEPHONES: No facilities for placing on board.
SHORE LEAVE: Permitted.
AUTHORITY: Port Authority of Katakolon. Tel. 6.

KAVALLA: 40.55 N. 24.25 E.

DOCUMENTS:
5 Crew Lists.
2 Lists of Foreign Exchange.

4 Passenger Lists.
2 Cargo Manifests.
2 Lists of Crew Personal Effects.
Copies of Bills of Lading and usual Ship's Certificates.

PILOTAGE: 24 hours notice of ETA to be passed to Agents or direct to Port Authorities. Vessels requiring Pilot should indicate with light and sound signals code letter "G" on arrival 5 miles from Kavalla lighthouse. Pilot boat is a tug 9 metres length. Pilot usually boards about ½ mile from breakwater light. In event bad weather, Pilot does not board, and vessel may take refuge North-west of Cape Prinos at the head of Thasos Island. If strong South and South-west winds prevailing, vessels recommended take refuge Eleftheron Bay. Vessels awaiting a Pilot may anchor ½ mile South of Kavalla lighthouse.

ANCHORAGE: One-half to 2 miles South of Kavalla lighthouse, depth 30 to 40 metres. Bottom sand and mud.

MAX. SIZE: Max length 150 metres with proportionate breadth. Max. draft 27 ft. Tidal range 2 ft.

HEALTH: Doctor boards vessel with Port Officer. Maritime Declaration of Health and Deratisation Certificate required. In case suspected disease or fever on board, Master should radio Port Authorities in advance. Pratique is automatic if arriving from another Greek port.

RADIO: No local radio station. Cables may be routed through Athinai Radio.

MEDICAL: Advance notice of medical requirements necessary. General hospital in Kavalla and numerous private clinics.

DENSITY: 1025.

FRESH WATER: Available at berth.

FUEL: None.

HATCHES: Opened and closed by crew.

CARGO GEAR: Vessel should have cargo gear ready on arrival in order to avoid delay.

CONSULS:

France	tel. 3163	Netherlands	tel. 3265
Finland	,, 3467	Sweden	,, 3669

REPAIRS: Minor repairs available.

AIRPORT: Distance 7 km/s. One flight daily to Athens.

TIME: GMT plus 2 hours, permanent.

HOLIDAYS: Standard Greek holidays. Local holiday 29th June.

POLICE/AMBULANCE/FIRE: Police, tel. 3291; Fire, tel. 1999.

AUTHORITY: Kavalla Port Authority. Tel. 3628.

LAVRION: 37.42 N. 24.04 E.

DOCUMENTS: Maritime Declaration of Health with Crew's Vaccination Cards.
Cargo Manifests.
4 Crew Lists.

PILOTAGE: Address of Pilot station, Port Authority of Lavrion. Pilot boat is a motor launch 8 metres long, black hull with white stripe flying code flag "H". Vessels requiring Pilot should flash or sound letter "G". Pilot boards about ½ mile from wreck-marking buoy. In event of bad weather, boarding position is inside the buoy. Vessels awaiting Pilot should anchor East or West of wreck-marker buoy depending vessel's size.

ANCHORAGE: See "Pilotage."

MAX. SIZE: Max. length about 130 metres, max. draft 21 ft.

HEALTH: Health Officer and Port Officer board vessel on arrival. Maritime Declaration of Health should be submitted to Health Officer who examines any sick crew. Free pratique is not automatic.

BERTHING: Harbour open to S.E. winds, but otherwise sheltered and safe. There are two quays: one 330 ft. length, depth alongside 20 ft., and one of 260 ft. length, depth alongside 13 ft.
Mining company owns bridge elevator with capacity of 700 tons per day.

STEVEDORES: Advance notice required in order to arrange gangs. No shore cargo equipment, and cargo operations effected by ship's gear.

MEDICAL: Medical assistance available.

FRESH WATER: Can be supplied to vessels alongside berth from tanker trucks.

FUEL: Only small quantities available as existing fuel tank only 10 tons capacity. Can be supplied by tank trucks from Piraeus.

HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes per crew member allowed out of bond.

REPAIRS: Minor repairs only.

AIRPORT: Athens Airport, distance 45 km/s.

TIME: GMT plus 2 hours.

POLICE/AMBULANCE/FIRE: Police, tel. 5218; Ambulance, tel. 5340; Fire, tel. 5249.

HOLIDAYS: Local holiday 26th July.

AUTHORITY: Port Authority of Lavrion. Tel. 52 49.

MEGARA: 38.00 N. 23.20 E.

Pier owned by Hellenic Refinery. Berth depth 42 ft. 6 in. at S.W. end, 44 ft. at N.E. end. 46–50 ft. available one metre from the berth. With suitable fendering berth can accommodate vessels up to 85,000 tons dwt. 3 tugs required for berthing/unberthing. Tide about 1 ft.± depending wind direction.
(Also see Piraeus)

MILOS ISLAND: (Adamas, Voudia Bay)

DOCUMENTS:
4 Crew Lists.
3 Passenger Lists.
2 Provisions Lists.
2 Personal Effects Lists.
Vaccination Certificates.
Deratization Certificate.
Manifest (in duplicate)
Certificate of Registry.
Load-line Certificate.
Safety Equipment Certificate.
Radio-telegraphy Certificate.
Certificate of Measurement.

PILOTAGE: No pilot station. Vessels requiring a Pilot should sound three blasts on ship's siren. Pilot boards from small motor-boat. Agents may contact Pilot in advance of requirement by telephone.

ANCHORAGE: Safe anchorage in all parts of Milos Bay, where Adamas port is situated. Main anchorage in Milos Bay is on East side of Bombardos Cape, which has a lighthouse showing a flxed green light.

MAX: SIZE: Any size vessel may enter Adamas Port but berthing alongside is restricted to vessels of 16 ft. draft.
Ore loading berth at Voudia Bay. No facilities for tankers.

HEALTH: Authorities require 24 hours notice of arrival in order to grant free pratique to vessels arriving from a non-infectious country. Free pratique cannot be granted at Milos to vessels having disease on board nor to those arriving from an infected area. Such vessels are required to proceed to a main Greek port (Piraeus, Syros, etc.) to obtain health clearance.

RADIO: Athens Radio and Heraklion Radio.

TUGS: Not available.

STEVEDORES: Loading/discharging at Adamas is by means of ship's gear. Bagged cargo loading rate is 250 tons in eight hours. At Voudia Bay bulk ore is loaded at a rate of 500 to 800 tons in eight hours.

MEDICAL: No hospitals, nor private clinics available. There are two doctors and two dentists resident on the Island. Cholera, smallpox and yellow fever vaccinations are required.

FRESH WATER: Available to vessels alongside using ship's hoses. Delivery alongside up to 30 cub. metres in twelve hours.

FUEL: Small quantities lubricants available.

DEVELOPMENTS: Intentions to (1) extend existing wharf up to 70 metres with depth increases up to 30 ft., and (2) to construct new loading pier in the Neochorion area with depth of 30 ft. Both developments expected ready about 1975.

OPENING/CLOSING HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes and one opened bottle of spirits per person.

REPAIRS: Minor oxy-acetylene repairs available.

TIME: GMT plus two hours.

HOLIDAYS: Local holidays: 10th February and 15th August, otherwise Sundays and customary holidays. Cargo work can be arranged on these days at 75% increase on tariff rates.

TELEPHONES: Police 21204; Port Authority 41607.

SHORE LEAVE: Permitted.

DELAYS: Strong Southerly winds may delay berthing, or force vessel to leave loading berth at Voudia Bay.

AUTHORITY: Port Authority of Milos, Adamas, Milos. Tel. 41607

MITYLENE (incl. Geras Bay and Pamfyllon): 39.06 N. 26.35 E.

DOCUMENTS:
4 Crew Lists.
2 Cargo Manifests.
2 Passenger Lists.
2 Stores Lists.

PILOTAGE: No official Pilot, but if required the services of two experienced Mercantile Marine officers having knowledge of the port may be used.

ANCHORAGE: Before town of Mitylene, in depths of about 18 metres, extreme East of Kastro Peninsula or Fokiotrypa light, bearing due North.

MAX. SIZE: Length 120 metres, draft 17 ft.

HEALTH: On arrival from foreign port, Port Officer, Customs Officer and Medical Officer board vessel for pratique. Pratique automatic if arriving from another Greek port.

BERTHING: At least 24 hours notice of ETA required for berthing allocation.

STEVEDORES: At least 8 hours notice of number of stevedores required to be given.

MEDICAL: In event of illness on board, Master should cable details prior arrival. Medical clinics available.

TANKERS: Geras Bay (Mamidakis) and Pamfyllon (Purfina).

FRESH WATER: Available. Supply rate 40/50 tons per vessel every 24 hours.

FUEL: Available at Purfina and Mamidakis installations. Supplies to Mitylene port by tanker trucks only, and advance notice required.

DEVELOPMENTS: Deepening of outer harbour to depths of 10 metres, following which it is planned to construct a quay wall to the outer harbour.

HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes allowed per crew member out of bond.

CONSULS:

Turkey	tel. 2297	Belgium	tel. 2314
Sweden	,, 8727	France	,, 8495
Netherlands	,, 8760		

REPAIRS: Two local machine shops undertake very minor repairs.
AIRPORT: 8 km/s from the port. Daily flight to Athens.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: In addition to usual Greek holidays, local holiday on 6th December. Cargo work can be arranged subject additional charge.
POLICE/AMBULANCE/FIRE: Police, tel. 2021 and 2030; Fire Brigade, tel. 8618 and 2050; Hospital, tel. 8412.
AUTHORITY: Mitylene Port Authority, Tel. 8647 and 8827.

MYKONOS: 37.27 N. 25.20 E.

Vessels in excess of 22,000 tons dwt. have been accommodated. Loading of Barytes ore at rates up to 5,000 tons per day. In winter when North winds prevail conditions are satisfactory for loading: however, loading position considered unsafe when South-west or West winds prevailing. When sufficient cargo is available vessels can load in 2 days.

PATRAS (including Rio): 38.14 N. 21.45 E.

DOCUMENTS: Port Authorities: 2 Crew Lists, Customs: Declaration of Cargo and Passengers.
PILOTAGE: Advance notice of ETA to be passed to Agents who arrange Pilot. Vessels without Agents should advise authority of ETA through Radio Patrai, or on arrival outside harbour make International Code sounds and signals for vessels requiring a Pilot. Pilotboat is small boat carrying pilot flag. Pilot usually boards less than 1 mile outside harbour entrance.
ANCHORAGES: Port is not a natural harbour and does not offer safe anchorage when winds from West and South-west. Depending weather conditions vessels can be protected at the Nafpaktos–Psathopyrgos and Deke (Aghios Vassilios) Bays.
RESTRICTIONS: Port entrance has depth of 34 ft. At main harbour vessels having draft in excess of 28 ft. cannot berth. There are two light buoys (green and red) in position of the intended line of extension to Northern part of breakwater (extension of 250 metres) where work is in progress. Buoys are about 500 metres from permanent lights marking North entrance to the harbour, and indicate shallow water.
MAX. SIZE: Vessels of less than 28 ft. draft. No restrictions on length or breadth. Height of tide, maximum 0.35 metres, does not effect size of vessel.
HEALTH: Pratique in accordance with International Regulations.
RADIO: Radio Patrai, SVP.
TUGS: Join vessel at entrance to harbour. Ship's lines used.
BERTHING: In accordance with allocation given by Port Authority.
STEVEDORES: Advance notice of ETA required in order to arrange berth and order number of gangs to commence work immediately. General cargo rate about 80–100 tons per hour/gang, and bulk cargoes 75–90 tons. Seven shore cranes, capacity up to 25 tons available.
TANKERS: No facilities at Patras, but Texaco-Restis berth at Rio for vessels up to 18 ft. and 2,500 tons alongside. No residue discharge facilities.
FRESH WATER: Supply line connected to all berths.
FUEL: Deliveries by tank trucks at Patras. Available at Texaco-Restis berth at Rio.
FIRE PRECAUTIONS: Vessels refuelling or discharging explosives or inflammable materials must apply to Port Fire Brigade to stand by.
DEVELOPMENTS: (*a*) Extension of breakwater by 250 metres: (*b*) construction of quay between Custom's House and fish steps.
WATCHMEN: Advisable to employ night-watchmen on large vessels.
HATCHES: Usually opened and closed by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle wine/spirits allowed out of bond for each crew member.
IDENTIFICATION CARDS: Crew are supplied with passes by Port Authority.
CONSULS:

Belgium	Sweden
Germany	Finland
Denmark	France
Italy	Switzerland
Netherlands	

REPAIRS: Very minor repairs only.
REPATRIATION: All facilities for crew changes and repatriation.
AIRPORT: None.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: In addition to general Greek holidays and Sundays, local holidays are 8th September, 30th January. Work can be arranged on these days subject to payment of additional charges.
POLICE/AMBULANCE/FIRE: Port Police, tel. 77–622; Patras Police Station, tel. 77–261; Ambulance, tel. 74–444; Fire Brigade, tel. 77–561.
TELEPHONES: No facilities for connecting on board.
SHORE LEAVE: Permitted.
AUTHORITY: Central Port Authority of Patras, Aghiou Andreou 61. Tel. Port Captain, 77–150; Deputy Port Captain, 77–123; Pilot Station, 72–896.

PIRAEUS: 37.56 N. 23.40 E.

Incl. AGHIOS GEORGIOS 37.57 N. 23.36 E.; KERATSINI; DRAPETZONA 37.56.30 N. 23.37 E.; and PERAMA 37.58 N. 23.35 E.)
DOCUMENTS: All usual certificates including Registry, Measurement, Inspection, Load-line, Fumigation, Passenger Safety, Cargo Gear, and Radio.
5 Crew Lists.
2 Vaccination Certificates.
Cargo Manifest.
List of Provisions and Stores.
List of Spares.
Maritime Declaration of Health.
Crew Passports, or Seamen's Books.
Passenger Passports.
PILOTAGE: Cable Agent well in advance advising ETA. Agent informs pilot office of vessel's arrival time.
Pilots can be contacted on VHF Channel 16 for calling, channels 7 and 12 for communication. Pilot boat is a wooden vessel about 10 metres length with black-painted hull, word "Pilot" painted in white.
Vessels requiring Pilot should signal letter "G" by morse light or by ships whistle. Pilot boards vessel about 1½ miles off entrance to harbour, except when very strong South winds prevailing, which case vessel advised by VHF or by signal light that conditions impossible for Pilot boarding, and whether vessel permitted enter harbour at Master's risk.
If awaiting Pilot, anchorage is possible inside pilotage area of Piraeus – Aghios Kosmos – Piraeus Anchorage – Perama Anchorage – Megara Anchorage (Pachi).
ANCHORAGES: As above. Depths between 9 and 35 fathoms.
RESTRICTIONS: No restriction for Aghios Georgios Harbour or Drapetzona excepting draft. Harbours open throughout 24 hours for entry and departure subject prevailing weather conditions. No tidal restrictions.
MAX. SIZE: (also see "Tankers") Aghios Georgios max. draft 32 ft. Drapetzona max. draft 25 ft. Piraeus max. draft 32 ft. 6 in.
RADIO: Athinai Radio – SVA.
TUGS: Usually join vessel outside harbour, always using ship's line.
BERTHING: Agent must advise Piraeus Harbour Authorities in order to secure berth allocation.
STEVEDORES: Agent must submit letter of application to Piraeus Port Authorities for number of gangs required also time required to commence cargo work. Discharge usually effected with ship's own gear.
MEDICAL: All medical and hospital facilities available. No advance notice required except in special cases.
TANKERS: Discharging effected at private installations.

Shell	max. draft 32 ft.	Petrolles	max. draft 29 ft.
B.P.	,, ,, 36 ft.	Purfina	,, ,, 28 ft.
Elvyn	,, ,, 26 ft.	Mobil	,, ,, 48 ft.

D.E.H. max. draft 36 ft. (outside steam generator factory, no facilities for going alongside).
DENSITY: 1025.
FRESH WATER: Available alongside berths. For vessels at anchor, water can be delivered by barges belonging to Piraeus Harbour authority at 50% additional cost.
FUEL: Gas oil, fuel oil and mixtures of both to a certain viscosity available. Advance notice of requirements should be sent to Agent order complete customer's requirements.
WATCHMEN: Required.
HATCHES: Opened and closed by stevedores.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per crew member allowed out of bond. Wine/spirits, one bottle.
CARGO GEAR: Before commencement of loading or discharge, cargo gear is examined by Piraeus Harbour Authorities.
IDENTIFICATION CARDS: Passes required for seamen going ashore.
CONSULS: The following countries maintain Consuls at Piraeus:

Denmark	Norway	Sweden
Italy	Netherlands	U.K.
	Finland	

Other countries maintain Consulates resident in Athens.
REPAIRS: Facilities available for all kinds of deck and engine repairs.
DRY DOCKS: Two floating docks at Perama. (*a*) Length 202 metres depth 40 metres, capacity 15,000 tons. (*b*) Length 113·6 metres, depth 27·4 metres, capacity 3,000 tons. Also see Eleusis and Syros.
REPATRIATION: All facilities for crew changes and repatriation.
AIRPORT: Athens Airport 10 km. distant from main harbour. Regular international flights.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: In addition to Sundays, local holidays are: 1st January; Epiphany; Whit Monday; 25th March; Good Friday; Easter Monday; 1st May; King's Name Day; Holy Trinity; 15th August; 28th October; 25th December; Christmas Monday.
Cargo work can be arranged on these days subject extra payment of 75%.
POLICE/AMBULANCE/FIRE: In emergency telephone Harbour office 188 or 451–311. Subsidiary Harbour Department tel. 462–876. Harbour Guard Aghios Georgios tel. 462–876 or 451–311/139. Harbour Guard Drapetzona tel. 451–311/140.
Police tel. 100. Fire service tel. 199.
TELEPHONES: Telephone connection on board can be made.
SERVICES: Compass adjusting, tank cleaning. No facilities for discharge of tank residues.

SHORE LEAVE: Permitted.
SPECIAL PRECAUTIONS: *Ship's Speed in Port:* Incoming or outgoing vessels must keep speed steady, provided weather conditions and vessel's manoeuvrability allow to do so, but never to exceed 5 knots.

Pollution in the Harbour: Throwing overboard of ballast, objects of any kind, oil, food rejects, and dirt in general is strictly prohibited. All such rejects can be jettisoned after ship's exit from the harbour and at a distance not less than 16 miles from the nearest coast. Alternatively, all such rubbish can be thrown in a special rubbish-collecting vessel in the port.

Sea Pollution by bunker oil or sediments: The jettisoning of oil products generally in any port or roadsteads less than 50 miles from the coast is strictly prohibited. Similarly prohibited is the pollution of the sea by jettisoning of oil-sediments during dry-docking or repairs of vessels.

Pollution of the Air: Strictly forbidden is the de-sooting of boilers of all vessels at Greek ports. Similarly prohibited is the exit of gases in the form of smoke, which poisons the atmosphere and endangers public health.

Overloading: If upon arrival or sailing the port authorities ascertain overloading of the vessel, heavy fines are imposed.
AUTHORITY: Central Piraeus Harbour Office, Second Harbour Department. Tel. 426–981/9. Telex 2210.

PYLOS: 36.55 N. 21.42 E.

(Including Sfaktiria and Navarino Bay)

DOCUMENTS:
For Port Authorities
1. For ships under the Greek flag and foreign flag vessels of Greek ownership.
Inspection of all Ship's Papers.
7 Crew Lists with full details of crew members' home addresses.
For passenger vessels – 6 Passenger Lists including passport details, that is, number, date of issue and nationality.
2. Foreign Flag Vessels.
Inspection of all Ship's Papers.
3 Crew Lists.
For Customs
Crew Personal Effects List.
1 Crew List.
Passenger List.
Lists of goods or effects to be sent ashore.
3 Lists of Stores and Spares.
Bills of Lading.
Cargo Manifest.
PILOTAGE: No pilot station. There is a private Pilot employed by the bunkering company named G. Mamidakis Limited. Agent and/or bunkering company should be advised in advance of vessel's ETA order arrange Pilot to meet vessel at entrance of Navarino Bay and take vessel to oil installations at Sfaktiria Bay. ETA should be passed by radio telephone at least 48 hours before arrival and thereafter confirming ETA within 24 hours of arrival. If ETA has not been passed by radio, vessel should wait at entrance to Navarino Bay, and request Pilot by signalling letter "G" by flashing light or ship's whistle.
ANCHORAGES: Safe anchorage may be made in all areas of Navarino Bay except within red sector of Helonaki Islet light.
MAX. SIZE: Any size vessel can enter and anchor in Navarino Bay. The small harbour of Pylos is only suitable for small vessels.
HEALTH: Doctor visits vessels that require free pratique, excepting those vessels from ports in countries of the European Council. Master and Health Officer together sign Maritime Declaration of Health. Free pratique continues when vessel arrives from another Greek port. A vessel in transit must have free pratique if remaining in port more than 24 hours. Infected vessels or suspected vessels remain under quarantine in accordance with existing health regulations.
RADIO: Athinairadio – OTE.
TUGS: No tugs available.
STEVEDORES: Labour requirements passed by radio at least 24 hours prior arrival. No shore loading/discharging facilities and this work effected by ship's gear. Average rate load/discharge 100 tons per gang every 8 hours.
MEDICAL: Agent should be advised by cable prior arrival of medical and medicant requirements. There is a chemist and a Red Cross hospital. Yellow-fever, cholera and smallpox vaccination certificates required.
TANKERS: Sfaktiria Island Installation (ESAPP. G. Mamidakis Limited). Two flexible hoses diameter 6 in. and one gas oil hose diameter 2·5 in. No facilities for residue discharge. At Pylos small harbour there is jetty 100 metres length, the head of which is reserved for small tankers carrying wine and spirits, which moor stern to quay. At head of pier, depth of water about 4 metres, but within short distance from pier, depth increases to 10 metres. Only one vessel of 12 ft. to 15 ft., draft can moor stern to quay at any time. Loading/discharging is effected through flexible and portable pipelines belonging to Gialovi Wine Factory at Pylos, and cargo is transported by special tank trucks.
DENSITY: 1023 in harbour basin and whole of Navarino Bay.
FRESH WATER: Master or Agent must apply in writing to Customs Authority, and application is to include notice from water supplier giving quantity to be supplied and cost of supply. Water barge capacity 50 tons. Rate of supply 36 tons per hour by canvas hoses. Barge belongs to fuel suppliers, G. Mamidakis. Water also available alongside Pylos harbour quay.
FUEL: Mamidakis Fuel Installations at Sfaktiria Island. Vessels should give 48 hours notice to Mamidakis (Athens Office, address: Eleftheriou Venizelou 56; tel. 622543 Telex 284) Pylos tel. 212–82.
FIRE PRECAUTIONS: No unusual fire precautions at Sfaktiria Installations, but at main Port of Pylos authorities do not allow loading/discharging of 2 vessels at same time, as the only 2 berths available are very close to each other.
DEVELOPMENTS: Work in progress to extend existing Pylos harbour pier to 215 metres length, 20 metres width, and 15 metres depth at head of pier. Depth inside pier to be 10 metres.
WATCHMEN: Usually not necessary to employ watchmen, but if required, available.
HATCHES: Usually opened and closed by crew.
CUSTOMS ALLOWANCES: Two packets of cigarettes per crew member/day allowed out of bond according to duration in port and this quantity to be declared on Stores List. Store orders for supply of additional quantities are allowed on the basis of the number of crew and the length of voyage, basis two packets per day per crew member. One opened bottle wine/spirits allowed out of bond.
IDENTIFICATION CARDS: Shore passes issued against submission of seamen's books.
CONSUL: Panama (F. Papadopulos), tel. 213–84.
REPAIRS: 3 workshops for minor repairs.
REPATRIATION: Crew changes and repatriation facilities available.
AIRPORT: Kalamata Airport, 40 km. from Pylos. Kalamata/Athens flights Tuesday, Thursday, Friday and Sunday, departing at 10.30 – Athens/Kalamata flights Tuesday, Thursday, Friday and Sunday, departing at 09.15.
TIME: GMT plus 2 hours permanent.
HOLIDAYS: (*a*) Standard Government Holidays; (*b*) Local holidays: 9th May (St. Nicholas) holiday for port workers; 24th September; 20th October (Anniversary of Battle of Navarino). During these holidays, cargo work can be arranged subject overtime payment.
POLICE/AMBULANCE/FIRE: Police (Pylos) 213–16; Greek Red Cross Hospital (Pylos 213–15; Kalamata Fire Brigade 2123–00).
TELEPHONES: No facilities for placing on board.
GENERAL: Very severe fines imposed on oil pollution.
SHORE LEAVE: Allowed.
AUTHORITY: Port Authority of Pylos. Tel. 212–25. Telex 2501.

RHODES (including Akantias): 36.25 N. 28.17 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Cargo Manifest.
1 Stores and Provisions List.
Usual Ship's Documents.
PILOTAGE: 24 hours notice required by Rhodes Port Authority. Pilot boards 1 mile from port.
ANCHORAGE: Suitable anchorage up to a distance of 300 metres from the port East of the pier extension.
RESTRICTIONS: Port entry can be difficult and sometimes impossible with strong North or North-east winds.
MAX. SIZE: Up to 24 ft. draft.
RADIO: Rodos Radio, 2182 kc/s.
BERTHING: Pilot will advise Master of berthing place in accordance with Port Authority instructions.
Two diesel motor-driven cranes capacity 2 and 3 tons available for discharging. No facilities for containers.
STEVEDORES: 24 hours advance notice required in order to arrange gangs.
MEDICAL: General hospital and private clinics available.
FRESH WATER: Available – supplied by canvas hoses.
FUEL: Deliveries only by tank trucks.
DEVELOPMENTS: Extension of the Merchant Port Pier by 110 metres to North and 140 metres to South-east. Also an extension of the new harbour (Akantias) pier, to the East of the Marine Harbour. Length to be 480 metres, with a depth of 6·5 metres alongside.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: 60 cigarettes per day per crew member and one bottle wine/spirits per crew member allowed out of bond.
CONSULS:

Germany	tel. 7479	France	tel. 2318
Italy	,, 7432	Turkey	,, 3362
Sweden	,, 3379		

REPAIRS: Minor repairs only.
AIRPORT: Distance 15 km/s. During winter, flights twice daily to Athens, and during summer, flights 5 times daily.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: 1st January, 6th January, 7th March, 25th March, Good Friday, Easter Monday, 21st May, 15th August, 28th October, 8th November, Christmas Day, Boxing Day.
POLICE/AMBULANCE/FIRE: Police, tel. 7690 or 2220; Ambulance, tel. 2555; Fire Brigade, tel. 3333.
DELAYS: Sometimes necessary to remain outside harbour up to 3 hours to allow coastal passenger vessels to berth if other berths are full.
AUTHORITY: Central Port Authority of Rhodes. Tel. 7690, 2220 or 7695.

SUDA BAY, Crete: 35.29 N. 24.09 E.

PILOTAGE: Compulsory. Naval Pilot boards West of N. Soudha Island.
TANKERS: Marathe POL Depot has wooden-faced concrete jetty. 10 in. discharge lines. No bunkers. No slop discharge facilities.
FRESH WATER: Available by barge.
ANCHORAGE: Good anchorage for any size vessels.
GENERAL: Cargo pier depth up to 32 ft. alongside, also grain silo with similar depth alongside.

SYROS: 37.26 N. 24.56 E.

DOCUMENTS: *Ships under the Greek flag* – documents required are:
Ship's Register.
Seaworthiness Certificate.
Log Books and Ship's Papers.
Load-line Certificate.
Radio Station Licence.
Fumigation Certificate.
4 Crew Lists.
2 Passenger Lists.
Ships under foreign flag, Greek owned – documents required are:
Ship's Articles.
Load-line Certificate.
Seaworthiness Certificate.
Ship's Papers.
Radio Station Licence.
Fumigation Certificate.
4 Crew Lists.
1 Passenger List.
Ships under foreign flag – documents required are:
Seaworthiness Certificate.
Fumigation Certificate.
Load-line Certificate.
Radio Station Licence.
2 Crew Lists.
1 Passenger List.
PILOTAGE: Pilot to be ordered by ship's Agent at least 24 hours before arrival notifying approximate ETA. Pilot boards from private motor launch, about ½ mile off the port, weather permitting. In bad weather Pilot boards in harbour entrance.
ANCHORAGE: Vessels awaiting Pilot anchor outside the harbour South of a line between the green breakwater light and the North end of Gaidaros Island. Anchorage in the Southern part of the harbour in depths of 20–30 m.
MAX. SIZE: Length 200 m. Vessels of small draft may go alongside the Neorion Pier or moor stern to the pier. Deeper-draft vessels remain at anchor in the harbour.
HEALTH: Free pratique is given when ship's declaration of health has been endorsed by a Health Officer.
RADIO: Loutsa Radio.
TUGS: 2 tugs available. Tugs usually join vessel one mile from harbour entrance. Payment for use of tug-line is obligatory.
STEVEDORES: At least one days notice required to arrange gangs.
MEDICAL: No advance notice required if medical assistance needed. Hospital and general clinic available.
TANKERS: Discharge alongside terminal of A. E. Seica at Lazareta, near the entrance to the harbour.
DENSITY: 1026.
FRESH WATER: Limited quantity can be supplied by private company. Delivered by barge.
FUEL: Can be supplied by A. E. Seica, by barge or pipeline.
WATCHMEN: Not required.
HATCHES: Opened and closed by ship's crew.
CUSTOMS ALLOWANCE: Each man allowed 40 cigarettes per day for period not exceeding 5 days. Each man allowed one opened bottle of spirits. No restrictions for wine.
IDENTIFICATION CARDS: Shore passes are issued on production of seamens books or passports.
CONSULS: France – tel. 3–62. Netherlands – tel. 7–20.
REPAIRS: Neorion Syros Shipyards can undertake any kind of engine and hull repairs and alterations. Holds LTC licence for piston reconditioning.
DRY DOCKS: Two floating docks, one for ships up to 20,000 dwt, and one for vessels up to 75,000 dwt.
Dimensions of larger dock; 210 m. length over keel blocks; 36·20 m. inner width; 17·40 m. moulded depth.
DEVELOPMENTS: Port being dredged to permit entry of larger vessels. Shipyard installing facilities for building vessels up to 15,000 tons.
REPATRIATION: Can be arranged.
TIME: GMT plus 2 hours all the year round.
PORT REGULATIONS: Port Captain should be contacted for any queries not covered by lists of regulations provided on arrival.
HOLIDAYS: Work may be arranged on all holidays on payment of 75% additional to tariff.
POLICE/FIRE/AMBULANCE: Police tel. 6–10; Fire 3–33; Ambulance 5–55.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Crew may go ashore after pratique is given, carrying shore leave passes issued by Port Authority.
AUTHORITY: The Harbour Office of Syros, Kanari Square, Tel. 6–33, 6–90.

THESSALONIKI (Salonica): 40.38 N. 22.56 E.

PORT LIMITS: A vessel is considered as an "arrived vessel" when she has passed the line connecting the Small Kara Point and the Paliomanna light buoy.
DOCUMENTS: For Greek flag and Greek-owned vessels:
List of Foreign Exchange.
Crew list (additional for Port Authority).
All vessels:
4 Crew Lists (Port Authority, Customs, Immigration and Health).
1 List of Stores.
1 List of Personal Effects.
Copies of Bills of Lading and Cargo Manifest.
PILOTAGE: Apply for Pilot through VHF Channel 12 or by international code signals. Pilot meets vessel about 1,000 metres S.E. of breakwater light (white). Pilot boat is small motor-boat carrying pilot flag.
ANCHORAGES: Area from 500 to 1,000 metres S.E. of port offers safe anchorage.
MAX. SIZE: Average safe depth of water 10 metres. Two berths of 35 ft. depth. Also see "Tankers".
HEALTH: Health Officer boards vessels from foreign ports to grant free pratique.
RADIO: Radio Thessalonika. 24 hours notice of ETA required to obtain berth and stevedores.
VHF: Operative throughout 24 hours on Channel 12, Central Port Authority.
TUGS: Six tugs available. Meet vessel about 1,000 metres from port. Tug's lines used for berthing at no extra charge. Ship's lines used unberthing.
MEDICAL: Advance notice not required – all facilities available.
SPECIALISED CARGO HANDLING FACILITIES: The port has silos of capacity 20,000 tons.
AGET Installation: One berth for discharging cement in bulk by special constructed ships equipped with automatic discharging gear. Maximum draft 30 ft.
TANKERS: 1 *Esso-Pappas installation.* (*a*) Sea Island berth capable of accommodating two vessels of 24,000 tons and 14,000 tons respectively. Max. draft 32 ft. 8 lines, diameter 16 in. (1). 10 in. (3), 4 in. (3), 6 in. (1). (*b*) Seven buoy mooring for vessel of up to 80,000 tons. Max. Draft 44 ft. Submarine 34 in. pipe-line for crude oil discharge. Two flexible discharge lines 10 in. diameter.
2. *Mamidakis' Installation.* Stern discharge berth. Maximum draft 32 ft. Two submarine lines enable two grades of cargo to be discharged through 8 in. line at 200 tons/hour and 6 in. line at 160 tons/hour.
3. *Ethyl Oil Berth*, length 320 metres, depth alongside 10 metres.
DIRTY BALLAST: Two tanks of 600 tons each and one of 6,000 tons are available for the reception of dirty ballast at Esso-Pappas installation.
The discharge overboard of any oil or oil contaminated water is strictly forbidden and every precaution must be taken to avoid pollution.
DENSITY: 1025.
FRESH WATER: Unlimited supplies available.
FUEL: Unlimited quantities available. Usual notices required. Suppliers B.P., Shell, Esso-Pappas, Mamidakis.
FIRE PRECAUTIONS: Safety tug in position at tanker installations.
DEVELOPMENTS: (*a*) Channel. Dredging in progress to enable any size vessel to enter port. (*b*) Construction of sixth jetty.
WATCHMEN: If required, cost by private negotiation.
HATCHES: Opened/closed by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle spirits allowed out of bond for each crew member.
CARGO GEAR: Adequate shore gear available.
IDENTIFICATION CARDS: Passes issued to crew members of foreign vessels.
CONSULS:

U.S.A.	Italy
Austria	U.K.
Belgium	Norway
France	S. Africa
Germany	Netherlands
Yugoslavia	Sweden
Denmark	Turkey
Switzerland	Finland
Japan	

REPAIRS: Only minor repairs.
REPATRIATION: Facilities for crew changes and repatriation available.
AIRPORT: Distant 12 km/s. South-east of town. Six flights daily to Athens.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: (National): 1st January, 6th January, 25th March, Good Friday, Easter Monday, 21st April, 1st May, 15th August, 28th October, Christmas Day, Boxing Day. (Local): 26th October. Work may be arranged on holidays at double costs.
POLICE/AMBULANCE/FIRE: Port Police, tel. 531–502; Ambulance, tel. 531–531; Fire, tel. 199.
TELEPHONES: Facilities available for placing on board.
SHORE LEAVE: Permitted without restriction. For tankers, the Master should arrange transport with Agent for seamen to the landing pier in Thessaloniki Harbour. Seamen will not be permitted to pass through refinery area.
AUTHORITY: Central Port Authority of Thessaloniki. Telex: 41–256.

VOLOS: 39.21 N. 22.56 E.

DOCUMENTS: See "Piraeus."
PILOTAGE: Pilot boards about 1 mile outside port. Pilot boat is small launch coloured grey and black.
ANCHORAGE: Suitable anchorage situated 1–2 miles outside harbour in depths of 14 to 20 metres.
RESTRICTIONS: Vessels in excess of 10,000 tons unable enter at night.
MAX. SIZE: Max. draft 27 ft., no limitation on length or breadth.
HEALTH: Port Officer acts as Health Officer and pratique effected on doctor's advice. If arriving from another Greek port, pratique automatic.
TUGS: Join vessel at entrance to harbour.
STEVEDORES: Advance notice required order arrange gangs. No shore gear and all cargo operations handled with ship's gear.
MEDICAL: Advance notice of required medical attention is necessary. Hospital and medical facilities available.
TANKERS: One berth; depth alongside 27 ft.
FRESH WATER: Only available at main pier and silos pier.
DEVELOPMENTS: Deepening of harbour depth to 33 ft., and construction of grain silo.
HATCHES: Usually opened and closed by crew, but if by stevedores, additional costs apply.
CUSTOMS ALLOWANCES: One to two packets cigarettes allowed per crew member per day. One bottle wine/spirits allowed out of bond.
CONSULS: Germany, tel. 8441, France, tel. 3291, Sweden, tel. 7662.
REPAIRS: Minor repairs can be effected.
AIRPORT: Situated at Anchialou. Two weekly flights to Athens.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: Usual Greek holidays. Local holiday 6th December; cargo work can be arranged subject to additional cost with the exception of 6th December.
POLICE/AMBULANCE/FIRE: Police, tel. 4500; Ambulance; tel. 7531; Fire, tel. 5000.
AUTHORITY: Port Authority of Volos. Tel. 37–79 and 41–79.

YALI ISLAND: 36.38 N. 27.07 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Cargo Manifest.
Bills of Lading.
List of Ship's stores and Spares.
Health Declaration.
Ship's Certificates.
PILOTAGE: A Mooring Master is available from Piraeus. Mooring Master boards at the anchorage.
ANCHORAGE: Safe anchorage in the roads except in strong Southerly winds.
MAX. SIZE: Length 250 metres, draft 33 ft.
HEALTH: Port authorities will board by launch from Nissyros to arrange free pratique. Any sick crew members will be disembarked to Nissyros by the same launch.
TUGS: Not available.
BERTHING: The vessel is moored at loading berth on 8 buoys in addition to port anchor. During loading operations the vessels have to be shifted from hatch to hatch.

The facilities of loading consist of a cement pylon holding a horizontal chute-conveyor belt of about 50 ft. length. This chute-conveyor belt is fed from ashore by rotating buckets of 1·3 tons each. The vessel has to be at a distance of about 40 to 50 ft. from the cement pylon in order to load the holds.

STEVEDORES: Workers are employed by private loading company.
MEDICAL: Nearest medical and hospital facilities are at the island of Kos, 7 miles north of Yali.
FRESH WATER: None available.
FUEL: Not available.
HATCHES: Opened and closed by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one opened bottle of spirits are allowed each man.
CONSULS: No local representation.
REPAIRS: No facilities exist.
AIRPORT: Nearest at Kos with daily flights to Athens during the summer. Four flights a week during the winter.
HOLIDAYS: Do not affect vessels loading.
SHORE LEAVE: Allowed.
AUTHORITY: Clerk of Mandraki, Port of Nissyros. Tel. 5 (0800 to 1200, 1600 to 1800 hours) Yali Quarry Manager, Yali. Tel. 2 (0800 to 2200 hours) through Rodos Radio.

Greenland

GENERAL INFORMATION:
CUSTOMS: The master is not allowed to distribute tax-free cigarettes or other tax-free tobacco in a Greenland port.
DOCUMENTS: Following documents must be on board:
Speed Certificate.
Crew List.
Radio Station Certificate.
Safety Equipment Certificate.
Clearance Certificate.
Health Declaration.
RESTRICTIONS: Foreign-flag vessels do not normally have access to Greenland ports unless they have special permission. If such vessels have this permission, the crew may go ashore subject approval of Port Authorities and following presentation of Health Certificate or a medical check on board.
ICE INFORMATION: Ice central Narssarssuaq is transmitting daily at 1200 GMT and 2200 GMT the latest information of the ice in Southern Greenland Waters. Information is transmitted in Faximile (Mufax) on frequency 2780 and 6970 kc/s drum speed 120. Ships can, free of charge, request telegraphic ice information from following coastal radio stations:
OZL—Angmagssålik
OZN—Prins Christian Sound
OXF—Julianehåb
OZA—Frederikshåb
WATCHMEN: Ship is required to appoint a crew member as ship's guard on board.
TIME: GMT minus 3 hours. Permanent.
HOLIDAYS: As applicable to Denmark.
CONSULS: None.
WORKING HOURS: Normally from 0600 to 1800 hours with two meal breaks.
RADIO: In ports where there is a local radio station, vessels are prohibited from using ship's station for sending messages.
HEALTH: Before commencing voyage to Greenland, at the port of departure, Master is required to obtain a Health Certificate from an authorised medical practitioner, stating that there are no dangerous or contagious diseases on board, such as pest, cholera, yellow-fever, smallpox, or typhus. The crew list is to be included in this certificate stating that there are no venereal or other contagious diseases amongst the crew members. The Health Certificate is only valid if it has the stamp and signature of the Royal Danish Consul or Vice-Consul of the district in which the port of departure is situated. On arrival at the first Greenlandic port, the Master is to present the Health Certificate to the Port Authorities. Health Certificate may also be issued by a doctor in the first Greenlandic port of call.
REPORT: Immediately upon arrival of a vessel in Greenland, the Master must report to the Port Authorities.
WASTE DISPOSAL: It is forbidden to throw waste material of any description overboard into port waters.

EGEDESMINDE: 68.43 N. 52.53 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Roadstead, Inner Port (inside Bay, Anchorage, Boat Port, and Atlantic quay.
DAYLIGHT: Polar darkness from 2nd December to 11th January, and midnight sun from 22nd May to 23rd July.
CONDITIONS: (*a*) Current: flows Eastwards between the islands at Egedesminde from 3 hours before, to 3 hours after high water, following which, current flows Westwards for 6 hours. (*b*) Ice: winter ice normally occurs from mid-December to early May, but can occur earlier, in November. New ice in the port can be up to 60 cm thick; 1st January covering ice up to 30 cm and by 1st February about 45 cm. Icebergs sometimes enter port area and stop all shipping movement. (*c*) Tide. high tide height 2·6 m. (max. 3·1 m.). Low tide height 1·5 m. Direct W. wind causes 0·3 m. rise above tidal height, and S. or S.E. wind about 0·5 m. below.
PILOTAGE: No official port Pilot, but assistance arriving and sailing may be obtained from a local seafarer having good knowledge of the area. This local assistance should be ordered if required in ETA cable to Port Authority at least 24 hours prior arrival. The Port Manager usually acts as local expert as part of his normal duties.

There is VHF radio installation in office of Port Authority and it is usually possible to obtain VHF contact within 30 miles of Egedesminde.

Local area expert will board vessel from port boat at meeting place usually arranged just outside entrance to port.

No special pilotage regulations and no Outer Anchorage where Pilot may be taken on board. However, in waters N. and N.E. of port entrance vessels may stop or proceed at very slow speed in order to embark local expert.

ANCHORAGES: No special anchorages, and vessel is only allowed to anchor for a short period at the entrance to port subject permission of Port Authority.
MAX. SIZE: Largest vessel to berth alongside Atlantic quay was length 102 m., breadth 40 m., draft 6·2 m.
ENTRY: Day or night.
TUGS: None. Two port boats to take lines and assist mooring.
RADIO: Godhavn Radio. RDF station beacon East of the town. Radio link between Egedesminde and Transitoen, and between Transitoen and Roeveo.
BERTHING: Atlantic quay. Length 25 m., depth alongside 6·7 m., at medium low tide and 9·3 m., at medium high tide. Height of quay at medium tide about 1·5 m., above w/l. One 5-ton mobile crane and some fork-lift trucks used in discharging.
MEDICAL: Hospital, doctor and dentist available.
FRESH WATER: Available at Atlantic quay and at tank-station.
FUEL: Only gas-oil available for local fishing vessels from the tank-station.

AIRPORT: Heliport.
SALVAGE: Salvage-station in the area.
REPAIRS: Radar and radio technicians available.
AUTHORITY: Director of Commerce.

FAERINGEHAVN: 63.41 N. 51.34 W.

(Also see "General Information" at beginning of Greenland section)
DOCUMENTS: Bill of Health: Doctor's certificate mentioning each member of crew by name to be free of contagious diseases. This document to be signed by Consulate in the port of delivery to be prepared by competent authority, passengers excluded. One Manifest with Bill of Lading. Ordinary Ship's Papers.
PILOTAGE: As a rule Pilot can be ordered in the months May–October, notice 12 hours before arrival is required.
ANCHORAGE: Inside fjord area.
RESTRICTIONS: None.
MAX. SIZE: Oil-carriers about 26,000 dwt, draft 40 ft. Ordinary cargo-ships 20 ft.
HEALTH: Captain to apply with documents at harbour office for free pratique.
RADIO: Faeringehavn radio: OYU, or Godthåb radio: OXI, connected Faeringehavn by Telex and telephone.
VHF: Oil company and flshing company are listening on VHF during working hours.
TUGS: Salvage tug stationed on West coast of Greenland. Stationed at Faeringehavn May–October, no fixed rates.
STEVEDORES: None, but fishing and service company "Nordafar" may act as stevedores.
MEDICAL: Local sick room and nurse available in summer. For medical service, apply Godthåb.
TANKERS: Load/discharge lines 6 and 8 in. Smaller diameters for bunkering when necessary.
FRESH WATER: Only available May to November.
FUEL: Available. Light fuel, gas oil, aviation turbine fuel A1, gas oil, oct. 97.
GANGWAY/DECK WATCHMEN: Not required, (ship's crew).
OPENING/CLOSING HATCHES: Must be carried out by ship's crew.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Small repairs only. Workshop available May to November.
REPATRIATION: Available, via Godthåb by air to Copenhagen.
AIRPORT: Nearest airport is Godthåb, distance 35 miles regular airlines.
TIME: GMT minus 3 hours.
HOLIDAYS: Danish holidays.
POLICE/AMBULANCE/FIRE: Police tel. Faeringehavn 34; Ambulance Faeringehavn 25.
TELEPHONES: Not available on board.
GENERAL: Bunker station open all year; during winter-time sometimes difficulties caused by ice.
SHORE LEAVE: Allowed.
DELAYS: Bunker station closes for arrivals between 2200 and 0600 local time.
PORT AUTHORITY: Kontrølloren, (harbourmaster), telephone: Faeringehavn 20.
AGENT: Nordafar A/S, 3908 Faeringehavn, Greenland.

FREDERIKSHÅB: 61.59.7 N. 49.40.8 W.

(Also see "General Information" at beginning of Greenland section)
LOCATION: The port is in the inner part of a small bay.
DESCRIPTION: Atlantic quay; fishing quay; anchorage.
CONDITIONS: (*a*) Current: none. (*b*) Ice: big ice reaches to the North of the port; smaller ice reaches the port especially to the North, but South of the port it is usually ice-free. The best period of finding the port ice-free is between March and April, and from the end of August. (*c*) Tide: height of average high water is 3·8 m., low water 2·0 m. (max 2·4 m).
PILOTAGE: Pilot should be requested in ETA cable via Frederikshab radio. Pilot will meet vessel at Satuarssugssuaq (Fyroen).
ANCHORAGE: S.E. of Skarvo. Holding ground is not good and anchoring should be carried out at very slow speed.
MAX. SIZE: Length 100 m., draft about 6 m.
ENTRY: Day or night.
TUGS: None. Port boats assist in mooring.
RADIO: Local radio station. RDF station beacon East of the town.
BERTHING: Atlantic quay. Length 60 m., depth alongside at average low tide, 7 m., depth in harbour about 10 m. Cranes up to 5 tons capacity and fork-lifts trucks used in discharging.
MEDICAL: Hospital, doctor and dentist available.
FRESH WATER: Available alongside Atlantic quay.
FUEL: Refuelling quay, depth about 5 m., Gas-oil and diesel oil available.
AIRPORT: Heliport.
REPAIRS: Workshop available.
GENERAL: Police Station, Fire Brigade, radar and radio technicians, and service for IFD rubber dinghies cable address "Fladeservice FRH".
AUTHORITY: Director of Commerce.

GODTHÅB: 64.10 N. 51.44 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Narrow entry to port, but well protected, with good modern berths and anchorages.
CONDITIONS: (*a*) Current: sometimes strong between anchorage and the berths. (*b*) Ice: only very occasional large quantities of ice reach the port and into the fjord. If ice in area South of Godthåb, S.W. storms force drift ice into the fjord. Stationary ice occurs very rarely. (*c*) Wind: South and South-west storms spring up suddenly but only last for brief periods. (*d*) Tide: height of high water 4·4 m. (max. 5·1 m.); low water 2·1 m.
ENTRY: Port open day and night all year round.
DAYLIGHT: Godthåb situated South of the border for midnight sun and Polar darkness.
PILOTAGE: Port Manager normally acts as Pilot for ships, but is not an authorised Pilot. Pilotage may be arranged by VHF contact with Authority during normal working hours.
ANCHORAGES: Good anchorages available inside fjord. Larger vessels should anchor close to Rypeo and in Malene Bugt.
MAX. SIZE: Largest vessel to berth at Atlantic quay was length 125 m., breadth 17 m., and draft 7 m.
TUGS: None. Two port boats to take lines and assist mooring.
RADIO: 24 hours notice of ETA should be passed to Authority, cable address "Handel Godtham". Radio beacon at Kookoerne.
BERTHING: Larger vessels should contact Port Authority before approaching port at night-time. Atlantic quay, length 130 m., depth alongside 7 m., at average low tide. Height of pier about 1·5 m., at average high tide above w/l. Skonnertkaj quay, length 40 m. There is also a sand-discharging pier length 30 m. Vessels berth at Atlantic quay starboard side to the berth, and there is a large wire rope which may be taken on board from the shore. Mobile cranes capacity 5 tons.
MEDICAL: Hospital, doctors and dentists available.
FRESH WATER: Available at Atlantic quay.
FUEL: Small quantities gas-oil available at Atlantic quay.
REPAIRS: Repair workshop available.
AIRPORT: Heliport.
GENERAL: Police, Fire Brigade, radar and radio technicians, radio station post, and cable office.
AUTHORITY: Director of Commerce who also acts as Port Manager.

GODHAVN: 66.56 N. 53.40 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port consists of a mooring inside a bay.
DAYLIGHT: Polar darkness from 25th November to 15th January, and midnight sun between 19th May and 26th July.
CONDITIONS: Ice: winter ice is fast from November–December until end May or beginning of June. Thickest observed winter ice is about 100 cm.
ENTRY: Day or night. Port is open from May to November. Between mid-April until May the port can only be used by specialised tonnage.
PILOTAGE: Boarding point arranged with Port Authority in ETA advices.
ANCHORAGE: Good anchorage in the bay – outer port.
MAX. SIZE: Largest vessel to date length 100 m., draft 6·5 m.
TUGS: None. Port boats assist with mooring.
RADIO: Local Radio Station. RDF Station beacon.
BERTHING: No alongside berths. Vessel moors to two anchors and stern-lines to the shore. Mobile cranes on shore capacity up to 5 tons. Depth in bay about 6·82 metres.
MEDICAL: Hospital. Doctors and dentist available.
GENERAL: Arctic Scientific Station, Fire Brigade, Cable Office.
AUTHORITY: Director of Commerce.

HOLSTEINSBORG: 66.56 N. 53.40 W.

(Also see "General Information" at beginning of Greenland Section)
LOCATION: Harbour is situated on Northern side of Tommermandsoen.
CONDITIONS: (*a*) Tide: average height of high tide 3·5 m. (maximum 4·4 m). low tide 2 m. (*b*) Ice: winter ice up to 1 m. thick. Ice normally occurs from December to March or April.
ENTRY: Port open day and night, and normally all year round.
PILOTAGE: Arrange with Authority through Holsteinsborg's radio, cable address "Director of Commerce Holsteinsborg". Pilot meets vessel at Jakobs Skaer, 2 miles South West of Mollersoe.
ANCHORAGE: Large vessels can anchor outside port and discharge into barges.
MAX. SIZE: Largest vessel that can berth alongside Atlantic quay, length 102 m., breadth 14 m., draft 6·2 m.
TUGS: None. Port boats take lines and assist mooring.
RADIO: Local radio station. VHF connection in Port Director's office. Radio technicians available, cable address "Polar Radio".
BERTHING: Atlantic quay, length 60 m., depth alongside 6 m., at average low water. Loading/discharging of larger vessels at anchorage with barges. At Atlantic pier cranes with lifting capacity up to 5 tons, also fork-lift trucks. Belt conveyor for coal.
average low water. Height of quay 2 m., above w/l. If berth occupied, loading/discharging of larger vessels at anchorage with barges. At Atlantic pier cranes with lifting capacity up to 20 tons, also fork-lift trucks.
MEDICAL: Hospital, doctors and dentists available.
FRESH WATER: Obtainable at Atlantic quay.
AIRPORT: Heliport.
GENERAL: Post and cable offices. Telephones not normally available for connection on board, but vessels at anchor can call Port Director's office on VHF during daytime.

AUTHORITY: Director of Commerce who acts as Port Master and Harbour Master.

IVIGTUT: 61.12 N. 48.10 W.

(Also see "General Information" at beginning of Greenland Section)
OPERATORS: A/S Kryolitselskabet Oresund.
CONDITIONS: (*a*) Current: strongest about 3 hours before and 3 hours after high water, and vessels arriving and sailing should take this into consideration. (*b*) Tide: height of average high tide 3 m. (max. 3·4 m), low tide 1·6 m. (*c*) Wind: calm for about half the year otherwise winds are usually from South or South-east. The dangerous winds for moored ships are the infrequent storms from North or North-east; these storms seldom occur but if they do occur they do so in the autumn. (*d*) Ice: winter ice usually occurs from December onwards in the fjord outside Ivigtut and disappears in the beginning of April. Outside Ivigtut winter ice always occurs, sometimes reaching a thickness of about 1 m. Information concerning ice conditions always obtainable on telegraphic request to GLK.
ENTRY: Day and night and usually all year round.
PILOTAGE: No official Pilot but an acting Pilot can be arranged through connection with Port Authority, cable address "Manager Ivigtut", at least 24 hours prior arrival.
MAX. SIZE: Largest vessel to have berthed at Kryolit pier was length 102 m., breadth 14 m., draft 6·2 m.
TUGS: None. Motor-boat will assist mooring.
BERTHING: Kryolit quay, depth alongside about 7 m. height of pier about 2 m. above w/l. Berthing during daylight only. Kryolit not exported from mid-December to end March. Crane capacity 3 tons.
RADIO: The radio station at Ivigtut is closed but telephone connection to radio station at Gronnedal.
FRESH WATER: Available.
FUEL: Deliveries of small quantities of gas-oil.
REPAIRS: Machine tool workshop. Diver assistance obtainable.
MEDICAL: Hospital in Ivigtut, but doctors and dentists are in Gronnedal.
AUTHORITY: Ivigtut Cryolite Mines, Ivigtut.

JAKOBSHAVN: 69.13 N. 51.06 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port is a narrow open bay, entrance to the North-west, having outer port and inner port. In outer port is Atlantic quay and bunkering station, and inner port has another quay and a fishing harbour.
CONDITIONS: (*a*) Tide: height of average high tide 2·8 m. (max. 3·3 m.), low tide 1·6 m. (*b*) Wind: usually East to North-east. In autumn winds are strong especially in the morning. (*c*) Ice: impression can be gained when approaching port that port is closed due to icebergs. On closer approach channels between icebergs will be found but if these openings appear too narrow a wider passage should always be found to the North. (*d*) "Kanele": a natural phenomenon that occurs at this port causing regular and heavy swell, height up to 2 m. Wave characteristic, long and flat, frequency about 6 minutes. Pilot should be consulted for full information.
ENTRY: Port usually open day and night, from mid May to end November.
DAYLIGHT: Polar darkness between 1st December and 12th January and midnight sun between 21st May and 24th July.
PILOTAGE: A Pilot should always be used by larger vessels and request made to Port Authority in ETA cable. Pilot boarding place to be agreed with Authority.
MAX. SIZE: Largest vessel to berth at Atlantic quay was length 86 m., draft 6·8 m.
TUGS: None. Port boats take lines and assist mooring.
BERTHING: Outer port depth 6·5/7 m., inner port 5·5/6 m. Atlantic quay length 40 m. Depth alongside Atlantic quay 7 m. at average low tide. Height of quay about 1·1 m. above w/l. Permission to enter port should be obtained prior arrival from Port Authority. Mobile crane capacity 5 tons, also fork-lift trucks.
MEDICAL: Hospital, doctors and dentists available.
FRESH WATER: Obtainable alongside Atlantic quay.
AIRPORT: Heliport.
REPAIRS: Machine workshop.
GENERAL: Police, Fire Brigade, Port and cable office.
AUTHORITY: Director of Commerce who acts as Port Manager.

JULIANEHÅB: 60.43 N. 46.02 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port is an open bay, facing South with Atlantic quay.
CONDITIONS: (*a*) current: flows North-westerly, but in Southern part of port from little current effect. (*b*) Tide: average height of high tide 2·8 m. (max. 3·2 m.); low tide 1·4 m. (*c*) Ice: drift ice between January and July occasionally fills whole port. (*d*) Wind: the most frequent wind is from East or North-east, normally occurring as storms during winter months and as strong winds in summer. Winds can be violent and cause rapid rise in temperature. Very secure moorings are advisable.
PILOTAGE: Port office is equipped with VHF which should always be used to contact Port Authorities before arrival, and to arrange Pilot's boarding position.
MAX. SIZE: Largest vessel to berth at Atlantic quay was length 100 m. and draft 6 m.
ENTRY: Port open day and night normally throughout year, but from 1st January to 1st August, only available to specially constructed tonnage.
TUGS: None. Port boats take lines and assist mooring.
RADIO: Local radio station. Radio beacon station at Simiutaq about 10 miles West of entrance to Julianehab Fjord.
BERTHING: Atlantic quay – length 30 m., depth alongside between 7/9 m. on average high tide. Height of quay is 1·3 m. above w/l. Mobile cranes, lifting capacity up to 5 tons.
MEDICAL: Hospital, doctor and dentist available.
FRESH WATER: Available from Atlantic pier during summer months.
FUEL: Gas-oil available at Atlantic pier.
REPAIRS: At repair quay there is a stationary crane lifting capacity 35 tons.
AIRPORT: Heliport.
AUTHORITY: Director of Commerce – acting as Port Manager.

NARSSARSSUAQ (Isrecognosceringsstation): 61.08 N. 45.26 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Ice outlook station, with quay.
CONDITIONS: (*a*) Current: occasional strong North-westerly current. (*b*) Tide: average height of high water 3 m. (max. 3·6 m) low water 1·6 m. (*c*) Wind: South-easterly wind sometimes reaches typhoon strength. (*d*) Ice: in winter ice thickness sometimes reaches one metre. Ice breaker not available.
PILOTAGE: Not available. Base representative should be advised of ETA well in advance of arrival.
TUGS: None. Port boats assist mooring.
MAX. SIZE: Largest vessel to berth at quay was length 130 metres, draft 8 metres.
ENTRY: Open season from mid-May to mid-October. During season, port open day and night.
BERTHING: Quay length 140 m., depth alongside (West) 6–11 m. (East) 5–8 m. Height of pier 2 m. above w/l. Two vessels may berth, one on either side of quay. Heavy mooring equipment on the quay, and should be used by larger vessels. Mobile cranes capacity up to 4 tons, and fork-lift trucks.
WATER: Obtainable at quay, about 80 tons per single off-take.
AIRPORT: Landing-strip for aircraft. Ice Station usually uses DC.4 aircraft and S61 Helicopter.
RADIO: Local radio station supplying ice information.
AUTHORITY: Representative of Ministry for Greenland.

NORTH STAR BUGT (Thule Air Force Base): 76.36 N. 68.52 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Supply port for the Thule Air Force base. Port is operated by and belongs to the U.S. Air Force.
DAYLIGHT: Polar darkness from 1st November to 10th February and midnight sun from 23rd April to 20th August.
CONDITIONS: (*a*) Ice: port is frozen over from end October to beginning July. From beginning of November, large areas of compact ice appear, and these can sometimes be up to 20 miles wide. During May, compact ice areas commence breaking up; however, large quantities of drift ice remain along the coast until end July. Winter ice is normally about 180 centimetres thick. (*b*) Temperature: in January and February average temperature is 29° below zero. In July, June and August, average temperature is usually above freezing-point, but for the rest of the year it is below freezing (*c*) Tide: mean springtide is 3 m. (max. 3·4 m.). Mean neaptide 1·7m.
ENTRY: Normally, port is open early July depending upon ice situation.
PILOTAGE: No authorised pilot, but American Port Authority assists in mooring and should be advised of ETA well in advance.
TUGS: None. Port boats assist mooring.
ANCHORAGE: Good holding ground in depth between 20 and 40 m., but anchoring should only be carried out following advice of Port Authority.
MAX. SIZE: Largest vessel to berth alongside quay was length 130 metres, and draft 7 metres.
BERTHING: Two vessels may berth at the quay. Depth alongside about 7 m. Height of pier about 2 m. above MHW. Mobile cranes and fork-lift trucks; however, equipment varies from year to year and Port Authorities should be contacted well in advance. Three amphibious craft for vessels dischargng in the roadstead.
FRESH WATER: Available alongside quay.
AIRPORT: Two rescue helicopters stationed at this base.
REGULATIONS: The area is a Military Defence area and special permission is necessary to enter the port. Shore leave is prohibited.
MEDICAL: Hospital, doctor and dentist available.
AUTHORITY: U.S. Air Force.

SONDRE STROMFJORD (Camp Lloyd): 66.00 N. 53.35 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port is used for the supply of an American base, transit port for passenger carriage, and for air communication to Copenhagen. Port has a quay and a sea terminal for tankers.
DAYLIGHT: Camp Lloyd is situated South of the border for polar darkness but has a midnight sun from 15th June to 1st July.

CONDITIONS: (*a*) Current: the current at entrance and at the West of Sondre Stromfjord is North-eastern at flood tide, and South-west at ebb tide, and can reach a speed of 7 knots. (*b*) Tide: high water at Camp Lloyd is about 3 hours later than at the entrance of Sondre Stromfjord. Height of average high tide 3 m. (max. 3·6 m.). Low tide 1·6 m. (*c*) Ice: Sondre Stromfjord is frozen during winter throughout whole of inner harbour, but about 55 miles from Camp Lloyd, ice thickness varies from 5 cm to 90 cm. (*d*) Winds: strong winds can occur from East and South-east.
ENTRY: On account of ice, the fjord is closed from beginning of January to end-June, but can be used day or night from beginning of July to end-October.
PILOTAGE: No authorised Pilot, but Harbour Master will assist berthing.
ANCHORAGES: Good anchorages about 2 miles South-east of Emmons Pynt in depth of about 40 metres. Great care should be taken in anchoring, since sea bottom is shelving.
BERTHING: (*a*) A quay which is located North of Emmons Pynt, depth alongside only 3 m. (*b*) Tanker sea terminal about 700 metres S.S.E. of Emmons Pynt where there is mooring with discharge lines. Depth of water 24–26 metres on the South side of the mooring position; 15 metres at the mooring, and 10 metres on Northern side of mooring with rapid shelving to the North.
The Port Authorities should be contacted before mooring at the sea terminal. There are mobile cranes with lifting capacity up to 5 tons, and fork-lift trucks.
RADIO: ETA should be given well in advance of arrival to the Royal Greenlandic Commercial Representative and also to the Port Authority. The arrival should be reported at least 24 hours in advance through GLK. The Harbour Master can be contacted on 2716 kc/s. and this contact should be established at least one hour before vessels arrival.
MEDICAL: Hospital, doctor and dentist available.
REGULATIONS: Camp Lloyd is an American Defence Area and is restricted. American supply ships have preference in mooring at all installations.
AIRPORT: Heliport.
AUTHORITY: The Royal Greenlandic Commercial Representative – Harbour Master.

SUKKERTOPPEN: 65.25 N. 52.54 W.

(Also see "General Information" at beginning of Greenland Section)
LOCATION: Harbour situated on S.E. side of Manitsoq island, and has Atlantic quay.
CONDITIONS: (*a*) Tide: height of average high water 4·2 m. (max. 4·8 m.), low water 2 m. (*b*) Ice: winter ice occurs from December to April. (*c*) Wind: advisable not to enter harbour area if winds are strong. Most obstructive winds are storms from S. or S.W.
ENTRY: Port open day and night, normally all year round.
PILOTAGE: Pilot is arranged by cable to Sukkertoppen radio when giving ETA, which should be sent well in advance. Pilot will meet vessel as arranged outside the harbour, or at Faltings Skoer.
TUGS: None. Port motor-boats assist mooring.
MAX. SIZE: Largest vessel that can berth at Atlantic quay is length 100 m., draft 6 m. Vessels up to 4,000 tons have used the port.
BERTHING: Depth in harbour is about 27 m. and alongside Atlantic quay about 6·2 m. Height of quay is about 2 m. above w/l. Cranes up to 5 tons capacity and fork-lift trucks.
WATER: Available at quay.
REPAIRS: Repair workshop for minor repairs.
MEDICAL: Hospitals, doctors and dentist available.
AIRPORT: Heliport.
GENERAL: Telex, telephones, Police, Fire Brigade.
AUTHORITY: Director of Commerce.

Guatemala

CHAMPERICO: 91.55 W. 14.17 N.

DOCUMENTS:
Clearance from Last Port.
Travel Memorandum (original and 4 copies).
Declaration of Maritime Health.
Exemption Certificate of Deratisation.
5 Crew Lists.
5 Passenger Lists or "no passengers" Declaration.
5 Provision Lists.
5 Dangerous Cargo, inflammable or explosives, declaration,
5 Mail Lists or "no Mail" Declaration.
Manifests of Cargo from each port (original and 11 copies).
Bills of Lading from each port.
Vaccination Certificates for whole crew.
12 Ballast Manifests, if no cargo on board.
PILOTAGE: None.
ANCHORAGES: Without limit but recommended *not to anchor* less than 1 kilometre from beach.
MAX. SIZE: Vessels work cargo at anchorage in depth consistent with vessel's draft.
HEALTH: Give notice of any suspicious illness or fever on board when the doctor comes for official visit.
RADIO: ETA cables through Cristobal CZ.
TUGS: No tugs required.
STEVEDORES: No advance notice necessary. Possible to arrange gangs within an hour.
MEDICAL: Adequate advance notice required depending on gravity of case. Hospital half an hour away and possible to arrange transport for patient, also to arrange for doctor on board. Crew must have current International Vaccination Certificates.
TANKERS: No facilities for tankers.
DENSITY: Changes from 1·0226 gr/cm³ in October to 1·0270 gr/cm³ in April. Percentage of salt: Changes from 30·5 parts per thousand in October to 36·4 parts per thousand in April. Temperatures: an annual average of 28·5° C.
FRESH WATER: Free within port limits.
FUEL: No facilities.
DEVELOPMENTS: Project to build a modern port with an entrance channel, artificial bay and capacity for 8 merchant vessels and facilities for fishing ships and tourist ships.
GANGWAY/DECK WATCHMEN: When requested cost five dollars per person per day.
OPENING/CLOSING HATCHES: Either by crew or by stevedores.
CUSTOMS ALLOWANCES: Without limit on board. Prohibited to take tobacco wine or spirits ashore.
CARGO GEAR: Ship's gear used for loading/discharging.
IDENTIFICATION CARDS: Not needed.
CONSULS: None.
REPAIRS: Minor repairs only.
REPATRIATION: All facilities available.
AIRPORT: International airport 3 hours distant with regular airlines all over world.
TIME: GMT minus 6 hours. No alterations to clock during year.
HOLIDAYS: No work on 1st January, Maundy Thursday and Good Friday, 1st May and 25th December. The rest of the year work day and night.
POLICE/AMBULANCE/FIRE: All available.
TELEPHONES: Cannot be placed on the vessels.
GENERAL: Possible to supply provisions, especially vegetables and shell-fish at good prices.
SHORE LEAVE: No restrictions.
DELAYS: Some days in April and October the surge is very strong and work has to be suspended.
AUTHORITY: Capitan del Puerto, Champerico, Retalhuleu.

PUERTO BARRIOS: 15.44 N. 88.36 W.

DOCUMENTS:
Clearance from Last Port.
Crew List, 1 legalised and 9 copies.
Passenger List 1 legalised and 7 copies or negatives.
Cargo Manifest, 1 legalised and 21 copies.
Stores/Provisions List 3 copies.
Voyage Memorandum 4 copies.
Bills of Lading, 2 sets.
Declaration of Health.
PILOTAGE: Pilot boards two miles off Puerto Barrios, from small unmarked launch. If awaiting Pilot, vessel may anchor about three miles North of Puerto Barrios, keeping port entrance clear. No VHF.
ANCHORAGE: In Santo Tomas Bay, depths up to 6 fathoms.
MAX. SIZE: Length 600 ft., draft 30 ft.
HEALTH: Advise Agent in advance if any fever or contagious disease suspected on board. Otherwise pratique granted on arrival. Officials board only between 0600 and 1800.
RADIO: Coastal radio in Costa Rica, call sign TIM operating on 8485 kc/s.
TUGS: No tugs available.
BERTHING: One pier owned by International Railway used to discharge fuel oil. 1,000 ft. berthing length on each side. A flag is shown on the pier to indicate where vessel will berth. Berthing recommended during daylight hours only. Tankers discharge on South side of the pier.
FRESH WATER: Available at the pier.
FUEL: Not available.
MEDICAL: Doctor available. All crew require International Vaccination Certificates.
CUSTOMS ALLOWANCES: Normal daily consumption on board. No tobacco, wine or spirits to be taken ashore.
IDENTIFICATION CARDS: Required.
TIME: GMT minus 6 hours; no alterations during the year.
SHORE LEAVE: Allowed.
AUTHORITY: Commandante del Puerto.

SAN JOSE: 13.55 N. 90.50 W.

DOCUMENTS:
Clearance from Last Port.
Crew List, 1 legalised and 4 copies.
Passenger List, 1 legalised and 7 copies.
Passengers in Transit List, 4 copies.
Cargo Manifest, 1 legalised and 19 copies.
Stores/Provisions List, 3 copies.
Voyage Memorandum, 4 copies.
Cargo Check Lists, 18 copies.
Mail List, 7 copies.
Bills of Lading, 2 sets.
Baggage Declaration, per passenger, 4 copies.
Declaration of Health.
PILOTAGE: Not required and no resident Pilots available, except for Tankers where services of a Pilot could be made available upon request.

ANCHORAGE: San Jose is a lighter port (open roadstead). Vessels anchor about 0·25 mile from pierhead in 8–9 fathoms of water.
RESTRICTIONS: Normally no pratique granted after 7.00 p.m., although in some instances and if prior arrangements made, vessels could be received by Port Authorities up to 11.00 p.m. Tankers moor in daylight only.
MAX. SIZE: Size immaterial since no docking facilities. Cargo transported from vessel to pier and vice-versa by means of steel lighters or barges of 35 t. capacity each. This applies to dry cargo only. Bulk, liquid cargo at respective terminals (oil and oil by-products, imports, and molasses export), where vessels proceed after pratique.
HEALTH: Pratique automatic (7.00 a.m. to 7.00 p.m.), irrespective of previous port of call. Master's obligation to notify Authorities on arrival of any suspected disease and/or fever on board, in order that adequate precautions taken.
RADIO: Messages should be routed via Guatel.
TUGS: None available or required for manoeuvring vessels.
STEVEDORES: No gangs available after 9.00 p.m., unless another vessel is working in port. Rate of discharge/loading: dry cargo: 15–20 tons per gang hour. Maximum gangs available: 3. Bulk cargo handled ten times faster.
MEDICAL: Hospital available. No vaccination/fever certificates required.
TANKERS: Two buoy berths for tankers. Discharging: 8 in. diameter lines. ESSO Terminal: Mooring Master assists berthing. IRCA Terminal: Stern discharge.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: None required or necessary.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: On board, no restrictions, but no crew member allowed to bring ashore more than amount required for personal use.
CARGO GEAR: Ship's gear used for loading and discharging dry cargo. Vessels must bring own lines to tie lighters alongside.
IDENTIFICATION CARDS: Necessary for those on shore leave.
CONSULS: All Consulates located in Guatemala City, where vessels' agents, when and if required, have special documents legalised. Normally, however, Agents can take care of regular certifications required, through port officials, who are authorised to certify documents in absence of a consul of a particular nation.
REPAIRS: No facilities available.
REPATRIATION: Possible. Usually arranged by Agents in co-operation with vessel's Agent in Guatemala City.
AIRPORT: Nearest airport Guatemala City, 108 kilometres due North of San Jose. Daily flights to and from all parts of world.
TIME: Central Standard Time, GMT minus 6 hours. No changes during year.
HOLIDAYS: January 1st; Holy Thursday; Good Friday; Easter Saturday; March 19th; May 1st; June 30th; July 25th; September 15th; October 20th; November 1st; December 24th; December 25th; December 31st.
POLICE/AMBULANCE/FIRE: These can be contacted through Agent at San Jose and/or Guatemala City.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Allowed.
DELAYS: Only two dry-cargo vessels can work simultaneously. A third vessel must await departure of one of the first two. Only one tanker can work at each bulk liquid cargo terminal.

AGENT: Agencia Maritima, SA, Port Operators, San Jose, Guatemala. Main office: PO Box 385, Guatemala City, CA. Cable address: "Agmar, Guatemala City". Telex not available.

SANTO TOMAS DE CASTILLA: 15.42 N. 88.37 W.

DOCUMENTS:
Clearance from Last Port.
Crew List, 1 legalised and 9 copies.
Passenger List, 1 legalised and 7 copies.
Passengers in Transit List, 4 copies.
Cargo Manifest, 1 legalised and 21 copies.
Stores/Provisions List, 3 copies.
Voyage Memorandum, 4 copies.
Cargo Check List, 18 copies.
Mail List, 7 copies.
Bills of Lading, 2 sets.
Baggage Declaration, per passenger 4 copies.
Declaration of Health.

PILOTAGE: Pilot taken on board at Punta de Manabique. As protection against bad weather South side of Cabo Tres Puntas and the whole bay is naturally protected. Vessel has only to reduce speed at the level of Punta de Manabique to board Pilot. No VHF.
ANCHORAGE: Outside of access channel to Santo Tomas de Castilla the whole North-west side, approximately area of 2 miles with depth between 4 and 5½ fathoms.
MAX. SIZE: Maximum length 600 ft., draft 30 ft. Tide does not alter draft because maximum increase is 1 ft. 4 in.
HEALTH: In case of any contagious illness or fever on board the Sanitary Authority will be informed through respective Agent and vessel will moor to be examined by doctor in charge whether to subject vessel to quarantine or not. No automatic pratique.
RADIO: ETA cables to Agent and Receiver made through Coastal Station in Costa Rica; Signal: TIM in 8485 Kcs. or 8/12 Mcs.
TUGS: Tugs' service not compulsory. Use of tug lines, charge is included in tug service.
BERTHING: Possible to arrive at any time. Vessels work cargo alongside quay 2980 ft. berthing length available.
STEVEDORES: Arrangements made between Agent and ship owner. Agent requests services.
MEDICAL: No advance notice necessary. Hospital facilities available. International vaccination certificate required.
TANKERS: Diameter of pipe-lines 16 in. and load/discharge lines 14 in. No slop discharge facilities. Only one mooring berth for tankers and maximum draft permitted 30 ft.
DENSITY: 1.015.
FRESH WATER: Pipe-lines alongside quay. Delivered by hoses belonging to port. Rate 15 tons/hour.
FUEL: Available, no advance notice required. (Bunker: 60°, and diesel: 38°).
FIRE PRECAUTIONS: No specific precautions for tankers. Hydrants available to combat fires, besides tug's services and Coast Guard ships of Navy.
GANGWAY/DECK WATCHMEN: Not essential. If necessary provided free by port.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirits: No definite quantity and usually regulated by Captain.
IDENTIFICATION CARDS: Necessary.
CONSULS:

Italy	Sweden	Honduras
Holland	Germany	El Salvador
	Mexico	

REPAIRS: Only minor deck and engine repairs.
REPATRIATION: Possible.
AIRPORT: 10 km. distance. No regular lines.
TIME: GMT minus 6 hours.
HOLIDAYS: 1st January; 7th March; Maundy Thursday and Good Friday; 1st May; 30th June; 15th September; 1st November; 25th December.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Possible.
AUTHORITY: Port Commander.

Guinea, Republic of

CONAKRY: 09.30 N. 13.44 W.

DOCUMENTS:
7 Crew Lists – Crew list with vaccination date for health service.
5 Passenger Lists.
5 Lists Port of Call (the last ports).
3 Stores Lists.
3 Lists Crew Declaration (personal effects).
5 Manifests of Cargo (if any).
2 Copies of Bills of Lading.

PILOTAGE: Telegraphic address pilot station: "Harbour Master's Office, Conakry". Pilot meets vessels N.E. of sea buoy Tonnelier.
ANCHORAGE: Safe deep anchorage.
RESTRICTIONS: No entry at night. Channel depth 8 metres MLW.
MAX. SIZE: 600 ft. long. Maximum draft for tankers 31–32 ft. high water.
HEALTH: Valid yellow fever and smallpox inoculation Certificates.
RADIO: Conakry Radio 2182–2586 kc/s.
TUGS: Tugs normally connect to starboard side. Ship's lines used.
BERTHING: All tankers berth according to high water. No berthing at night. Berthing 07.00 a.m. to 19.00 p.m. Ten berths, max. depth 11·50 metres.
STEVEDORES: ETA to "Navalguinee" in order arrange gangs.
MEDICAL: Advance notice required for medical service, hospital facilities available.
TANKERS: Pipe-line 5280 ft. long, 10 in. diameter. Two tanker berths, 31/32 ft. high-water maximum draft at these berths.
DENSITY: 1016 in the port with particular relation to state of tide.
FRESH WATER: available by connection from pier. Rate of delivery with good pressure 30 tons hour.
FUEL: Not available.
FIRE PRECAUTIONS: Special fire service for tankers.
DEVELOPMENTS: Future port Kamsar/Boke now being built.
GANGWAY/DECK WATCHMEN: Compulsory, particularly for tankers.
OPENING/CLOSING HATCHES: Normally by crew. Stevedores if requested by Master.
CERTIFICATES: Certificate of Deratisation; Log Book.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes out of bond. Wine and/or Spirit, 1 litre of spirit and 1 litre of wine per day out of bond.
IDENTIFICATION CARDS: Necessary.
CONSULS: All major maritime nations.
REPAIRS: None available.
REPATRIATION: All facilities exist for effecting crew changes and arranging repatriation to Europe.
AIRPORT: International airport distant 15 km. served by regular airlines.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day (1st January); Women's National Day (9th February); Labour Day (1st May); 1958 Referendum Day (28th September); Independence Day (2nd October); All Saint's Day and Guinea Army's Day (1st November); Anniversary of the Basic

Law of 8th November 1964 (8th November); Assumption (15th August); Anniversary of Youth's Creation (J.R.D.A.) (26th March); Christmas (25th December).

Varying holidays which depend on the position of moon: Ramadan – End of fasting; Tabaski – Pilgrimage day at Mecca; Mahouloud – Day after Prophet Mahomet's Birthday.

Work available during holidays, except Labour Day, Independence Day, Ramadan and Tabaski.

POLICE/AMBULANCE/FIRE: Police 17; Ambulance 16; Fire 18.
TELEPHONES: Not possible to place telephones on board.
SERVICES: None.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: M/R Harbour Master, PO Box 534. Tel. 427–22 Conakry.

Guyana

ESSEQUIBO RIVER (BARTICA): 06.24 N. 58.37 W.

DOCUMENTS: See "Georgetown".
PILOTAGE: Pilots are stationed at Georgetown. ETA to be given 24 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light.

Essequibo light (steel framework tower with red and white horizontal bands) marks seaward end of Essequibo main ship channel. Vessels in vicinity of Demerara pilot station should listen for pilot boat on VHF Channel 16.

RESTRICTIONS: The Essequibo Bar is composed of hard mud and sand. The least depth of water is 3 ft. less than for Demerara Bar. Vessels should not attempt to cross the Essequibo Bar drawing more than 3 ft. less than that predicted for the Demerara Bar.
MAX. SIZE: Controlled by Bar draft predictions.
HEALTH: Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.
RADIO: Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s. 24 hours a day.
TUGS: Not available.
MEDICAL: Hospital at Georgetown and Bartica. All crew members need valid smallpox vaccination certificates.
DENSITY: 1000, fresh water.
FRESH WATER: Not available.
FUEL: Not available.
OPENING/CLOSING HATCHES: By ship's crew.
CUSTOMS ALLOWANCES: Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.
CONSULS: At Georgetown.
REPAIRS: Government dry dock situated at Mazaruni, approximately 40 miles up river at junction of Essequibo and Mazaruni rivers. Extreme dimensions; 160 ft. by 35 ft.
AUTHORITY: Transport and Harbours Department, Georgetown.

GEORGETOWN: 06.49 N. 58.11 W.

PORT LIMITS: Seaward by an arc of a circle with radius one nautical mile, with the Georgetown lighthouse as centre.
DOCUMENTS:
Certificate of Registry.
4 Crew Lists.
2 Provisions and Stores Lists.
4 Passenger Lists.
Customs Documents:
2 Reports of Ships Stores (Form C1).
2 Lists of Crew Personal Effects (Form C2).
1 List of Unmanifested Cargo (Form C3).
Health Documents for Crew (1 copy for each crew member).
2 Cargo Manifests.
Bills of Lading (number in accordance with the agreement between Shipper and Carrier).

PILOTAGE: Vessels apply for Pilots through local Agents or direct to Chief Pilot, Georgetown, through "Demerara Radio, 8 Romeo Bravo", 12 hours in advance of ETA at pilot station when vessel is proceeding in to Georgetown Harbour. Pilot boarding ground is in North-western quadrant of circle with radius 5 cables and centre the Outer Georgetown Light. Normal international day or night signals for "I require a Pilot" are used. All pilot cutters are painted black (hull) and white (superstructure) with the word "Pilot" painted in white on black ground. Cutters are approximately 50 ft. in length.
ANCHORAGE: There are 5 with a least depth of approximately 20 ft. MLW named A to D from North to South. Vessels are safely anchored at any of the above anchorages 1½ to 2 cables from Georgetown park line. Bottom is soft mud and provides good holding ground.
RESTRICTIONS: No entry restrictions except those on draft imposed by the bar at estuaries.
MAX. SIZE: Draft 21 ft. 6 in.
HEALTH: Pilot may grant pratique if vessel has just arrived from a British port, and if vessel has not been to a Central or South American Spanish-speaking port or French-speaking port (West Indian or otherwise) or any of the ports of New Orleans, Mobile or Tampa within 4 weeks of its arrival at the pilot station. If a vessel is "suspect" or "infected" Master should advise Harbour Authority by special message through Demerara Radio or Georgetown Lighthouse and await advice of Port Health Officers; meanwhile, if in the vicinity of Georgetown, vessel may anchor at the specified quarantine anchorage near the Outer Georgetown Beacon as entry into the limits of the port without the authority of the Ministry of Health is prohibited if the vessel is suspect or infected.
RADIO: Name of radio station "Demerara Radio", call sign "8RB", always standing by on 2182 kc/s., will give latest weather report or RDF bearings on request. Georgetown Lighthouse operates VHF on Channel 16.
TUGS: At present, vessels dock stem on to the tide without aid of tugs.
BERTHING: There are 14 main wharves all privately owned, situated along the river frontage at Georgetown and varying in length from 210 ft. to 730 ft. Depths alongside range from 16 to 20 ft. at low water springs, but as the bottom is soft mud vessels may safely lie aground alongside. Ships work cargo with their own appliances.
BULK HANDLING FACILITIES: The sugar berth is 416 ft. in length with least depth alongside of 18 ft. MLWS and can accommodate vessels up to 530 ft. in length. Loading rate is 500 tons per hour using two shoots. Vessels should not be more than 63 ft. beam.
STEVEDORES: Ship's Agent normally arranges for gangs in accordance with cargo plans or Master's cable advice. Gangs are unionised. Stevedores work around the clock every day of the week though they are paid overtime between hours of 4.00 p.m. and 7.00 p.m. and they earn time-and-a-half or double time on public holidays according to which one of the twelve public holidays they work.
MEDICAL: No special advance notice of required medical attention is necessary, and hospital facilities are always available. All crew members need to have valid smallpox vaccinations certificates on entry.
TANKERS: There are no residue discharge facilities at this port. There are five tanker berths in the Georgetown area.
Rome Terminal (Shell) – depth alongside 15 ft.
Ramsburg Terminal (Esso)– depth alongside 16 ft.
Timehri Terminal – depth alongside 16 ft.
DENSITY: Average density in port is 1015, though during the rainy season (March–May; October–December) density of water may be as low as 1000 at low water in the harbour.
FRESH WATER: Fresh water is available, and is delivered alongside. The ship is required to pay for labour, overtime, etc., involved in the delivery.
FUEL: In case of emergency, providing advance notice is given by Master, vessels may be partially bunkered at any of Shell, Texaco or Esso installations. Vessels may be required to go alongside 2 hours before high water and leave not later than 1 hour after high water at the above-mentioned installations. Grades of fuel available are "Bunker C" and diesel fuel.
FIRE PRECAUTIONS: There are no stated precautions other than regulations against pumping out residual heavy oil (e.g. "Bunker C"). Ships having cargoes of ammunition, high explosives, dynamite, etc., are required by Harbour Regulations to anchor North of Georgetown Lighthouse prior to proceeding alongside wharf to unload.
DEVELOPMENTS: Proposals are in hand for the dredging of the Demerara Bar and the Georgetown Harbour to permit entry of ships up to 27 ft. at high water.
GANGWAY/DECK WATCHMEN: Services of watchmen are necessary and can be obtained through a watchman's pool by ships' Agent.
OPENING/CLOSING HATCHES: Normally carried out by ship's crew.
CUSTOMS ALLOWANCES: Each crew member is permitted up to 200 cigarettes aboard held out of bond, but is only allowed to take ashore 40 at any time. Only on a *final discharge* would a member of crew be permitted a tobacco allowance of ½ pound. Each crew member is allowed to keep out of Bond, 1 (one) bottle of wine or spirits, but is prohibited from taking any of it ashore. Each member of crew is allowed tax-free only one-sixth gallon wine and one-sixth gallon spirits *when he is finally discharged.*
IDENTIFICATION CARDS: Not required.
REPAIRS: Every type of deck or engine repair is undertaken at Sprostons dry dock. Above waterline and engine-room repairs of any type are undertaken on vessels exceeding the above-mentioned dimensions while vessel is anchored in the stream.
DRY DOCKS: Sprostons Dry dock: A graving dock 210 ft.×37 ft. 9. in at entrance situated South of Sprostons No. 2 Wharf, which is privately owned and operated on normal commercial lines. 198 ft. length of dry dock is on blocks. Breadth: top 46 ft. 4 in., bottom 40 ft. 9 in., depth on sill at HWOST 92 ft.

Government Dry dock: Situated at Mazaruni approx. 40 miles up-river at junction of Essequibo and Mazaruni rivers is a graving dock and has extreme dimensions of approx. 160 ft.×35 ft.
REPATRIATION: Can be arranged.
AIRPORT: Timehri International Airport is situated approx. 30 miles South of Georgetown with highway connection and is served by many intercontinental airlines.
TIME: 3 hours 45 minutes behind GMT. No alterations made to clocks during the year.
HOLIDAYS: New Year (January 1st); *Eid-ul-Ahza; *Phagwah; Republic Day (Feb. 23rd); Good Friday (April 12th); Easter Monday (April 15th); Labour Day (May 1st); *Youman Naubi; Commonwealth Day (First Monday in August); *Deepavali; Christmas Day (December 25th); Boxing Day (December 26th). *Religious holidays are variable.
POLICE/AMBULANCE/FIRE: Tel. 3211, Emergency 999; Ambu-

lance 2411, Emergency 999; There are Police/Ambulance/Fire Stations on the waterfront.
TELEPHONES: Only connected to naval vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Transport and Harbours Department, Main Street, Georgetown. Tel. 62131.

LINDEN: 06.00 N., 58.17 W

DOCUMENTS: See "Georgetown".
PILOTAGE: Pilots are stationed at Georgetown. ETA to be given 12 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light.

From Georgetown to Linden, Pilot not compulsory, but advisable to use Sprostons Pilot.
RESTRICTIONS: Governed by depth of water at Demerara River Bar. Entrance normally at high-water.
ANCHORAGE: Vessels proceeding to Linden in ballast and drawing less than 15 ft. may anchor at southern limit of Georgetown in depth of 20 ft. MLWS.
MAX. SIZE: Draft 21 ft. 6 in.
HEALTH: Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.
RADIO: Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s, 24 hours a day.
TUGS: Not available.
BULK HANDLING FACILITIES: Bulk loading of bauxite is carried out 65 miles up the Demerara River at Linden. Vessels are loaded at a rate of 400 tons per hour, and the berth can accommodate vessels up to 570 ft. in length.
MEDICAL: Hospital at Georgetown, 59 miles distant. All crew members need valid smallpox vaccination certificates.
DENSITY: 1000, fresh water.
FRESH WATER: Can be supplied.
FUEL: Can be supplied.
DEVELOPMENTS: Dredging in progress at Demerara Bar to permit entry of vessels up to 27 ft. draft.
OPENING/CLOSING HATCHES: By ship's crew.
CUSTOMS ALLOWANCES: Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.
CONSULS/REPAIRS: At Georgetown.
AUTHORITY: Transport and Harbours Department, Georgetown.

NEW AMSTERDAM (Everton, Berbice): 06.14 N. 29.20 W.

DOCUMENTS: See "Georgetown."
PILOTAGE: Pilots are stationed at Georgetown. ETA to be given 24 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light. Pilots may also board ships bound for New Amsterdam within 5 cables Westward of Berbice Light. This beacon marks the seaward end of the channel and is to be passed on the port hand when entering.
RESTRICTIONS: The Berbice Bar is composed of fairly hard mud. Vessels may cross the Berbice Bar on even keel loaded to 3 ft. less than the Demerara Bar predictions.
MAX. SIZE: Controlled by Bar draft predictions.
HEALTH: Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.
RADIO: Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s, 24 hours a day.
TUGS: Not available.
MEDICAL: Hospital at Georgetown. All crew members need valid smallpox vaccination certificates.
DENSITY: 1000, freshwater.
FRESH WATER: Can be supplied.
FUEL: Can be supplied.
DEVELOPMENTS: Proposals in hand for dredging Berbice Bar.
OPENING/CLOSING HATCHES: By ship's crew.
CUSTOMS ALLOWANCES: Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.
CONSULS/REPAIRS: At Georgetown.
AUTHORITY: Transport and Harbours Department, Georgetown.

Haiti

CAP HAITIEN: 19.46 N. 72.12 W.

GENERAL: For all general information refer to "Port-au-Prince".
APPROACHES: The current is about 3 knots in the entrance to the port when the river is in flood.
ANCHORAGE: Vessels which are unable to moor alongside because of deeper draft are anchored off the wharf.
BERTHING: The wharf at Cap Haitien was constructed by the Compania Industrial Maritima. The construction is in reinforced concrete. It extends for a length of 900 ft. in an Easterly direction and comprises three sections. The most important section is 600 ft. long and has berths for deep sea vessels on the South side in depths of 20 ft. The Western section, nearest the shore, is 300 ft. long with variable depths of 7 to 9 ft. alongside, with berths for motor vessels of small tonnage and sailing ships. The central section accommodates the customs offices. Two metal warehouses border the East and West ends of the wharf. Between the warehouses is one fixed crane of 30 tons capacity.
FRESH WATER: Fresh water is available at Cap Haitien.
FUEL: Not available.

MIRAGOANE: 18.25 N. 73.04 W.

GENERAL: For all general information refer to "Port-au-Prince".
BERTHING: The facilities at Miragoane are one small jetty for loading and discharging general cargo with a depth alongside of 18 ft. maximum.

There is a wharf for loading bauxite, belonging to the Reynolds Company, with a depth alongside of 34 ft. Total annual export about 350,000 tons.

PORT-AU-PRINCE: 18.33 N. 72.21 W.

APPROACHES: The port of Port-au-Prince is situated at the extreme South-east of the bay. It can be approached from the North and from the South by two channels.

One may approach from the North-east by the Saint-Marc channel or from the West by the Gonave channel, between Trou-Forban Point and the village of Ca-Ira. The bay extends between Trou-Forban Point in the North and the village of Ca-Ira about 20 miles to the South. The position of Ca-Ira is 18° 32′ N. 72° 39′ W. From Ca-Ira the South coast of the bay extends about 2 miles North-east and about 12 miles East to Pointe Lamentin.
PILOTAGE: Pilotage is compulsory for all movements of ships in the port. The Pilot boards to the West of the fairway buoy and is accompanied by port officials, i.e. Port Doctor and Representatives of Immigration, Police and Customs. These officials insist on using the accommodation ladder to board the vessel. Masters must arrange with their respective Agents the time which they will require a Pilot to leave the port. If they are ready to depart before the hour arranged they may call the Pilot by three blasts of the ship's whistle.
ANCHORAGE: Vessels must anchor to the West of the large red buoy number 29 or at the quarantine buoy, situated about $\frac{1}{2}$-mile N.N.W. of buoy number 29. A bottom of sand over coral is to be found all over this region in depths of 10 to 18 fathoms.

Vessels may anchor or depart at any hour of the day or night.

In order to facilitate the rapid movement of vessels, these are normally anchored in order of arrival.
WEATHER: The bay of Port-au-Prince is nearly always calm except at certain times of the year; for example, during the months from May to November, occasional strong winds may interrupt normal loading and discharging movements.

A light breeze from the East or North-east blows after dawn, but in the afternoon a breeze three times stronger blows in the opposite direction.

The height of tide is only $1\frac{1}{2}$ ft. Currents in the port are almost negligible, except that, when mooring or unmooring a vessel, one should pay attention to a Northerly current of about $\frac{1}{4}$ of a knot.
RADIO: All deep-sea vessels which enter the territorial waters of Haiti are obliged to advise the Port Radio Station.

The radio station is situated at the Bureau de Port. It is in operation 24 hours a day.

Visual light signalling may also be carried out as far as it is possible to do this.

The following apparatus is used at the radio station:

1. VHF Channels 11, 12, 13, 14 and 16, power 50 watts, range 40 miles.
2. Medium frequency "Pearce-Simpson" amplitude moderation, frequencies 2,182 kc s., 2,738 kc s., power 85 watts, range about 200 miles.

In addition to the VHF Channels, the Pilots may use radio-telephone on the following frequencies:

2.182 kc s., 2,638 kc s., 2,738 kc s., 2,770 kc s., and 2,806 kc s.

All messages addressed to the Port Authorities and messages concerning pilotage must be handled at this radio station.

Masters are particularly required to give the radio station, as soon as they arrive, the following information:

Vessel's draft and net tonnage, amount of cargo for discharge, number of gangs required.

The telephone number of the radio station is 23235.
TUGS: The port has at present one small tug. At all times two wooden mooring launches, each 32 ft. long, are available for Pilot's use.
BERTHING: A finger pier is under construction for cruising liners.

The commercial quay is a construction of reinforced concrete supported by wooden piles, encased in concrete, with traverse wooden fendering.

The quay is orientated in an East–West direction and is constructed in three sections.

Quay No. 1 – South side – length 453 ft. with depth alongside of 12–17 ft.

Quay No. 2 – central sections – length 540 ft. with depths alongside 17–23 ft.

Quay No. 3 – Seaward section – length 640 ft. with depth alongside 23–28 ft.

There is an angular portion of 100 ft. between Quays No. 1 and 2 which may not be used for mooring, but which the bow of the ship may overhang. Vessels must be secured by at least two mooring cables at the bow and at the stern.

The Port Authorities require for vessels manoeuvring in the port a minimum of 2 ft. of water under the keel This regulation may be modified by special authorisation of the Chef de Port.

In addition to the public pier, there are five jetties belonging to private companies used for handling products in bulk. These jetties belong to the following companies:

A. La Hasco, sugar refinery established at Port-au-Prince.
B. La Minoterie, flour mill situated at Laffiteau.
C. Le Ciment d'Haiti SA, cement factory situated at Fonds Mombin.
D. Jean Ackmed, fuel installation situated at Simonette.

The above jetties are established on the North side of the bay.

E. Installations of Shell Company and Tropigas on the South side of the bay, equipped with their own mooring buoys for tankers.

CARGO HANDLING: For vessels loading and discharging at the public pier, cargo is transported on railway trucks of 25 tons maximum capacity.

One quay is equipped for container ships. One quay is equipped to handle roll-on/roll-off traffic.

STEVEDORES: Loading and discharging of ships is carried out by gangs of private workers who are engaged by the ship's Agents under the supervision of a chief stevedore. The working gangs use the ship's own equipment for loading and discharge.

Handling rates are normally about 15 tons per hour for general cargo, or about 25 tons per hour for heavy articles, such as drums, planks, bundles of steel rods, etc.

Normal working hours in the port are 0700 to 1200 and 1300 to 1600. Overtime is payable for work required before 0700 and after 1600 hours, and also for work required during Saturday afternoon, Sundays and holidays.

FRESH WATER: Drinking water is available in the port; however, the ship must provide its own connections. Rate of loading varies from 4 to 10 tons per hour.

FUEL: There is no service for coal bunkers. Fuel oil may be supplied by barge.

REPAIRS: There are no proper facilities for ship's repairs although minor repairs may be effected by small private workshops ashore. There is a small dry dock at Bizoton about 1 mile from the port, with a capacity of about 1,000 tons and able to receive vessels up to 175 ft. in length. This yard is managed by the Haitian Army Coast Guard.

MEDICAL: There are adequate medical facilities, pharmacies and hospitals.

AIRPORT: An international airport for jet planes connects Haiti with New York via Kingston, Montego Bay or San Juan. A local air service connects Port-au-Prince with principal towns of the Republic.

FIRE-FIGHTING EQUIPMENT: The Port Authority does not own any equipment for fire-fighting or assisting vessels in need. However, there is a town fire service organised by the Army.

HOLIDAYS: *Legal Holidays:*

Independence Day (1st and 2nd January); Labour Day (1st May); Flag Day (18th May); Ascension Day; Assumption (15th August); All Saints (1st November); Commemoration Day (13th November); Discovery of Haiti (5th December).

Authorised Holidays:

Lundi-Gras (half-day); Mardi-Gras; Good Thursday; Good Friday; Pan-American Day (14th April); President's Day (22nd June); Dessaline's Aniversary (17th October); United Nations Day (24th October); Fete des Morts (2nd November).

SERVICES: Fresh provisions are obtainable locally.

There are no facilities for refuse collection, but nevertheless it is forbidden to throw refuse, cinders or any other polluting material overboard.

Launches used for the transport of tourists are available at Port-au-Prince and these are operated by private companies. The Port Authority does not take an active part in the traffic of tourist passengers. Those which disembark on the wharf from cargo vessels or cruising liners must make their way on foot to the taxi station to take part in excursion tours. However, the majority of tourists coming on passenger liners anchored in the roads disembark by launches belonging to the Department of Tourism. They disembark at the Quai Colomb, which is under the authority of the Department of Tourism.

AUTHORITY: Administration Portuaire de Port-au-Prince, Boite Postale 616, Port-au-Prince. Tel.: 2–0225.

Honduras

AMAPALA: 13.18 N. 87.39 W.

DOCUMENTS:

Maritime Declaration of Health.
Crew List, 3 legalised and 7 copies.
Provisions List, 3 legalised and 7 copies.
Passengers Disembarking List, 3 legalised and 7 copies.
Passengers in Transit List, 3 legalised and 7 copies.
Voyage Memorandum, 6 copies.
Cargo Manifest, 2 legalised and 14 copies.
Cargo Tally Books, 15 copies.
Mail List, 4 copies.

Documents are legalised at loading port by Honduran Consul or consul of friendly nation. If no consul, then by the port captain. Two copies of Cargo Manifest, Freight List, Bills of Lading, and Stowage Plan should be airmailed to Agent in advance.

If documents legalised by the Port Captain, one copy of each manifest should be sent by airmail to "Secretaria Economia y Hacienda Tegucigalpa", and "Custom House, Amapala".

PILOTAGE: Pilot available, to be ordered by Agent in advance.

ANCHORAGE: Open anchorage area in depths up to 32 ft.

RESTRICTIONS: Vessels enter and leave at high water only, max. recommended draft 28 ft.

MAX. SIZE: Vessels up to 10,000 GRT have entered, with 30 ft. draft

HEALTH: Vessels are cleared by Health Inspector on arrival. International Health regulations apply.

RADIO: Contact via "Tropical Radio".

TUGS: None available.

STEVEDORES: Arranged by Agent. Working hours 0700–1200 and 1300–0700.

MEDICAL: No hospital facilities. Only minor cases can be dealt with locally.

FRESH WATER: Not available.

FUEL: Not available.

IDENTIFICATION CARDS: Not required.

CONSULS: San Salvador, Nicaragua, and Peru represented locally.

REPAIRS: Not possible.

TIME: GMT minus 6 hours, no alterations during year.

SHORE LEAVE: Allowed, no restrictions.

AUTHORITY: Port Commander.

AGENT: Servicios Portuarios S.A. de C.V. Cables "Seposa Ampala."

PUERTO CORTES: 15.50 N. 87.55 E.

DOCUMENTS:

Health Declaration.
Zarpe or Clearance Permit from the Last Port.
General Cargo Manifest (in ballast if that is the case) of all the cargo to be discharged in Puerto Cortés, and 14 copies.
Crew List and 10 copies.
Passengers in transit, or no passenger declaration and 10 copies.
Deratisation Certificate, only in first call.
Store List and 5 copies.
Mail Sacks declaration (negative or positive).
Bills of Ladings (if some cargo is coming) 3 complete sets.
Hatch list and 5 copies.

All the original documents must be signed and stamped by the Honduran Consul at the port before calling Honduras and should be made in Spanish.

If no consul of Honduras available, documents to be legalised by consul of a friendly nation or by the Chamber of Commerce, stating the facts.

PILOTAGE: Compulsory for vessels over 300 GRT. ETA to the Agent, 72, 48 and 24 hours ahead of arrival required.

ANCHORAGES: Once the ship enters the bay, *If no berth space has been notified to the Master,* she should anchor at a distance beyond ½ mile from the nearest pier, and wait for the boarding of the official party to be granted free pratique.

ENTRY RESTRICTIONS: Vessels may enter the port day or night but not visited by Port Authorities between 2000 hours to 0600 hours, only in special cases.

MAX. SIZE: Dry cargo vessels up to 30 ft. draft. Tankers up to 43 ft. draft.

HEALTH: Pratique granted after Port Authorities (including doctor) board vessel between 0600–2000 hours. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. No automatic free pratique when arriving from another port of Honduras.

RADIO: Lantana Radio WOE. New Orleans Radio WNU. Limón R. TIM. Balboa Radio NBA. Miami Radio WAX. Messages routed via Tropical Radio.

Port Authority operates a VHF station HQSU, monitoring on 2738 kHz, but by appointment can reply in any other position. Telegrams to be routed via Tropical Radio. Lanatana WOE. New Orleans WNU. Limon TIM. Balbao BNA. Miami WAX.

TUGS: Two tugs available on request.

BERTHING: The Agent to supply information as to berth, and time of docking. Pilot will board the vessel and berth it, assisted by a launch to hold ropes. Departure should be effected when the despatch documents are on board and operations finished.

Pier No. 1 (Texaco pier), for tankers or ships loading diesel or lub-oil; depth 45 ft.
Pier No. 2 (Banana Pier) length is 810 ft.
Pier No. 3 630 ft.
No. 4 1,020 ft.

STEVEDORES: Vessels must give accurate ETA at least 24 hours in advance to enable Agents order necessary gangs. Gangs ordered 0700 and 2100 working 12 hours (day time) and 9 hours (night time) excluding the meal hours (0600–0700; 1200–1300; 1700–1800 and 2300–2330). No work on Holy Friday, May 1st (Labour Day), Other holidays work is possible with double payment.

MEDICAL: No advance notice necessary for medical attention, except in very urgent cases. At San Pedro Sula (35 miles by road) you can obtain very good medical service but several medical clinics are serving this Port. No inoculations required but Master should possess International Health Cards for each member of crew.
TANKERS: Discharge at Texaco Oil Refinery, cable address "Reftexa."
DENSITY: 1,028/1,030.
FRESH WATER: Water available at wharf face at 100 ft. intervals. Rate, approx. 8–10 tph.
FUEL: All grades available. 24 hours notice is required for good service.
GANGWAY/DECK WATCHMEN: Shore watchmen not usually required and this service left to discretion of the Master.
OPENING/CLOSING HATCHES: On liners normally by crew with assistance stevedores, otherwise according Charter Party.
CERTIFICATES: On first call, Registered Tonnage Certificate; thereafter not required unless gross/net tonnage be changed.
CUSTOMS ALLOWANCE: No restrictions, free use on board. Customs officials check no sales shore without special permit.
IDENTIFICATION CARDS: New port regulations includes identification card must be shown to gate watchman when crewmembers come back aboard.
CONSULS: None in the port. American Consulate at Tegucigalpa, 200 miles by road.
REPAIRS: Local marine repair companies can undertake limited repairs of general nature; pre-advice recommended.
REPATRIATION: All facilities available for effecting crew change and repatriation by sea or air.
AIRPORT: International Airport Ramon Villeda Morales served by regular airlines. 35 miles by road.
TIME: GMT less 6 hours, no changes during year.
HOLIDAYS: January 1st; April 14th; May 1st; Thursday, Friday and Saturday in Easter week; August 15th; September 15th; October 3rd, 12th and 21st; and December 25th. Cargo work can be arranged on those days, except on Good Friday, and May 1st (Labour Day).
TELEPHONES: Not customary except in United Fruit Co. pier (Tela Railroad Company, concessionary of banana pier) where telephones connected on board.
SHORE LEAVE: Permitted without restrictions.

AGENTS: Agencia Guzmán & Co. S.de R.L. Cable address "Guzco Puerto Cortés".
Ship Agents, Forwarding Agents, Lloyd's Agents at Honduras. Puerto Cortés, Honduras Central América.

TELA: 15.47 N. 87.30 W.

DOCUMENTS:
1 original Health Certificate.
1 ,, 16 copies Manifest.
1 ,, 11 ,, Cargo Book.
1 ,, 6 ,, Store List.
1 ,, 6 ,, Crew List.
1 ,, 6 ,, Passenger List.
1 ,, 6 ,, Baggage.
1 ,, 4 ,, Voyage Memorandum.
All documents must be in Spanish; Cargo Book should be in alphabetical order.
PILOTAGE: No Pilot available, but there is a small boat that assists docking by handling mooring lines from vessel to wharf. 48 hours advance notice of ETA required.
ANCHORAGES: One mile out from wharf, 100 ft. or more; no boundaries.
MAX. SIZE: Maximum permissible length 485 ft., breadth no restrictions, draft 30 ft.
HEALTH: Agents arrange pratique; in case there is a suspicion of disease or fever aboard, the vessel will be placed in quarantine for a minimum of 5 days.
RADIO: WAX Miami Fla., WNU New Orleans and TIM Puerto Limon via Tropical Radio.
TUG: No tug available.
BERTHING: Time for berthing is from 0600 to 2000.
STEVEDORES: ETA advice should be given 48 hours prior to arrival in order to arrange gangs. Labour rates are subject to surcharge of 25%, 50%, 75% and 100% to cover overtime, depending on hour or day worked.
MEDICAL: Hospital facilities available, also inoculation, vaccination and certificates.
TANKERS: Discharging lines only, crude 12 in., diesel 6 in., spray oil 6 in. Berth available for one tanker, maximum permitted draft 30 ft.
DENSITY: Average density in port is 1.029.
FRESH WATER: Delivered by hoses at rate of 100 gallons per minute.
FUEL: No fuel available.
PORT FIRE PRECAUTIONS: Extinguishers and water hoses available.
GANGWAY/DECK WATCHMEN: Watchmen can be obtained at day time rates plus 25%, 50%, 75% and 100% to cover overtime, depending on the hour or day worked.
OPENING/CLOSING HATCHES: Work done by stevedores.
CERTIFICATES: Health and deratisation certificates needed.
CUSTOMS ALLOWANCES: 1 carton cigarettes and 1 bottle wine or spirits for each man.
CARGO GEAR: Must have current valid certificate.
IDENTIFICATION CARDS: Cards needed.
CONSULS: None.
REPAIRS: Only minor repairs.
REPATRIATION: Repatriation can be made on request by Master.
AIRPORT: Distance from wharf to airport is about 1 kilometre served by regular airlines; 4 flights per day which connect with Panamerican every day.
TIME: GMT minus 6 hours.
HOLIDAYS: January 1st, work impossible; April 3rd, work possible; April 4th, work impossible; April 5th, work possible; April 14th, work possible; May 1st, work impossible; September 15th, work impossible; October 3rd, work possible October 12th, work possible; October 21st, work possible; December 25th, work impossible.
POLICE/AMBULANCE/FIRE: Contact telephone operator.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: Ships must have Honduran flag on board.
SHORE LEAVE: Crew members allowed ashore, providing they do not have any diseases.
PORT REGULATIONS: Since the pier owned by private enterprise, their ships have priority over all others.
DELAYS: Delays can be expected any time there are two ships docked.
AUTHORITY: Port Comandant, Tela Viejo, Atlantida, Honduras, C.A.

Hong Kong

HONG KONG: 22.18 N. 114.10 E.

PORT LIMITS (approximately): Western Entrance – the N.S. line between East side of Tsing Yi Rock and the flashing light at S.W. corner of Green Island. Eastern Entrance – the N.E./S.W. line between the on-shore FL.W and the FL.R lights either side of the Lei Yue Mun Pass.
DOCUMENTS:
Marine Department (arrival)
Marine Department Shipping Report (Form MO. 144).
Certificate of Registry.
Passenger ship: Safety Certificate.
Passenger or cargo ship: Load-line Certificate.
Cargo ship: Radio Certificate.
Cargo ship: Safety Equipment Certificate.
Cargo ship: Safety Construction Certificate.
Ship's Articles of Agreement with the crew (if the ship is British, or is a foreign ship belonging to a nation not represented by a consul in Hong Kong).
Deratting Certificate or Deratting Exemption Certificate.
One copy of the ship's Passenger List (if specifically requested).
Clearance Certificate from the Last Port.
One copy of the Import Cargo Manifest (is specifically requested).
Three copies of the Dangerous Goods Manifest (if applicable).
Note: All the above documents/forms must be submitted to the Port Control Division of the Marine Department within 24 hours of a ship's arrival.
Marine Department (departure)
Application for Port Clearance (Form MO. 7).
Three copies of the ship's export Dangerous Goods Manifest (if specifically requested).
One copy of the ship's Export Cargo Manifest (if specifically requested).
Port Health Officer (arrival only)
Maritime Declaration of Health.
One copy of the ship's Passenger List.
One copy of the Crew List.
Deratting Certificate or Deratting Exemption Certificate (whichever is applicable).
International Vaccination Certificate against smallpox for each passenger and crew member on board.
Note: The above documents/forms must be produced for the inspection of the Port Health Officer on boarding at the quarantine anchorage.
Department of Commerce and Industry (arrival and departure)
Two copies of the ship's Import/Export Cargo Manifest.
Two copies of Import/Export statement in respect of dutiable goods (Forms C. and I. 309 and C. and I. 309A).
Two copies of the declaration in respect of dutiable stores required during a vessel's stay in port (Form C. and I. 303).
Immigration Officer (arrival)
2 Transit-Passenger Lists.
2 Landing-Passenger Lists.
3 Crew Lists.
Note: The above forms must be produced for the inspection of the Immigration Officer on boarding after the ship has been 'cleared' by the Port Health Officer.
(departure)
2 Lists Passengers boarding.
2 Lists Transit Passengers.
2 Crew Lists.
Post Office (arrival only)

One copy of the Ship's Mail Manifest.

Hong Kong Police

One copy of the List of Arms on board (if applicable).

APPROACHES: A. (Dry-cargo vessels): The approaches are reasonably free from hazards and are well marked by day or night. Vessels working at buoys with drafts up to 29 ft. are requested to enter port via the Western Entrance. Other vessels with drafts up to 36 ft. by Lei Yue Mun entrance.

B. (Tankers): The tankers which berth at the Esso Company installation at Tsing Yi, and at the Mobil installation, also at Tsing Yi enter the harbour, but with the exception of the approaches to the Esso Terminal which was specially dredged for the purposes of accommodating vessels at 42 ft. draft, there is no limitation on depth save that at the individual berth.

C. Buoyage. The system of buoyage used in Hong Kong harbour conforms to the uniform system of maritime buoyage adopted by the lighthouse authorities in Britain. The main stream of flood tide within the harbour limits is from East to West and buoyage is laid accordingly. Several terrestrial navigational beacons within the waters of Hong Kong are also painted to conform with the uniform system of maritime buoyage.

PILOTAGE: Although pilotage is not compulsory in the port, pilots licensed by the Pilotage Board are available to board ships at either entrance on request. The Hong Kong Pilotage Association, provide pilotage services. Pilots generally board in-bound ships using the Eastern entrance in the vicinity of the Lei Yue Mun turning buoy (latitude 22° 16.4′ North, longitude 114° 15.3′ East) and disembark at the same point from outwardbound ships. At the Western entrance, pilots embark and disembark to the West of Green Island. It is a contravention of regulation 3(1) of the Merchant Shipping (Control of Ports) Regulations, for any vessel to pick up or discharge a Pilot within a distance of 7·5 cables from the centre of either the Lei Yue Mun Pass or Sulphur Channel. Maximum speed inside harbour, 8 knots.

ANCHORAGES: Examination anchorages (quarantine and immigration) for clearance inwards are situated within the harbour limits to cover the entry of shipping from East and West. The main dangerous goods anchorage is located at the Western end of the harbour, while others are established next to the major oil installations.

An anchorage for the discharge of logs has been designated. This was necessary because logs, which were being discharged and stored within harbour limits were endangering small craft, waterside installations and navigation.

MAX. SIZE: Largest vessels calling regularly have been, dry-cargo: length 819 ft., draft 32 ft. 8 in.; tankers length 776 ft., draft 42 ft. Maximum size governed by draft of vessel. No limit as to length and beam. Draft in harbour: "A" class buoys 25 ft. to 44 ft. "B" Class buoys 18 ft. to 27 ft.

PRATIQUE: The following conditions must be fulfilled before radio pratique can be granted: The ship must not have called at an infected port within 14 days prior to arrival at Hong Kong. There must be not more than 24 passengers on board at the time of arrival, provided that a vessel carrying more than 24 passengers may, at the discretion of the Chief Port Health Officer, be granted radio pratique if there is a ship's doctor on board.

The master must furnish the following information to the Port Health Office not more than 20 hours and not less than eight hours before his expected time of arrival at Hong Kong:

1. ports of call during the 14 days prior to arrival;
2. number of passengers on board;
3. a statement that all persons on board are healthy and in possession of valid international certificates of vaccination against smallpox;
4. a statement indicating whether any case of infectious disease has occurred on board during the voyage;
5. whether any person on board is sick;
6. the date of issue of the deratting or deratting exemption certificates.

Note 1: Shipping companies or agents must send their applications for radio pratique in writing and, if granted, will be responsible for notifying the master concerned.

Note 2: Maritime declarations of health and passenger and crew lists must be collected by the shipping companies or agents and forwarded to the Port Health Office within 24 hours of the ship's arrival.

Note 3: Ships granted radio pratique will be required to display the following signal on arrival in the quarantine anchorage: Day: International code flag "TO". Night: Three white lights in a vertical line six feet apart.

Note 4: The Master of the ship concerned will be held responsible for the accuracy of the statements contained in his cablegram requesting radio pratique.

Port Health. The hours of duty of port health officers in the examination anchorages are similar to those of the Immigration Department. The Port Health launch exhibits the international code flag "Q" by day and a red light over a white light at night. The appropriate quarantine signal should be flown by a vessel until the Port Health Officer has completed his inspection.

IMMIGRATION: Immigration formalities take place at the Eastern or Western examination anchorages after clearance by the Port Health authorities. Immigration launches are on duty 24 hours a day in the Eastern anchorage and from *6 a.m.* to *7 p.m.* in the Western anchorage throughout the year.

RADIO: Cable Agent via Radio Hong Kong call sign "VPS".

Signal Stations. Four signal stations operated by the Marine Department are situated in the Eastern and Western approaches to, or within, the harbour limits as follows:

Eastern approaches: Waglan Island, (latitude 22° 11′ North, longitude 114° 18.1′ East). Western approaches: Green Island (latitude 22° 17.1′ North, longitude 114° 06.5′ East).

Marine Department Port Communications Centre, Lat. 22° 17.4′ North, Long. 114° 11.8′ East. North Point Signal Station, Lat. 22° 17.7′ North, Long. 114° 11.8′ East.

These stations are manned 24 hours a day throughout the year and contact can be made by means of international code flags or by signal lamp. In addition, the Marine Department Headquarters Signal Station can be contacted by VHF radio-telephone on Hague Plan Channel 12. Communication between the stations is provided by radio, land-line telephone and a teleprinter circuit.

It is mandatory for the Master of every ship arriving within signalling distance of any of the above signal stations to hoist the national colours and (if one shall exist) the house flag and the signal letters of the ship, and to identify the vessel to the signal station by visual signals if requested. On recognition of a ship in the approaches to Hong Kong, the name is immediately relayed to the Port Control Office of the Marine Department, and the ship's owners or agents can be notified on request.

Wireless Telegraphy: Radio communication apparatus on board a merchant vessel is not permitted to be used while the vessel is within Hong Kong territorial waters except in the following circumstances:

When a vessel is proceeding through Hong Kong territorial waters such apparatus may be used to communicate on minimum power with the nearest coast station or, if communication with the nearest coast station is impracticable and the safe navigation of the vessel so requires, with a more distant coast station or another vessel;

For the purpose of summoning assistance on an occasion of danger to the life of any person or to the vessel;

For the purpose of carrying out experimental tests for which permission in writing must first be obtained.

Broadcasting arrangements—Typhoon Warnings: After the hoisting of local storm signal No. 5 or above, Radio Hong Kong and Commercial Radio will extend their hours of operation and simultaneously broadcast typhoon warnings in English and Chinese at two minutes to the hour and half past the hour precisely, throughout the day and night. Warnings in English will be broadcast by an announcer at each station; warnings in Chinese will be broadcast by a Chinese announcer from the Radio Hong Kong booth at the Royal Observatory. On certain occasions these arrangements will come into force, should local storm signal No. 3 remain hoisted at the time when the radio stations normally close. The foregoing arrangements continue until the signal drops below No. 5 once again.

Frequencies: Radio Hong Kong (English Service) 545 Khz., 91 Khz.; (Chinese Service) 640 Khz., 94 Khz. Commercial Radio (English Service) 1530 Khz., 196 Khz.; (Chinese Service No. 1) 1050 Khz.; 1170 Khz.

VHF: Control Station, Hong Kong Port Radio call sign "Mardep" Channel 12. 24 hours listening watch. Range up to 35 miles.

Maritime VHF Radio-telephone Service (Hague Plan): This service operates in Hong Kong on two international channels, Nos. 16 and 26. Channel 16 (156.8 mc/s) is the simplex distress and calling frequency on which contact is made between shore and ship before changing over to the public correspondence channel, No. 26. The latter is a duplex channel and Hong Kong transmits on 161.9 Mc/s and receives from ships on 157.3 Mc/s.

Local connection to the service is *via* the Hong Kong Telephone Company and is made in the same way as for overseas radio-telephone calls by dialling "100". The local operator should then be informed that a telephone call is required on "the Maritime VHF Hague Plan Service". The operator will ask for details of the call, such as the name of the ship and the person required, and will then connect the call *via* Cable & Wireless. Calls can also be sent from ship to shore. The range is about 50 miles and the service is available at all times of the day and night.

Harbour phones: Cable & Wireless Ltd., on behalf of the Hong Kong Telephone Company, will install and maintain VHF radio-telephones on ships at buoys in the harbour for the duration of a ship's stay in port. Calls may be made between any two ships so equipped, and between a ship and any telephone number on the Hong Kong or Kowloon exchanges.

TUGS: Available for berthing and unberthing. Advance booking is required. See Table B.

WHARVES: *China Merchants S.N. Co. Limited* – berths suitable for coastal shipping:

West Point	Berth No. (1) E.	Length 320 ft.	Depth 35 ft.
	,, ,, (2) W.	,, 320 ,,	,, 35 ,,
Blackheads Point	,, ,, (1) E.	,, 470 ,,	,, 30 ,,
	,, ,, (2) W.	,, 450 ,,	,, 30 ,,
H. K. and Kowloon Wharf Co.			
	Ocean Terminal	Length 1,250 ft.	Depth 35 ft.
	Pier No. (3) S.	,, 600 ,,	,, 32 ,,
	,, ,, ,, N.	,, 600 ,,	,, 34 ,,
	,, ,, (4) S.	,, 700 ,,	,, 32 ,,
	,, ,, ,, N.	,, 700 ,,	,, 33 ,,
	,, ,, (5) S.	,, 800 ,,	,, 34 ,,
	,, ,, ,, N.	,, 800 ,,	,, 36 ,,
North Point Wharves			
	No. (1) E.	Length 700 ft.	Depth 30 ft.
	,, (2) W.	,, 530 ,,	,, 30 ,,
Kwai Chung Container Terminal			
	Four berths	Length 1,000 ft.	Depth 40 ft.

BERTHING: Berthing of dry-cargo vessels alongside wharf can be performed any time during day and night. Berthing at tanker wharf not permissible after sunset. Ships carrying explosives must obtain permission from the Marine Department before berthing is allotted.

Berthing signals will be exhibited on the signal station on top of the Kowloon Star Ferry pier. Code flag Y by day and one green light over red light at night indicates anchor and await instructions. Crossed bamboo poles on which are displaced code flags N and B, when sited at the end of a pier denotes that the vessel is required to berth stern to the praya wall.

Boatmen. Labour to handle ships' mooring lines when berthing and unberthing at any of the wharves in Hong Kong waters is supplied by the owners of the wharf concerned, the cost being included in the berthing fee. For berthing at a Marine Department mooring buoy it is usual for the ship's agent to arrange for boatmen to handle the ship's slip wire and anchor cable, unless the ship's crew undertake this task. The services of boatmen are generally obtained through the Hong Kong Pilotage Association. For night berthing two boats are normally required—one to handle the wire and cable and the other to provide a lighted marker for the mooring buoy.

Mooring Buoys. See "Max-size." All ships are required to secure to Marine Department mooring buoys by their chain cable. The maximum length of a ship permitted to berth at an "A" class mooring is 600 ft., the swing circle encompassing each buoy having a radius of 700 ft. The maximum length of a ship permitted to berth at a "B" class mooring is 450 ft., the radius of swing circle around such buoys being 550 ft. It is therefore within the limits of safety for a vessel, when secured to a Marine Department mooring, to slack out to "one shackle on the windlass" and still clear ships berthed at adjacent buoys, except in exceptional circumstances. As all Marine Department moorings are of the one-legged type, it is permissible, should circumstances make it necessary, for a ship, when attempting to secure to a mooring, to drop an anchor at not less than 50 feet from the buoy without fouling the mooring chain. It should be noted, however, that moorings sited within the man-of-war anchorage and the Hongkong and Whampoa Dock Company's private mooring H.W.D. No. 1 in Hung Hom Bay are either of the two or three-legged type, and it is therefore not permissible to use an anchor when berthing.

44 "A" class mooring buoys and 29 "B" class mooring buoys for ocean going vessels. Additionally two "B" class mooring buoys available at Yam O Bay, Lantan Island, for vessels with cargoes of logs.

STEVEDORES: The following table shows the average handling rates per gang hour:

Cargo	*Place*	*Load tons per gang hour*	*Discharge tons per gang hour*
General	Wharf	12	15
General	Stream	10	12
Bale or bag	Wharf	20	25
Bale or bag	Stream	15	20

Stevedores work 24 hours per day except Mid-Autumn Festival and Chinese New Year Holidays.

TANKERS: Any leaking of oil to water will be subjected to heavy fines. If not gas-freed, not allowed through harbour. Maximum draft for berthing 42 ft. See Table A.

DENSITY: 1017.

FRESH WATER: Available but the supply is sometimes limited, depending on the storage levels in Hong Kong's reservoirs. The supply to ships is made at commercial wharves and from water boats. See Table C.

FUEL: Excellent facilities exist for bunkering vessels with fuel oil and coal. Fuel oil can be obtained either at the wharves adjacent to the oil installation, or from harbour oilers owned and operated by the oil companies. Fuel oil from these vessels can be pumped on board without impeding cargo operations. Adequate stocks of good quality bunker coal suitable for coal-fired marine boilers are maintained in the port. Fuel oil available with viscosity up to 1,000 sec. Redwood. 24 hours notice for supply is required. Also gas oil and marine diesel available. See Table D.

FIRE PRECAUTIONS: The Fire Services Department operates fire floats. One of these, the "Alexander Grantham" is one of the largest and most powerful in the world, being equipped with machinery capable of pumping 10,500 gallons a minute at a pressure of 90 lb. per square inch through a battery of monitors. This vessel is equipped to deal with any type of fire on any size vessel, and is designed to operate both in the port and at sea.

GANGWAY/DECK WATCHMEN: Not compulsory but recommended.

OPENING/CLOSING HATCHES: Usually performed by ship's crew.

CERTIFICATES: Following certificates to be presented to the Marine Office before clearance could be granted:

Ship's Register and/or Tonnage Certificate.
Load-line Certificate.
Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Derating Certificate or Derat Exempt Certificate.
Last Port Clearance.

CUSTOMS ALLOWANCES: In-Port Duty-Free Consumption: The issue of stores will be based on the scheduled stay in port or seven days, whichever is the shorter period, and calculated as follows: Tobacco: 30 cigarettes *or* five cigars *or* two ounces of pipe tobacco per person per day. Liquor: Quarter pint of Spirit or one pint of table wine or three quarts of beer or stout per person per day. In addition, for officers and saloon passengers, a quarter pint in all of port, sherry, liqueur.

Duty-free allowances for disembarking passengers: Passengers from ports other than Macao disembarking in Hong Kong may be exempted duty on one quart of wine or spirit, and one half pound of tobacco, or 200 cigarettes, or 50 cigars. For members of any vessel and passengers in direct transit through the Colony the duty free allowance is 20 cigarettes or two ounces of pipe tobacco per person on disembarkation.

Dutiable goods allowed in possession of passengers and crews: No passenger in or crew member of any ship or aircraft, while such ship or aircraft is in Hong Kong, without the permission of the Director of Commerce and Industry, shall have in his possession, custody or control on board such ship or aircraft any dutiable liquor or tobacco in excess of the quantities stated hereunder:

Officers and saloon passengers: (i) liquors—spirits one opened quart bottle, or table wine one quart, or beer or stout four quarts and in addition port or sherry or liqueur one pint; (ii) tobacco one-half pound, or 50 cigars, or 200 cigarettes;

Crew members and deck passengers: tobacco one-half pound, or 200 cigarettes.

Provided that quantities in excess of the above amounts which are the property of any officer, crew member or passenger and are stored in the place provided for the safe custody of stores under the provision of Regulation 7 of the Dutiable Commodities Regulations, 1963 and are shown on the record required by the same Regulation and are included in the Import and Export Statement and in any application for ship's stores shall be permitted and shall not be liable for forfeiture.

CARGO GEAR: Normal routine gear, wire and rope slings, nets, grabs, boardtrays and floating cranes up to 100 tons available.

Vessel's cargo gear must be used for working cargo at all alongside berths.

IDENTIFICATION CARDS: No identification card is required for crew or passengers going ashore except when vessel has exceeded a limit of stay of 14 days, after this period all crew members must deliver to the Immigration Office through the agents a signed copy of the Immigration Disembarkation Card.

CONSULS: The following countries maintain consular offices in Hong Kong:

Argentina	Great Britain	Norway
Australia	Greece	Pakistan
Austria	Guatemala	Panama
Belgium	Honduras	Peru
Bolivia	India	Philippines
Brazil	Indonesia	Portugal
Burma	Irish Republic	Singpaore
Canada	Israel	South Africa
Colombia	Italy	Spain
Costa Rica	Japan	Sweden
Cuba	Khmer Republic	Switzerland
Denmark	Korea	Thailand
Dominican Republic	Lebanon	United Arab Republic
Ecuador	Mexico	U.S.A.
El Salvador	Netherlands	Uruguay
Finland	New Zealand	Venezuela
France	Nicaragua	Vietnam
Germany		

REPAIRS: In addition to ship and engine maintenance and repair work, the dockyards have facilities for many miscellaneous services such as are provided by modern dockyards. These include physical tests on materials such as anchors and cables, for which test certificates can be supplied, chemical analysis, drawing office requirements, chemical cleaning of engines and boilers, shot and sand blasting, zinc spraying to name but a few.

DRY DOCKS:

Taikoo Dock & Engineering Ltd. – Dry dock at Quarry Bay; length 787 ft. minimum, width 88 ft. 6 in. Floating dock for vessels up to 25,000 tons.

H. K. & Whampoa Dock Co. Ltd. – Ten dry docks of which the largest is length 700 ft., minimum width 88 ft.

Island Navigation Corporation – have a 100,000 ton capacity floating dock at the South-West side of Tsing Yi Island.

REPATRIATION: All formalities connected with engagement and discharge on board British ships, and on foreign ships whose flag is not represented by a consular officer resident in Hong Kong, are required by law to be conducted at the Mercantile Marine Office. Hong Kong continues to be one of the main recruitment centres of Asian seamen and a Seamen's Registry Office, which is an adjunct to the Mercantile Marine Office, maintains records of all Hong Kong seamen. The Seamen's Recruiting Office, controls the recruitment, selection and supply of Chinese seamen to ships requiring them, and is situated at the Rumsey Street Reclamation, adjacent to the Marine Department.

Seamen's Travel Documents. The Hong Kong Government Seaman's Discharge Book is issued by the Marine Department and is a record of employment. The Hong Kong Government Seaman's Identity Book is issued by the Immigration Department and enables the holder to return to Hong Kong without a visa during the validity of the book (initially three years, with three-year renewals), and also within 12 months after the expiry of the validity of the book.

A Seaman's Certificate of Nationality and Identity is issued at the Immigration Department only to seamen of British nationality, whereas the Seaman's Discharge Book and the Seaman's Identity

Book may also be issued to alien seamen. It is the equivalent of a British passport and no visa is required for return to Hong Kong.

All crew members signing-off for repatriation must first obtain permission from the Director of Immigration. All crew arriving to join vessel must produce a guarantee letter through the agents responsibility for all maintenances and other eventual expenses.

AIRPORT: Regular International flights. Airstrip capable of any size of jet planes. Transportation from port to airport terminal about 40 minutes bus drive.

TELEPHONES: Are available at all alongside berths for connection on board ship.

TIME: Standard time kept in the Colony is 8 hours in advance of GMT. Summer Time, which is one hour in advance of Standard Time, is kept from 3.30 a.m. on the first Sunday after 15th April to 3.30 a.m. on the first Sunday after 15th October, each year.

HOLIDAYS: Public holidays in Hong Kong occur mainly on festivals whose date is governed by the lunar calendar.

Every Sunday; First week-day in January; Chinese New Year's Day; Second day of Chinese New Year; Third day of Chinese New Year; General holiday in lieu of that for the Ching Ming Festival; Good Friday; Day following Good Friday (Ching Ming Festival); Easter Monday; Birthday of Her Majesty the Queen; Tuen Ng Festival; First week-day in July; First Monday in August; Last Monday in August, which shall be Liberation Day; Day following Chinese Mid-Autumn Festival Day; Day following Chung Yeung Festival; Christmas Day; First week-day after Christmas Day.

POLICE/AMBULANCE/FIRE: When the services of the fire brigade, immigration, port health or police are required, appropriate signals should be made in accordance with the list of "Hong Kong Port Signals".

Police. The Marine Division of the Police is responsible for internal port security. Its fleet of launches maintain constant patrols in Hong Kong's territorial waters.

GENERAL: No waste to be disposed into harbour. Chain required for mooring to buoy. Unnecessary use of ship's sirens prohibited.

SERVICES: Services available including tank cleaning, painting, washing, compass adjusting, calibration of direction finder, radar repairs, 24 hours service laundry, supply of stores and provisions, motor-boats service between ship and shore.

SHORE LEAVE: Crew members are usually allowed ashore.

CLASSIFICATION SOCIETIES: The following Classification Societies with British technical committees are represented by their own exclusive officers in Hong Kong: Lloyds Register of Shipping, P. & O. Building, Hong Kong; The American Bureau of Shipping, 1007, Takshing House, Hong Kong; Society for the Bureau Veritas, 2703, International Building, Hong Kong; Det Norske Veritas (Oslo), China Emporium Building, Hong Kong.

WEATHER: 1st June to 31st October usually considered as typhoon season. No operation of cargo when typhoon signal No. 3 or upward is hoisted. Also see "Radio".

AUTHORITY: Director of Marine, Marine Dept., 102 Connaught Road, Central.

Table A. OIL INSTALLATIONS.

Company	*Location*	*Length of berth*	*Depth alongside (Chart Datum)*	*Grade of oil*	*Capacity (water tons)*	*Delivery rate*	*Hose connection*
(i) Shell Co. (H.K.) Ltd.	Kwun Tong	670′	— 34′	Boiler fuel	69,850	350	8″
				Marine diesel fuel	8,480	220	8″
				Boiler fuel	610	70	6″
				Marine diesel fuel	70	25	6″
				Gas oil	133	12	6″
(ii) Caltex Oil Hong Kong Ltd.	Tsuen Wan	570′	— 31′	Boiler fuel	32,500	400	8″
				Gas oil	12,000	200	6″
(iii) Mobil Oil Hong Kong Ltd.	Tsing Yi	600′	— 40′	Boiler fuel	39,000	500	10″
				Mobil diesel	26,000	300	8″
				Kerosine	17,000	300	8″
(iv) H.K. Oil Co.	Tsuen Wan	292′	— 32′	Boiler fuel	21,740	150	12″
				Marine diesel fuel	1,223	150	8″
	Tsing Yi	300′	— 42′	Boiler fuel	37,000	300	10″
				Marine diesel fuel	15,000	300	8″
(v) Esso Standard Oil (H.K.) Ltd.	Nga Ying Chau	820′	— 40′	Boiler fuel, Marine diesel and Gas oil	196,000	700	up to 10″
				Gas oil	80	12	4″
(vi) Peninsular Petroleum Co.	Tsing Yi	650′	45′			300	10″

(i) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available from shore and by lighter. Berthing facilities available only for small coasters, ferries and harbour craft.

(ii) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(iii) Two tugs are normally required for berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(iv) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(v) One tug is normally required for ships berthing and unberthing. A shore telephone is available. Shore electricity supply is not available. Fresh water available by lighter only.

Table B. TUGS.

Company	Vessel	Type	Length	B.H.P.
Taikoo Dockyard & Engineering Co. Ltd.	m.t. "Taikoo King"	ocean-going	102 ft.	3,000
	m.t. "Taikoo Wanyee"	harbour and short international voyages	79 ft.	1,800
	m.t. (new purchase)	do.	79 ft.	1,800
	m.t. "Taikoo Wanchun"	do.	65 ft.	1,200
	m.t. "Taikoo Shun O"	harbour	105 ft.	1,000
H.K. & Whampoa Dock Co. Ltd. (Kowloon Docks)	s.t. Hongkong Docks	harbour	105′	(I.H.P.) 1,000
	m.t. Hunghom	harbour & ocean	92′	(I.H.P.) 1,600
	m.t. Tay River			1650
	m.t. Edith	harbour	60′	600
	m.t. Whampoa	harbour	90′	1,165
	m.t. "Laimun"	harbour	95 ft.	1,800
Hong Kong Salvage & Towage Co. Ltd.	Golden Cape	ocean-going	143′	1,900 Fully fitted for salvage work.

Table C. WATER BOATS.

Company	Vessel	Capacity	Delivery
Leung Tai Kee Waterboat Co. Ltd.	Taikee No. 1	150 long tons	180 tons/hr.
	Taikee No. 2	120 long tons	180 tons/hr.
	Taikee No. 3	320 long tons	180 tons/hr.
	Taikee No. 5	250 long tons	180 tons/hr.
Union Waterboat Co. Ltd.	Tai Yat No. 1	270 tons	150 tons/hr.
	Tai Yee No. 2	290 tons	150 tons/hr.
	Tai Sam No. 3	300 tons	150 tons/hr.
	New No. 4	340 tons	170 tons/hr.
	Tai Ng No. 5	295 tons	150 tons/hr.
	Pier services to ocean terminal and Kowloon wharf No. 5		1,500 tons/day

Table D. PORT OILERS.

Company	Vessel	Grade of oil	Capacity-product long tons	Delivery rate per hour in water tons
Shell Co. (H.K.) Ltd.	M.V. Fung Wong Shan	Boiler fuel or Marine diesel	280	270
	M.V. Lung Shan	White oil	350	270
	Fu Yung Shan	Boiler fuel or Marine diesel	750	450
	Shih Tou Shan	Boiler fuel or Marine diesel or white oil	750	450
	Shell Wor Fung	White oil	260	80
	Shell Shun Fung	Boiler fuel or Marine diesel	1,500	900
Caltex Oil Hong Kong Ltd.	Caltex 54	Boiler fuel or Marine diesel	400	120
	Caltex Tsuen Wan HK. 2	Boiler fuel or Marine diesel	800	280
	Caltex 111	Gas Oil	80	60
	Caltex 133	Gas Oil	250	100
Mobil Oil Hong Kong Ltd.	M.V. Mobil Meishan	Boiler fuel or Marine diesel	920	300
	M.V. Mobil Mei Ping	Light oil	100	30
	M.V. Mobil Mei An	Light oil	100	30
H.K. Oil Co.	Barge 101	Boiler fuel	750	150
	Barge 102	Marine diesel	500	100
	Barge 103	Gas oil	1,385	100
Esso Standard Oil (H.K.) Ltd.	M.V. Esso Tsuen Wan II	Gas oil	190	140
	M.V. Esso Tsing Yi	Boiler fuel or Marine diesel	1,500	700
	M.V. Esso Hok Un	Boiler fuel	1,500	700

Iceland

ISAFJORD: 66.05 N. 23.06 W.

DOCUMENTS: As for "Reykjavik".
PILOTAGE: TFZ Isafjord Radio 2182 kc. To call Pilot use morse lamps or whistle G.
ANCHORAGE: In Fjord, depth of 6 fathoms.
MAX. SIZE: Dry cargo vessels up to 4,000 gross tons. Tankers up to 30 ft. draft.
HEALTH: Inform Agent.
RADIO: TFZ 2182 kc.
TUGS: Not required.
MEDICAL: Inform Agent one hour in advance. Hospital available.
FRESH WATER: Always available through hose-pipes.
FUEL: All grades available advance notice required is two hours.
GANGWAY/DECK WATCHMEN: Necessary. Carried out by crew.
OPENING/CLOSING HATCHES: Performed by crew.
CERTIFICATES: All relevant certificates required.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes each crew member, 600 for Master; Wine/spirit: 2 bottles for each crew member, 6 bottles for Master.
IDENTIFICATION CARDS: Not required.
CONSULS: British, German, Norwegian, Swedish, Danish.
REPAIRS: All types of repairs possible.
DRY DOCKS: One small dry dock available.
REPATRIATION: No facilities exist.
AIRPORT: Distance from port two miles, regular flights.

TIME: GMT. No change.
HOLIDAYS: Work carried out every day.
POLICE/AMBULANCE/FIRE: Police, Ambulance, Fire, Tel. 3258.
TELEPHONES: None available.
SERVICES: Compass adjusting, radar, echomaster, specialists.
SHORE LEAVE: Allowed.
AUTHORITY: Captain of the Port. tel. 3404.

KEFLAVIK-NJAROVIK: 64.00 N. 22.33 W.

DOCUMENTS: As for "Reykjavík".
PILOTAGE: Pilotage is compulsory for vessels over 100 tons net. Pilot is available for all vessels 24 hours per day and is reached via Reykjavík Radio. Pilot boards vessel 1 mile outside Vatnsnes.
ANCHORAGE: Outside the harbour in depths of 27 metres with good holding ground.
TUGS: Use of tug is not necessary.
BERTHING: Port has concrete pier which will be extended for a length of 110 metres, and a wooden quay 45 metres in length. Depth of water in harbour and alongside wharves is 20 to 45 ft. Entrance is easy for access.
STEVEDORES: Working hours: 8 hours per day 0800 to 1700 hours.
FRESH WATER: Available through hose connection on the quay.
FUEL: Available.
REPAIRS: Two shipyards available.
AIRPORT: Keflavík International Airport is only 4 km. away.
TIME: GMT. No change.
POLICE/AMBULANCE/FIRE: All tel. 2222.
TELEPHONES: None available on board.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Landshöfn Keflavík-Njarõvík Keflavík, Iceland.

NESKAUPSTADUR, Nordfjordur: 65.09 N. 13.41 W.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Provision List.
Manifests and Ship's Papers.
PILOTAGE: No Pilots. Road clear, keep in middle of fjord.
ANCHORAGES: Depending wind. With N. or N.W. winds anchor towards S. coast and well in the fjord. When N.E. off town towards N. coast, but keep clear of small boat moorings.
MAX. SIZE: Length/breadth no restriction. Main quay is 70 metres long and it is built right out to the steep bank at the coast. Depth close to jetty 7 metres but increases quickly.
HEALTH: Free pratique automatic from Customs Officer. Radio for doctor if illness on board.
RADIO: Neskaupstadur Radio 2182 kc. (TFM) 24 hour watch.
TUGS: No tugs but large motor-boats are normally obtainable if necessary.
BERTHING: No specific requirements unless over 7 metres draft, when fendering required.
STEVEDORES: If possible 24 hours ETA. Preferably before 1600 hours for commencing next morning. Load or discharge rates according to goods.
MEDICAL: Always send advance notice of required medical attention. Hospital available, also 3 doctors and dentist.
TANKERS: Diameters of lines 4 and 6 inches. Oil companies BP and Shell have their own small quays. The third company Esso uses BP jetty.
DENSITY: Normal.
FRESH WATER: Shore line on jetty. No barge.
FUEL: Diesel oil only.
DEVELOPMENTS: No expected draft increases. New berths are under construction but will take unforeseen time.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCE: 200 cigarettes a week while in Iceland. Only one allowance of spirit, i.e. on arrival, 1 to 3 bottles according to occupation.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark tel. 199 or 330. France tel. 14 and 19.
REPAIRS: Limited repairs to engines, hull and deck. Good repairs to radars, sounders, tiller pilots, etc.
DRY DOCKS: None. 1 slipway 450 tons.
REPATRIATION: Winter flights twice a week or more. Summer every day.
AIRPORT: Distance 3 km.
TIME: GMT, no alterations.
HOLIDAYS: Last Thursday April; 17th June; 1st May; 25th and 26th Dec.; New Year, etc. If work is carried out 31st Dec., 24th Dec., Saturday before Easter and Whitsun double pay is claimed.
POLICE/AMBULANCE/FIRE: Telephone office at shore end jetty.
TELEPHONES: No arrangement to place telephones on board.
SERVICES: No tank-cleaning equipment. No discharge of tank-washings. Compass adjusting available.
SHORE LEAVE: Allowed.
DELAYS: None except if berth not available.

AGENT: Gudmundur H. Sigfusson, Thiljuvellir 6, Cable address "Sigfus". Tel. 14 and 19. No Telex. Aviation, Shipping and Trawler Agent.

PATREKSFJORDUR: 65.35 N. 23.59 W.

DOCUMENTS: 8 Crew Lists, Passenger Lists, Custom documents, Health Documents, Manifests, Bills of Lading, Ship's Papers.
PILOTAGE: Pilotage not compulsory, but if needed then contact Radio Patreksfjördur on 2182 M.F.
ANCHORAGE: Anchorage is sheltered by the peninsula.
MAX. SIZE: See "Berthing".
RADIO: Radio Patreksfjördur on 2182 MF.
TUGS: Available.
BERTHING: The entrance has a depth of 4 m. 7 to 4 m. 9 (15·5 to 16 ft.) at LLWST. The harbour has a depth of 6 m. 4 (21 ft.) at LW, and 10 m. 0 (33 ft.) at HW. 320 metres of quayage with depths from 5 m. 5 to 5 m. 8 (18 to 19 ft.) alongside. The harbour can be entered by day and night.
STEVEDORES: Working hours 0800 to 1900 hours.
MEDICAL: Hospital available, contact through radio.
FRESH WATER: Available. No notice required.
FUEL: Available. No advance notice required.
REPAIRS: Machine-shop. General repairs can be effected. Diver obtainable.
AIRPORT: About 26 km. distance from harbour. Regular service, by airlines.
TIME: GMT. No change.
SHORE LEAVE: Allowed.
AUTHORITY: Patrekshöfn, Patreksfiroi.

REYKJAVIK: 64.09 N. 21.50 W.

DOCUMENTS:
For the Immigration Office
1 Crew List.
1 Passenger List.
For Customs Authority
Master's Report on vessel's arrival from abroad.
Master's Certificate with Manifests of all goods.
Master's Certificate with Manifests of goods to each port of discharge.
Health Declaration.
List of Provisions and other Stores in ship.
Ordinary procedure at least 5 copies of each manifest (3 for customs).
PILOTAGE: Pilotage compulsory. Telegraphic address: Harbour Master, Harbour Office, Reykjavík. Desirable advance notice of ETA 24 hours and again notice 3 hours before expected time of arrival. VHF working Channel 12 at pilot station and pilot boats. All day round watch.
Pilot boat: Grey hull with red and white deckhouse. International signals used if necessary. Pilot boat leaves harbour on request and meets vessel up to 1 naut. mile off Grótta (East of buoy 6): Most frequent boarding place is buoy 7 Kollafjördur.
ANCHORAGE: Good anchorage at Kollafjördur in 30 to 35 metres water 1½ miles North of Engey lighthouse. Anchorage prohibited in neighbourhood of harbour entrance.
RESTRICTIONS: All day service. Draft in old harbour restricted at MLWST to 18 ft. In Sundahöfn to 26 ft. No other restriction.
MAX. SIZE: Longest straight quay 244 m. (800 ft.). Breadth unrestricted. Depth 26 ft. at MLWST (29 ft. at MLWNT). At present three installations for oil carriers to discharge through submerged pipelines. Moorings for ab. 20,000 dw. ships and draft restriction to 21 ft. in the approach to one of these installations.
HEALTH: Pratique obtained through customs authorities. In case of suspected disease notify port office or Agent in advance.
RADIO: Reykjavik Radio TFA.
RADAR/VHF: No harbour radar. Pilot office can be contacted by VHF Channel 16. Working Channels 12 and 14.
TUGS: Tugs meet vessels on roadstead. Ship's lines used.
BERTHING: Bigger vessels preferably handled at high water.
STEVEDORES: Stevedoring must be arranged in advance preferably by Agent.
MEDICAL: Medical attention available without notice. For hospital stay or surgical operation advance notice desirable, either through Agent or port office.
TANKERS: Pipe-lines diameter for discharging is 8 in.
DENSITY: Salinity varies from 33·6% to 35·0% giving sea water density about 1·027 in average.
FRESH WATER: Water delivered from taps at quay at rate of 20–30 tons/hour, on the roadstead delivered by tug with 50 m^3 water-tank.
FUEL: Grade of fuel oil 200–400 pr. second. Supplied by oilpipe or by barge. If supplied by barge then one days notice required.
FIRE PRECAUTIONS: Ordinary precautions for handling of dangerous goods applied.
DEVELOPMENTS: In a new harbour area – Sundahöfn – quay construction, dredging and reclamation just finished. Length of quay 380 m. and about 50 acre storage area under development. Discussion is taking place on new oil landing facilities to accommodate up to 70,000 t. tankers.
GANGWAY/DECK WATCHMEN: Ship's gangway to be used. Watchmen services from ashore not necessary but can be arranged if asked for.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CERTIFICATES:
1. Certificate of Nationality.

2. International Tonnage Certificate.
3. Certificate of Seaworthiness.
4. Cargo Ship Safety Construction Certificate.
5. Cargo Ship Safety Equipment Certificate.
6. Cargo Ship Safety Radiotelegraphy Certificate or Cargo Ship Safety Radiotelephony Certificate.
7. International Load-line Certificate.

Passenger ships must have certificates no. 1, 2, 3, 7 and in addition Passenger Ship Safety Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes or equivalent. 0.75 litre beverage, 24 bottles beer.

IDENTIFICATION CARDS: Identification card must be carried.

CONSULS:

U.S.A.	Embassy	Tel. 24083
Belgium	Consul General	,, 20000
Brazil	Consul	,, 11500
Chile	Consul	,, 23597
Denmark	Embassy	,, 13747
Finland	Consul General	,, 24280
France	Embassy	,, 17621
Greece	Consul	,, 19621
Holland	Consul General	,, 12085
Israel	Consul General	,, 11043
Italy	Consul General	,, 11055
Japan	Consul	,, 17700
Canada	Consul General	,, 38100
Mexico	Consul	,, 18995
Norway	Embassy	,, 13065
Poland	Commercial Attache	,, 18759
Portugal	Consul	,, 11610
U.S.S.R.	Embassy	,, 15156
Spain	Vice-consul	,, 13057
Great Britain	Embassy	,, 15884
Switzerland	Consul	,, 24209
Sweden	Embassy	,, 13216
Czechoslovakia	Commercial Attache	,, 19823
Turkey	Consul General	,, 16666
W. Germany	Embassy	,, 19535
Uruguay	Consul	,, 12720

REPAIRS: All kinds of ship repair possible.

DRY DOCKS: Only slipways available up to 2,000 metric tons weight. Dimensions: Length 85 metres, breadth 13·6 metres.

REPATRIATION: Can be arranged.

AIRPORTS: Reykjavík Airport within 10 min. drive. Mostly for local routes. Keflavík Airport 50 km. distance. Served regularly by airlines both to Europe and America.

TIME: Icelandic summertime used all year round and is same as GMT.

HOLIDAYS: January 1 (New Year's Day); Maundy Thursday; Good Friday; Easter Monday; May 1; Ascension Day; Whit Monday; June 17 (National day); First Monday in August (Bank Holiday); Christmas Day and Second Christmas Day. On Christmas Eve and New Year's Eve work stops at noon. Dock work goes on on Bank Holiday and by Labour Union permission work may be carried out on Saturday against overtime payment and exceptionally at night until 10 o'clock.

POLICE/AMBULANCE/FIRE: Police 11166; Ambulance 11100; Fire 11100.

TELEPHONES: Telephone connection can be arranged at some berths in the old harbour and in Sundahöfn telephone connections will be at the quay.

GENERAL: Engines may not be run while ship is berthed.

SERVICES: Compass adjusting carried out by private firm as well as tank cleaning.

SHORE LEAVE: Crew members are allowed ashore.

DELAYS: Normally no delay is to be expected beyond that caused by normal customs clearance.

AUTHORITY: Reykjavík Port Authority, Harbour Building, PO Box 382, Reykjavík, Iceland. Tel. 12951–12952, 18061–18062.

SIGULUFJORD: 66.10 N. 18.50 W.

DOCUMENTS: As for "Reykjavík".

PILOTAGE: Compulsory. Pilot meets vessel about 200 metres from harbour entrance.

ANCHORAGE: East of harbour in depths according to draft 25 m. to 30 m. good holding ground. Gales from North set heavy sea, vessels then seek anchorage in small bay S.W. of Siglunes.

RADIO: Siglufjordur Radio TFX.

TUGS: None available.

BERTHING: There are several piers and wharves inside the N. mole, three quays used by larger vessels have depths up to 23 ft. at LW.

Quays: Hafnagardur, on the South side of North Mole, has a length of about 125 metres, with a depth of 6 m. 5 (21·3 ft.) alongside. Löndunarbryggja has a length of 100 metres, with a depth of 7 m. 0 (23·0 ft.) alongside. Baejarbryggjan (Town Quay) has a length of about 100 metres with a depth of 6 m. 0 (19·7 ft.) alongside.

STEVEDORES: Available. Working hours 0700 to 1200 hours and 1300 to 1700 hours; overtime can be arranged.

MEDICAL: All facilities available.

FRESH WATER: Available.

FUEL: Available in general grades only.

GANGWAY/DECK WATCHMEN: Necessary.

OPENING/CLOSING HATCHES: Stevedores normally perform this work.

CARGO GEAR: Ship's own used (no cranes).

IDENTIFICATION CARDS: Not required.

CONSULS:

Denmark Tel. 71232	Norway Tel. 71160
Finland ,, 71569	Sweden ,, 71421

REPAIRS: For moderate size vessels can be obtained. Diver available.

TIME: GMT. No change.

POLICE/AMBULANCE/FIRE: All tel. 71170.

SHORE LEAVE: Allowed.

AUTHORITY: Captain of the Port. Tel. 71237, 71126.

SKAGASTROND: 65.50 N. 20.20 W.

DOCUMENTS: As for Reykjavík.

PILOTAGE: Pilots are available. When approaching port, order Pilot through Agent if required.

MAX. SIZE: Draft maximum 19 ft.

MEDICAL: Doctor available but located in Blönduos 20 km. away.

FRESH WATER: Available from June 15th to October 15th but other months uncertain.

FUEL: Available.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

REPAIRS: Small repairs available.

AIRPORT: Nearest 100 km. away at Sauoárkrokur.

TIME: GMT. No change.

POLICE/AMBULANCE/FIRE: Telephone in village police station 20 km. away.

TELEPHONES: None available.

SHORE LEAVE: Allowed.

AUTHORITY: Captain of the Port.

VESTMANNAEYJAR: 63.30 N. 20.15 W.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Manifest.
Ship's Register.

PILOTAGE: Ship to advise over Vestmannaeyjar Radio ETA. Pilot always available but one hour's advance ETA is required. Pilot is taken on board at one of the two anchorages.

ANCHORAGE: There are two anchorages with depths from 28·0 m. to 51·0 m., good holding ground:

1. About ½ mile East of entrance to harbour in depth of 51·0 m.; this anchorage is exposed to the prevailing winds (from E. and S.E.). On North side of this anchorage is an overhead power cable and submarine electrical cable and submarine water-pipe.
2. About ½ mile North of harbour and on North side of peninsula in depths of 28·0 m. to 34·0 m.; this anchorage is exposed to winds between W. and N.

RESTRICTIONS: No restrictions except for largest vessels. They must enter at high tide.

MAX. SIZE: 5,000 brt.

RADIO: Vestmannaeyjar Radio. VHF available.

TUGS: Normally join in-coming vessels at anchorage. The use of tug is optional.

STEVEDORES: Available. Ordered by Agent.

MEDICAL: Not necessary to receive advance notice. Hospital facilities exist.

TANKERS: Discharge lines, 7 in.

FRESH WATER: Shore installations on every berth.

FUEL: All grades available.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Stevedores.

CUSTOMS ALLOWANCES: For each crew member; 100 cigarettes or 20 cigars or 100 grm. tobacco, and 1 bottle spirits.

IDENTIFICATION CARDS: Not required.

CONSULS: Denmark, Germany, Great Britain, Norway, Sweden. To be called through Vestmannaeyjar Radio.

REPAIRS: All repairs possible.

AIRPORT: Local airport. Daily connection to Reykjavík.

TIME: Local time GMT.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day (1 May); Ascension Day; Whit Monday; National Festival Day (17 June); Prayer Day; Christmas Day (25 December). No work on New Year's Day, Good Friday, Easter Sunday, Whit Sunday, 17 June, Christmas Day.

POLICE/AMBULANCE/FIRE: All tel. 2121.

SERVICES: Compass adjusting, etc.

SHORE LEAVE: Allowed.

AUTHORITY: Harbour Master.

India

COURTESY FLAG: Correct flag to be flown by foreign ships visiting Indian ports is Indian Merchant Navy Ensign (a red flag with a length of one and one half times the width and with National Flag of India superimposed in top quarter next to staff) and not Indian National flag.

ALLEPPEY: 09.29 N. 76.23 E.

PORT LIMITS: On the North by a line drawn from the North boundary pillar (white masonry structure) to 7 fathoms of water. On the South by a line drawn from the South boundary pillar, South-west to 5 fathoms of water and thereon West to 7 fathoms of water. On the West by a line running North to South joining the Northern and Southern boundary lines. On the East by the beach road from the North boundary pillar to a stone on the beach road 220 ft. East of South boundary pillar.

DOCUMENTS:

(*a*) For Port Office:

Last port clearance (original for verification and return). Ships' Registry (original for verification and return). Load Line Certificate (for perusal and return). Safety Radio Telegraphy Certificate (for perusal and return). Safety Equipment Certificate (for perusal and return). Passenger List (one). Crew List (one). Deck Cargo Certificate (one).

(*b*) For Customs:

Application for entry inwards. Last Port clearance. Port Office Entry Certificate. Arrival report. Particulars required by customs in approved form. Favour Parcel Certificate. Gift Parcel Certificate. Health Report. Opium Certificate. Arms and Ammunition Certificate. Import manifest. Passengers list. Storelist, crew list, and private property declaration. Ships' currency declaration. ILH receipt.

PILOTAGE: None. Open roadstead port.

ANCHORAGES: Approach to port free from navigational dangers. Anchorage provides good holding ground.

MAX. SIZE: Being open roadstead, vessels of any size can anchor according to draft.

HEALTH: Port Health Officer may be contacted by telegram addressed CYCLONE ALLEPPEY for issue of pratique certificate. Procedure to be followed in Indian Port Health Rules.

RADIO: Morse system of signalling by light and signalling by International Code flags alone are available. Steamers code can be used as call sign.

TUGS: 2 tugs owned by Port Department render services per requisitions from Agents. Tugs usually approach vessels after anchoring.

BERTHING: No Berths.

MEDICAL: Government hospitals available.

DENSITY: 1025.

FRESH WATER: Only available in very small quantities.

FUEL: None available.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: By stevedores.

IDENTIFICATION CARDS: Necessary only when crew land ashore.

CONSULS: Nil.

REPAIRS/DRY DOCKS: None.

REPATRIATION: Crew changes are effected subject undertaking by Owners through Agents.

AIRPORT: Cochin, 62 km North of Alleppey.

TIME: GMT plus 5½ hours.

HOLIDAYS: For work on approved closed port holidays and national holidays labourers have to be paid extra in addition to wages.

POLICE/AMBULANCE/FIRE: Emergency (Fire and Police) 100 Alleppey Exchange.

SHORE LEAVE: Crew allowed to land. Foreigners required obtain prior permission of Police authority through Agents.

AUTHORITY: Senior Port Conservator, Port and Shipping Office, Alleppey.

Telephone: 2213 Alleppey.

Telegram: Code Cyclone, Alleppey.

AGENT: J. M. Baxi & Co., M/S Matheson, Bosanquet & Co.'s Bldg, Plot No.17, 5th Cross Road, Willingdon Island, PB No. 561, Cochin-3. Tel. Office 6073; Residence 25717. Telegraphic Address "Baxico Cochin".

BEDI BUNDER 22.31 N. 70.02 E.

DOCUMENTS:

1 Maritime Declaration of Health.
1 Last Port Clearance.
6 Crew Lists.
6 Passengers' Lists.
4 Stores List.
4 Private Property List of crew and officers.
4 Certificates of Currency, Arms and Ammunition and Deck Cargo.
1 Same Bottom cargo list.
1 Hazardous Cargo List with categories.

PILOTAGE: Vessels anchor at roads as pilotage not compulsory; however, if requested in advance by Master to PORTAL BEDI, ship may be piloted from Pirotan Lighthouse to Rozi Anchorage about 7 miles from port by local Pilot Guide. Pilot boards vessel off Pirotan Island Light (Lat. 22° 36′ North, Long. 69° 57′ East).

ANCHORAGE: Lighterage port. Steamers anchor at Rozi anchorage about 7 miles from port, where good anchorage up to 7 fathoms at low water.

HEALTH: Pratique granted on delivering Maritime Declaration of Health to Customs officer on boarding. Vessels having touched yellow fever area prior to arrival granted free pratique by Mosquito Party to be deputed from Kandla, which can only be arranged by prior notice failing which vessel has to proceed either Kandla or Bombay for Free Pratique.

RADIO: Call sign VUK5. working hours:

0930 ,, ,, 1130 ,, 1730 hours to 1930 hours
1330 ,, ,, 1530 ,, 2130 ,, ,, 2330 ,,

Frequency 600 metres or 500 kilocycles, working at 429 metres and calling at 500 metres.

TUGS: Port tug available for use at anchorage.

BERTHING: No berths.

STEVEDORES: Agents and stevedores require advance ETA of 24 hours for preparing labour gangs. Daily loading is 400/500 tons for bagged cargo.

MEDICAL: 24 hours notice required for medical service. Government hospital at Jamnagar where vaccination/fever injection services available.

DENSITY: 1025.

FRESH WATER: Supplies by barge capacity 80 tons. Possible supply about 80 tons every alternate tide subject adequate supply of water in port area.

FUEL: None.

DEVELOPMENTS: Scheme to create additional facilities, road connection, transit godowns, electrification and water supply and cranes, etc., near mouth of Creek; this newly developed area will be connected by good all-weather road with city of Jamnagar.

GANGWAY/DECK WATCHMEN: The services of watchmen are recommended.

OPENING/CLOSING HATCHES: By ship's Crew.

CERTIFICATES:

Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate
Derat. Exemption Certificate.
Gear Certificate.

CONSULS: None.

REPAIRS: No facilities for repairs to ships.

DRY DOCKS: None.

AIRPORT: Jamnagar – 7 miles from city. Daily flight Jamnagar–Bombay.

TIME: GMT plus 5½ hours.

HOLIDAYS: Non-working days and work not permitted even on payment of overtime charges: Indian Republic Day; Bakri-Id; Holi; Muharram; Gokulastami; Dasehra; Diwali; Ramzan-Id.

POLICE/AMBULANCE/FIRE: District Superintendent of Police 495 and 333; Ambulance/Casualty Department 89; Fire 99.

GENERAL: Tidal port and barges loaded and sent out to ship during tide time only. Loading of barges carried out manually.

SHORE LEAVE: Crew members allowed ashore in emergency or for medical treatment. Necessary police permits take 48 hours.

PORT REGULATIONS: No launch services available for crew. Only 5 ships allowed to work at time at anchorage. Further arrivals wait turn.

DELAYS: Delay expected for loading and discharging in monsoon due to limited number of barges available.

AUTHORITY: Port Officer.

AGENT: J. M. Baxi & Co., Steamship Agents Stevedores, Tank Mansion, Near 1st Rly. Fatak, Bedibunder Road, Jamnagar. Telegraphic address "Baxico" Jamnagar. Tel. Office 1311 and 650, Residence 1312.

BELEKERI: 14.43 N. 74.15 E.

PORT LIMITS: *North.* A line drawn due West from Kawada Guda peak into the sea up to 7 fathoms of water starting from a point 50 yards above high-water-mark of the shore.

East. Seashore of Belekeri Bay 50 yards above high-water-mark from North Boundary Mark to rocky promontory in Lat. 14° 40′ N. including the Belekeri creek and all branches thereof, as far as navigable and the shores and banks within 50 yards of high-water-mark spring tides including Islands. All patta lands and other private sites excluded.

South. A line drawn due west from a point 50 yards above high-water-mark of rocky promontory in Lat. 14° 40′ N. into the sea up to 7 fathoms of water.

West. A line joining the two 7 fathoms points in the sea.

DOCUMENTS:

8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists.
4 Import Manifests.
Last Port Clearance.

PILOTAGE: Not necessary. Vessels anchor in stream and in open sea. Ships can be manoeuvred under guidance of Port Officer.

ANCHORAGE: The anchorage for shallow draft steamers in open

roadstead is with Kukra Island bearing 080° (T) distance about 1·5 miles in depth of 27 to 29 ft. Anchorage for deep drafted vessels is with Kukra Island bearing 080° (T) distance about 2·5 miles in depth 34 to 37 feet.

HEALTH: Medical Officer, Ankola acts as Port Health Officer. Free pratique to incoming vessels granted by radio. All vessels calling from foreign destination must send radio message addressed "Medical Officer, Ankola", at least 48 hours before entering, giving last port of call, number of crew, health conditions, ETA and requesting pratique; same message must be repeated to Agents also, on which pratique granted on shore. Anchoring time is pratique time. For vessels from Indian ports pratique not required. Vessels which have taken on board passengers or crew from yellow fever areas within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until Mosquito Search Party, from nearest major port (i.e. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship fit for granting pratique. Master to inform agent well in advance if arriving from yellow fever area to enable arrange Mosquito Search Party for quick pratique.

RADIO: Karwar Wireless station call sign VWY. Wavelength 512 kilocycles working round clock on all days. Recommended to give ETA or pratique messages via Goa or Bombay Radio. When vessel in range 300/350 miles, possible call Karwar Radio.

BERTHING: No berths.

STEVEDORES: ETA required at least 48 hours prior arrival order Agents advise shippers and stevedores.

MEDICAL: No hospital but good medical aid given at Karwar, 20 miles distant. In case of inoculations and vaccination at least two days advance notice to be given for vaccines to be brought from Hubli or Belgaum distant 100 and 150 miles respectively.

DENSITY: 1025.

FRESH WATER: Can be supplied from Karwar by water barge.

FUEL: None.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Generally done by ship's crew.

CERTIFICATES:

Ship's Register.
Load Line Cert.
Safety Radio Cert.
Safety Equipment Cert.
Derating Cert.
Vaccination and Inoculation Certificates.

CUSTOMS ALLOWANCES: 200 cigarettes allowed per crew member. Wine and/or Spirit: 1 bottle of light spirit and one bottle of hard spirit per crew member.

CARGO GEAR: Valid International cargo gear certificate not more than 12 months old. Validity shall cover whole period of loading and discharging.

IDENTIFICATION CARDS: Not required.

CONSULS/REPAIRS/DRY DOCKS: None.

REPATRIATION: Arranged from Goa or Bombay.

AIRPORT: Nearest airports Goa or Belgaumi Bombay.

TIME: GMT plus 5½ hours.

HOLIDAYS: Observed as declared by Port Authorities. Non-working days when work not permitted even on payment of overtime: Republic Day (26th Jan.) and Gandhi Jayanti (2nd October).

POLICE: Tel. 49.

SHORE LEAVE: Permission may be obtained (Chinese personnel not allowed to land on shore).

AUTHORITY: Port Officer, Karwar.

AGENT: J. M. Baxi & Co., Steamship Agents and Stevedores, Grand Hotel Annexe, Baithkol, Karwar (N. Kanara). Tel. Address "Baxico" Karwar.Telephone No. 54.

BOMBAY: 18.56 N. 72.49 E.

DOCUMENTS: See "Calcutta".

PILOTAGE: Motor pilot vessel "Venu" stationed 18° 51′ N. 72° 49½′ E. White, buff-coloured funnel, "Pilot" painted black capitals, exhibiting International Signals by day/night. Call sign "ATDZ".

Minimum advance notice 24 hours to Agents and Harbour Master through Bombay Radio (VWB) and 12 hours to pilot vessel on WT. Pilot vessel contacted VHF channels 12, 14 and 16. In case pilot vessel not on station, vessels advised anchor at pilot station, draft permitting, and wait instructions.

ANCHORAGES: More than 60 anchorage berths radius 1,000 ft. with depths from 38 ft. to 14 ft.; of these two 38 ft.; 30 between 30 ft. and 35 ft.; 22 between 20 and 30 ft.; remainder below 20 ft. All anchorages safe.

RESTRICTIONS: According to state of tide and draft.

MAX. SIZE: For Butcher Island Marine Oil Terminal: Normally maximum length 700 ft. However, tankers 800 ft. length can be berthed provided adjacent berth occupied by medium-size tanker. Draft restrictions as follows: (depth of water at low tide.)

No. 1 BI 37 ft.–09 in.
No. 2 BI 36 ft.–06 in. } Subject variation.
No. 3 BI 38 ft.–05 in.

Pir Pau Oil Berth: Maximum length 525 ft. Depth at low tide 28 ft. (subject variation). Buoy fixed for berthing 560 ft. tankers.

Docks	*Max. length*	*Max. width*	*Max. draft (subject to tide)*
Indira	666 ft.	95 ft.	34 ft.
Victoria	460 ft. by day and 400 ft. by night	77 ft.	23 ft.
Prince's	500 ft.	61 ft. 3 in.	22 ft.

PRATIQUE: The Master of every vessel calling Bombay from a foreign port must send the following particulars by cable to "Quarantine Bombay" twenty-four hours prior to arrival and request for radio pratique:

AAA ports of loading BBB last port of call CCC date of departure DDD ETA discharing port EEE vessel's maritime Declaration of Health is negative and total number of crew on board all healthy FFF vessel has not called at any port in East Africa between northernmost point of Eritrea and southernmost point of Tanganyika including Zanzibar or any other yellow fever infected area within last 30 days GGG no unusual mortality of rats on board HHH no monkeys III no persons embarked at Aden or Djibouti."

If the vessel is coming from a yellow fever area, then the Port Health Officer boards the vessel for inspection before granting free pratique.

RADIO: Bombay Coastal Station, call sign VWB.

Information regarding weather will be broadcast at 0630 and 1030 local time on 2000 metres.

RADAR/VHF: No port radar service. Shipmaster contacts pilot vessel by ship's radio or VHF on international frequencies. Channels No. 12 and 14 also available on VHF.

TUGS: Tugs join vessel when close dock entrance and assist undocking. Ship's and tug's lines used.

BERTHING: There are tidal restrictions.

Four new deep-water berths recently completed Indira Dock Basin, and three medium-depth berths along the harbour wall.

Two berths in Indira Docks equipped with grabbing cranes for handling bulk cargo, and one berth used for container traffic.

The extension of Ballard Pier provides an additional passenger vessel berth, depth 32 ft.

STEVEDORES: Supplied by Dock Labour Board. Port Trust supplies shore labour for handling cargo including stacking in sheds.

MEDICAL: Hospital facilities available. Notice in sufficient time, depending on seriousness of case, to arrange for transport, hospitalisation, etc.

TANKERS: Reducing pipe connections available at jetty. Dirty ballast tank available at Marine Oil Terminal. Three berths at Butcher Island and one berth at Pir Pau exclusive to tankers. For draft details see "Max. size".

DENSITY: The Port of Bombay is essentially a salt water port and major fluctuations in the density occur on account of tide. Density varies mostly in monsoon period June to September.

FRESH WATER: Available all berths. By water-boat in stream, by water-mains in docks.

FUEL: Arranged by oil companies through Agents. Facilities at berths in docks and Butcher Island berths. No bunker facilities for vessels at anchor.

FIRE PRECAUTIONS: All regulations of Petroleum Rules (chapter 1/50 of BPT Port Rules). Port maintains fire stations, 24 hours per day, both at docks and at Butcher Island Oil Terminal. Special precautions taken for tankers at Marine Oil Terminal at Butcher Island.

DEVELOPMENTS: Satellite port in Nhava/Shewa area proposed also new harbour near Sassoon dock for trawlers drawing 5·5 metres.

GANGWAY/DECK WATCHMEN: No deck watchman supplied. BPT gangways generally available all berths except Butcher Island and Pir Pau.

CERTIFICATES:

International Safety Equipment Certificate.
International Safety Radio Telegraphy Certificate.
International Safety Radio Telephony Certificate.
International Exemption Certificate (Deratisation).
International Load Line Certificate.

CARGO GEAR: Compliance BPT Port Rules and Docks By-laws essential. Hydraulic Quay Cranes, Electric and Heavy Lift Cranes, Floating, Mobile and Crawler Cranes all available.

IDENTIFICATION CARDS: Necessary for Police/Customs authorities.

REPAIRS: All repairs possible.

DRY DOCKS: Two: "Merewether" 525 ft. long 65 ft. 6 in. wide. "Hughes" 1,000 ft. long 100 ft. wide.

REPATRIATION: Can be arranged, also crew changes.

AIRPORT: International Airport Santacruz, 15 miles from Bombay Harbour.

TIME: Indian standard time ahead of GMT by 5 hours and 30 minutes. No alterations to clocks are made any time.

HOLIDAYS: Holidays for the docks, when cargo handling is closed) are fixed every year. Republic Day (January); Bakri-Id (February); Holi (2nd day) (March); Muharram (March); Maharashtra Day (May Day); Buddha Jayanti (follows May Day); Independence Day (August); Ganesh Chaturthi (September); Mahatma Gandhi Jayanti (October); Dasara (October); Diwali (November); Ramzan-Id (December); Christmas Day.

POLICE/AMBULANCE/FIRE: Police 100; Ambulance 102; Fire 101.

TELEPHONES: Arrangements for placing a telephone on board ship exist at all transit sheds in Docks.

SERVICES: Tank cleaning equipment is not available. Dirty ballast accepted in tank at jetty at Marine Oil Terminal.

PORT REGULATIONS: Stringent Port Rules and Docks By-laws detailed in "Bombay Port Rules".

AUTHORITY: The Chairman, Bombay Port Trust, Bombay 1, tel. 268011, Telex 0112345; telegraphic address "Portrust Bombay".

AGENT: J. M. Baxi & Co., 16 Bank St., Bombay 1. Tel. Office 251321; 258381; 253871; Cables "Baxico Bombay".

CALCUTTA: 22.32 N. 88.22 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Deratisation Certificate.
Port Clearance from Last Port.
Indian Coast Light Dues Receipt (if any).
4 copies of Crew List.
4 copies of Passenger List.
1 copy of Through Cargo Manifest.
4 copies of Stores List.
1 copy of Cargo Manifest with B/Lading for the same.
4 copies of Opium and Dangerous Drugs Certificate.
Cargo Plan.
Cargo on Deck declaration.
4 copies of Certificate of Foreign Currency.
4 copies of Certificate of Arms and Ammunition.
Letter to Assistant Collector of Customs regarding Local Agency,
Letter to Assistant Collector of Customs regarding duty on ships stores.
Application to the Inspector of Police.
3 copies of Arrival Report.
4 copies of Watches and Clock List possessed by each member of the crew.

PILOTAGE: Telegraphic address of Pilot Station: VWST. 48 hours advance notice of ETA, giving deepest freshwater draft. Pilot boards vessel Sandheads from pilot vessel fitted with W/T, DF, gear, radar, echo sounder and other navigational equipment, maintains continuous watch on 500 kc/s. (600 metres) and receive ETA messages of incoming vessels.

As an aid to navigation, navigable channel in river is marked with lights and channel buoys. There is a lighthouse at Saugor and downstream from this point, 3 attended Light Vessels are stationed at the Western Channel and 2 unattended Light Vessels at Gabtola and Lower Long Sand at Sandheads. Navigable channel leading to port from sea is about 126 miles long. 14 bars are in different reaches of river, 11 of these are upstream of Diamond Harbour and remaining 3 in estuary below Diamond Harbour. Since these bars are subject to fluctuations and there are sharp bends in river, the navigation of ships between port and Sea requires services of trained Pilots employed by Port Commissioners. River Pilots take charge of vessels at Sandheads, navigate to Garden Reach and then make over to harbour Pilots who manoeuvre vessels to riverside jetties, moorings or dock berths. Movement of ships inside docks guided by Berthing Masters.

ANCHORAGES: Anchorage in River Hooghly at Saugor Roads, Haldia, Kalpi, Diamond Harbour, Royapur, Ulubaria and Garden Reach of which Royapur, Ulubaria and Garden Reach utilised only by ships on passage to and from the port in emergency. Depths of anchorages vary on day to day basis according to River Draft Forecast but on average 30 ft. deep.

RESTRICTIONS: Navigation on River Hooghly is carried out only with Pilot on board and according to tide. Speed of vessel important factor and must be declared to Pilot on board, preferably telegraphed 48 hours in advance to Pilot vessel.

MAX. SIZE: Maximum LOA 530 ft. with beam of 70 ft. for King George's Docks and 515 ft. LOA with beam of 66 ft. 6 in. for Kidderpore Docks. Maximum LOA of tankers for tanker terminal at Budge Budge is 600 ft. No restriction of beam for vessels berthed in Budge Budge only, as no lock entrance. Deepest draft alongside dock berths in King George's and Kidderpore Docks 30 ft. At Budge Budge deepest draft at any berth also 30 ft. Berthing of vessels, depends on prevailing draft of day published in Draft Forecast for month.

PRATIQUE: Procedure for obtaining pratique: To obtain Radio Pratique incoming vessels communicate by wireless to Port Health Officer, Calcutta, Cable address: "Quarantine Calcutta":

(*a*) No sickness or death from sickness on board within last 15 days.
(*b*) No sand, earth, pig, poultry, crew or passenger taken aboard from E. Coast of Africa between Port Sudan and Durban, both ports included.
(*c*) Ship not touched within last 30 days any port in E. Africa between Northernmost point of Eritrea and Southernmost point of Tanganyika, including Island of Zanzibar or any other yellow fever infected area.
(*d*) Nor abnormal mortality of rats or mice on board.
(*e*) No monkey on board.

(Item (*a*) to be sent in code under usual standard quarantine messages required by ships; rest in plain language through local wireless station.)

In case of any suspected disease or fever on board, local agents may be contacted by cable who arrange for doctor to be sent or for removal of a patient if necessary. Vessels calling at another port in same country are exempted from obtaining pratique.

RADIO: Calcutta Radio, call sign VWC. R.T. and VHF.

Information regarding weather distributed at 1030 and 0630 hours local time on 2000 metres.

TUGS: Tugs used for vessels after passing lock entrances at King George's and Kidderpore Docks. Tugs used for deep draft vessels to turn (if tide strong). Vessels own lines.

BERTHING: Vessels brought in for berthing according to tide. Movements from one berth to another inside dock not dependent on tide, but according to convenience of port. Vessels berthed at riverside jetties or river moorings required to have starboard anchor unshackled in order that stbd chain could be tied to buoy. Vessels at river jetties and river moorings if left during Bore Tide are to comply with following:

Half an hour before low water:
(*a*) Gangway to be hoisted up.
(*b*) Pipelines disconnected and triced up (for vessels at Budge Budge Jetty).
(*c*) Heave tight on forward chains to keep vessel about 6 ft. off pontoon. Make sure weight is on bore springs and not on chains aft.
(*d*) Tighten all buoy ropes.
(*e*) When bores expected, all vessels in stream shall have steam on main engines, windlasses and winches and a sufficient number of officers and crew on board to tend vessel in case of emergency.

After bore made, and vessel stopped ranging, slack forward chains to old mark. Bore springs could be had through Agents from local suppliers.

Budge Budge (oil terminal) on banks of River Hooghly has river jetties, hence above instructions also apply to vessels berthed at Budge Budge Jetties.

BULK HANDLING FACILITIES: There is one semi-mechanical berth in King George's Docks for handling iron-ore suitable for vessels up to 18,000 dwt. and up to 24 ft. 6 in. draft. See "Haldia".

BRIDGES: Two bridges, one collapsible, one swing, situated inside Kidderpore Dock are open for navigation to suit convenience of port.

STEVEDORES: 48 hours notice of arrival at pilot station required by Agent.

MEDICAL: Masters in need of medical services required cable agents. Hospital facilities. Ships leaving for foreign port or minor Indian port (where no Port Health Officer) required to ensure officers and crew have valid health certificates (for cholera, smallpox and yellow fever if proceeding to a yellow fever area).

TANKERS: Not permitted discharge residue into dock (at C. berth KG Dock).

S.G.	A.P.I. of local types of oil
0·91 and 0·94	0·9430 varying to 0·9550.

Tanker terminal at Budge Budge 15 miles from Calcutta Port. Eight jetties.

BB Jetty	No. 1	for	accommodating	vessels of OAL	610 ft.
,,	No. 2	,,	,,	,,	510 ,,
,,	No. 3	,,	,,	,,	230 ,,
,,	No. 4	,,	,,	,,	555 ,,
,,	No. 5	,,	,,	,,	610 ,,
,,	No. 6	,,	,,	,,	476 ,,
,,	No. 7	,,	,,	,,	595 ,,
,,	No. 8	,,	,,	,,	705 ,,

Deepest draft alongside jetty berths 30 ft., but vessels brought up according to prevailing draft as per forecast.

DENSITY: Average density in port is about 1000.

FRESH WATER: Fresh water on application from Masters or agents and preferable if at least 48 hours notice given. Supplies through barges and direct from quayline.

FUEL: Redwood 600/700 sec. supplied at Calcutta and require at least week's notice for supplying vessels lying inside dock. Fuel also supplied at Budge Budge terminal, three days notice to suppliers and Port Authorities.

FIRE PRECAUTIONS: Usual non-smoking precautions and Master, Owners, Charterers or their Agents of vessels carrying import cargo or intending to load export cargo of hazardous or inflammable nature, furnish 6 copies of list of cargo involved to Traffic Manager in prescribed form, at least ten days before vessels intend to land or ship cargo. Traffic Manager on receipt of list, categorise items enumerated in list and landing delivery and storage of such cargo be done strictly in accordance with instructions.

DEVELOPMENTS: Refer to "Haldia".

GANGWAY/DECK WATCHMEN: Necessary and recommended by Agents at rate of three watchmen per shift of 8 hours.

OPENING/CLOSING HATCHES: Normally undertaken by stevedores, unless specifically mentioned that same will be attended to by crew.

CUSTOMS ALLOWANCES: ¼ lb. tobacco and 200 cigarettes. Wine and/or Spirit: One bottle of wine or spirit per head for consumption on board.

CARGO GEAR: Proof of cargo gear tested by a competent authority required.

IDENTIFICATION CARDS: Not necessary if holding seamen's books or passport.

CONSULS:

America	44–3611	Liberia	46–1164
Australia	22–1554	Nepal	45–2024
Belgium	44–3886	Netherlands	23–4442
Brazil	45–2120	Norway	22–4094
Bolivia	23–5615	Nicaragua	44–1329
Burma	22–7071	Pakistan	44–5208
Denmark	23–4069	Peru	23–2331
Dominican Republic	55–5067	Panama	47–6765
UAR	45–4168 and 45–2507	Spain	23–5539
		Sweden	23–2243
		Switzerland	44–8039
El Salvador	55–7392	Thailand	46–0837
Finland	22–4602	Turkey	34–2770
France	23–2958	UK	44–5171
Czechoslovakia	46–4542	USSR	44–2006
Greece	23–5615	Venezuela	23–5615
Haiti	34–2673	Poland	44–7144

Italy	45–1411	Yugoslavia	44–6881
Japan	44–5455	Philippines	22–0514

REPAIRS: All types of deck and engine repairs undertaken.
DRY DOCKS: Five dry docks owned by Port Commissioners available. Three in Kidderpore Docks and two in King George Docks, dimensions as follows:
KP Dry Dock (Kidderpore) (1) 547 ft.×69 ft.×25 ft. (2) 497 ft.×69 ft.×27 ft. (3) 350 ft.×60 ft.×23 ft. (max. length of vessel 500 ft.).
KG Dry Dock (King George) (1) 581 ft.×80 ft.×32 ft. (2) 596 ft.×80 ft.×22 ft. (max. length of vessel 550 ft.).
King George's Dry Docks arranged in tandem and used as one dock. Power supply, compressed air and fresh and unfiltered water supply, hydraulic capstans for propeller work and cranage service including heavy-lift available all dry docks. Each dock provided with automatic telephones for use on board ships.
REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriation.
AIRPORT: 12 miles; served by regular international airlines with minimum one flight per day.
TIME. GMT plus 5½ hours.
HOLIDAYS: Closed Holidays (when no work is permissible): Independence Day, Republic Day, Gandhi's Birthday, Vijaya Dashami and Kali Puja.
Holidays when double wages payable: Saraswathi Puja, Netaji's Birthday; Idul Fitr, Dholjatra, Muharram, Bengali New Year, May Day, Fateh Duaz Dahan, Durgapuja, Guru Nanak's Birthday, Id and Christmas Day.
POLICE/AMBULANCE/FIRE: Police (port) tel. 45–1701 and ask Port Police or dial 100; Ambulance dial 102 or 45–4163; Fire dial 101 or 45–1701 and ask Fire Fighting Service.
TELEPHONES: No arrangements for installing telephones on board, but use of telephones from Port Commissioner's/Superintendent's Office on each dock.
GENERAL: *Important:* Masters of vessels in port should ensure that vessel's engines must not be immobilised without prior permission of the Harbour Master.
SERVICES: Tank-cleaning equipment with minimum notice of at least 7 days. Discharge of tank-washings not permitted while vessels lying in dock. Compass and radar technicians available.
SHORE LEAVE: Seamen permitted to go ashore after cleared by Immigration Officer boarding vessel on arrival. In case of Chinese, special permission to be obtained from Immigration Authorities, through vessel's agents.
PORT REGULATIONS: Booklet "Dock and Jetty Handbook" supplied free by Port Commissioners to incoming vessels.
DELAYS: Delays occur during monsoon.
AUTHORITY: Commissioners for the port of Calcutta.
AGENT: J. M. Baxi & Company, Steamship Agents, 4/5, Bankshall Street, Calcutta 1. Cable "Baxico", Calcutta. Tel. Office 236551. Stevedoring Dept. 6 Lyons Range; Tel. Residence 440775.

CALICUT: 11.15 N. 75.15 E.

DOCUMENTS:
Register.
Articles of agreement in the case of foreign-going vessels staying in port for more than 48 hours.
Nominal list of crew and passengers and the A & B Certificates.
Bill of Health in the case of a vessel arriving from an infected port.
Clearance from last port.
Port and Light dues receipts.
Vessel's manifest and any other document, which may be necessary.
PILOTAGE: No pilotage available.
ANCHORAGE: With Lighthouse bearing 074° in 5 to 5½ fathoms. Mud – good holding ground. Small coasting steamers anchor close to lighted anchorage buoy.
HEALTH: In the case of all infected vessels Health Officer proceeds aboard, and in the case of all other vessels Health Officer may proceed on board and examine vessel. Master shall give every facility for examination of passengers, crew, personal effects, cargo, provisions, water-supply and any part of vessel Health Officer considers necessary to examine. Health Officer may require written declaration from medical officer (if any) of vessel or from master (or from both) stating whether any death or sickness from an unknown or suspicious cause or any case of any disease occurred on board either during voyage or before departure, and whether any unusual mortality has been observed among rats on vessel. If Health Officer satisfied that such deaths or cases of sickness as may have occurred were not due any of diseases specified he shall permit vessel proceed to usual place of anchorage or berth in harbour and to discharge passengers and cargo without further restriction. Inspection by Health Officer not between sunset and sunrise except in unusual circumstances.
RADIO: Messages through Cochin Radio or Mangalore Radio.
TUGS: Two motor tugs for towing lighters.
BERTHING: No berths.
STEVEDORES: Arranged through Agents and stevedore contractors.
MEDICAL: General Hospital and Medical College Hospital situated about 1 mile and 5 miles away respectively.
DENSITY: Sea water – 1025.
FRESH WATER: Not available. Water barge expected to be commissioned.
FUEL: Not Available.
DEVELOPMENTS: At present no plan for development. Beypore, 6 miles from Calicut anticipated berth steamers inside harbour. (Government is proposing to develop 3 other ports under Calicut jurisdiction as commercial harbours, eventually suitable for deep-sea vessels. They are Azhikkal, Beypore and Ponnani.)
CERTIFICATES:
Registry.
Radio Telegraphy.
Safety Equipment.
Load Line Certificate.
Certificates of Competency of Captain and other officers.
IDENTIFICATION CARDS: Necessary.
CONSULS: Nil.
REPAIRS: Nil.
DRY DOCKS: Small slipway at Beypore.
AIRPORT: Construction of airport at Calicut is under consideration by the Government.
TIME: GMT plus 5½ hours.
HOLIDAYS: Holidays declared by the State Government are holidays for the port. Cargo work can be arranged on holidays.
FIRE/AMBULANCE/POLICE: Police 100; Ambulance 100; Fire 100.
GENERAL: Ship-to-shore signalling is normally by morse light.
SHORE LEAVE: Permitted.
PORT AUTHORITY: Port Officer PB No. 42, Calicut 1. Tel. Office 3524; Office (Personal) 4604; Residence 3725.
AGENT: J. M. Baxi & Co., 8/184 Beach Road, Calicut 1. Tel. Office 6368. Telegraphic Address "Baxico Calicut".

COCHIN: 09.58 N. 76.15 E.

DOCUMENTS:
7 Crew Lists.
7 Passenger Lists.
1 Last Port Clearance.
4 Store Lists, including List of arms and ammunition.
5 Passengers' and Crew Personal Effects Declarations.
4 Cargo Manifests.
3 Cargo Certificates.
3 Deck Cargo Certificates.
3 Opium Certificates.
3 Currency Declarations.
PILOTAGE: Berthing arrangements, booking of Pilot, etc., normally done by Agent. Advisable send ETA messages at least 48 hours in advance to Agent. Amendments to ETA messages must be sent at least twelve hours in advance. ETA messages may also be sent to Harbour Master, Cochin Port Trust. Messages should contain time and date of arrival at outer roads in IST and also draft fore and aft (in fresh water). On arrival, information must be sent to Signal Station by aldis and sharp watch maintained for further instructions.
No pilot vessel on station in outer roads. A pilot boat with red hull and white superstructure exhibiting the normal international pilot signal comes out to outer roads for embarking and disembarking Pilots. No special light or sound signal need be made for Pilots. All ships awaiting Pilot in outer roads must have engines ready at all times to enter harbour (unless instructed otherwise). Masters should ensure that a good pilot ladder with two man-ropes is lowered about 2 ft. above water for embarking pilots. Also while embarking pilot, lifebuoy must be kept handy and a good lee given. Pilots must be escorted from and to the bridge, to the embarkation deck. Also see "Restrictions".
ANCHORAGE: Cochin roads is open anchorage with good holding ground of oily mud. Masters are required to anchor vessels in Westerly area from North to South of fairway buoy within radius of ½ mile. Deep-drafted vessels may anchor in a Westerly direction from fairway buoy within a distance of ½ to 1 mile. To facilitate entry and departure of deep-drafted ships, Masters not to anchor in line with direction of main channel, Westward of fairway buoy.
RESTRICTIONS: Unless otherwise *specifically* instructed, vessels not to enter main channel at any time without Pilot on board. Pilotage compulsory for all vessels over 100 tons gross. No night entry for crude oil tankers.
MAX. SIZE: Maximum size of general cargo ships presently handled is 700 ft. length OA with maximum draft 30 ft. *fresh water.* Such ships taken in only during slack ebb. Tidal Conditions: In Cochin Port ebb and flood run 2 to 2½ hours before, to 2 to 2½ hours after high and low water times. During monsoons, freshets are encountered and there may not be any flood for several days.
PRATIQUE: If a vessel requires radio pratique the Master is to send a message to the Port Health Authorities, Cochin (telegraphic address "Quarantine Cochin") which should contain all items of information set out in the Standard Quarantine message of the International Code of Signals. In addition to the above, he should send the following information in plain language:

1. My Maritime Declaration of Health has negative answers to health questions or my Maritime Declaration of Health has positive answers to health questions (indicated by details) as the case may be.
2. Called at or not called at any port in Ethiopia, Somalia, Kenya and Tanzania and any port from northernmost point of Senegal to southernmost point of Angola in West Coast of Africa within thirty days.
3. Have or have not monkeys on board.
4. Have or have not taken any person embarking at Aden or Djibouti.

The message to be sent not more than 12 hours and not less than 4 hours out from port. Masters must send the complete message without omitting any item, and should request specifically for radio pratique.

Ships arriving from yellow fever area within last 30 days, pratique is granted by the Port Health Officer only after inspection. Pilot officer boarding is authorised to grant free pratique on satisfactory completion of Maritime Declaration of Health by the Master of healthy ships only.

RADIO: Cochin Radio, VWN, operating 24 hours daily. VHF Station at Harbour Master's Office, contact Channel 16.

TUGS: Presently 3 tugs; 2 of 1,000 h.p. and one of 1,400 h.p. Normally, tugs join off Vypeen and tug's wire used as necessary.

BERTHING: If particular ship required arrive at certain time, Agent informed in advance.

CARGO HANDLING: Modern systems of cargo handling such as pre-slinging and palletisation are commonly used. The numbers of fork lift trucks, mobile cranes and tractor trailers have been augmented for the purpose. International containers are also handled at the conventional berths using ship's own gear for export of shrimps and import of machinery.

There are 8 general cargo wharf berths, 2 coal berths, one boat-train pier jetty, 2 tanker berths, 2 low wharves and one open berth. The open berth (555 ft. 6 in.) is being extended to 808 ft. and the work is nearing completion. It is proposed in the fifth plan (1974–79) to convert the open berth into a container berth in a flexible way. It is also proposed to have a mechanised fertiliser berth for bulk handling fertilisers, sulphur, rock phosphate, etc. Cargo is also handled at the 12 stream moorings. At present, containers also handled at the general cargo wharf berths using ship's derricks. No facility exists for roll-on/roll-off traffic. Liquid chemicals can be handled at the wharf berths.

STEVEDORES: Booking of gangs undertaken by Agent on receipt of ETA message.

MEDICAL: Medical attention easily available in Cochin. If medical attention required immediately on arrival, Agent to be informed when sending ETA. Valid inoculation and vaccination certificates against cholera, yellow fever and smallpox are essential.

TANKERS: Only two tanker berths at Cochin at present. Maximum permissible draft 30 ft. *fresh water.*

Length limited to 700 ft. OA at North tanker berth and 560 ft. OA at South tanker berth.

DENSITY: Varies from 1000 to 1020 depending on tidal and weather conditions.

FRESH WATER: Available from alongside jetties and from barges at moorings. Advance notice to be given Agent regarding amount of water required. Cost Rs. 3.50 per 1,000 litres for supply through water barges and Rs. 3/- per 1,000 litres for supply at docks, quay and jetties.

FUEL: All grades fuel oils normally available. Essential give advance notice to Agent to make necessary arrangements.

FIRE PRECAUTIONS: Fire wire to be fast and ready on quarter facing channel.

DEVELOPMENTS: The revised Fourth Five-Year Plan (1969–70 to 1973–75) for port development includes the construction of an Inshore Oil Dock for tankers of 80,000 dwt. and one fertiliser berth, both having a depth of 40 ft. The existing open berth, Quay 9, will be extended from 555 ft. 6 in. to 808 ft. A Fisheries Harbour Complex is also envisaged at this port during the fourth plan, to provide modern landing facilities for fish catches by deep-sea trawlers. The plan also aims at the procurement of three new dredgers, one high-powered tug, various cargo handling equipment, and improvements to the port's infrastructural facilities.

GANGWAY/DECK WATCHMEN: Watchmen available at nominal cost. Recommended employ watchmen at gangway, on deck and in holds.

OPENING/CLOSING HATCHES: Opening hatches normally done by stevedores. Topping derricks and removing locking arrangements on hatches must be done by ship's personnel.

CARGO GEAR: All cargo gear must have valid test certificates and all other factory act requirements must be complied with.

IDENTIFICATION CARDS: Issued by Port Authorities.

CONSULS: Danish, Norwegian, Italian, French and consular agent of Switzerland.

REPAIRS: Minor repair facilities available.

DRY DOCKS: Port dry dock can handle ships of up to 217 ft. in length OA. However, not normally available for foreign craft.

REPATRIATION: Facilities for changing crew and repatriation available and can be arranged.

AIRPORT: Airport about 2 miles from harbour area. Cochin airport handles internal flights only.

TIME: GMT plus 5½ hours.

HOLIDAYS: Closed holidays: Republic Day (26th January); Independence Day (15th August); Gandhi Jayanti (2nd October); 1st May and 25th December.

FIRE/AMBULANCE/POLICE: 6555 Willingdon Island Fire Station; 6005 Willingdon Island Police.

TELEPHONES: Arrangements can be made for telephone connections on board ships on wharf berths only.

GENERAL: Floating crane 120 tons, fire float.

SHORE LEAVE: All nationalities except Chinese, Pakistanis and Portuguese allowed ashore.

AUTHORITY: Cochin Port Trust, Willingdon Island, Cochin 3, India. Tel. 6271. Harbour Master's Office 24201. Telex 203.

AGENT: J. M. Baxi & Co., M/S Matheson Bosanquet & Co.'s Bldg, Plot No. 17, 5th Cross Road, Willingdon Island, PB No. 561, Cochin 3. Tel. Office 6073, Residence 25717. Telegraphic address "Baxico Cochin".

CUDDALORE: 11.43 N. 79.46 E.

DOCUMENTS:
8 Crew Lists.
8 Passengers Lists.
3 Forms of Import Manifest of Stores.
3 Lists of articles in slop chest.
3 Private Property declaration of Crew.
3 Manifests.
3 Bills of Lading.

PILOTAGE: No pilotage. Open roadstead port.

ANCHORAGE: Vessels anchor in 5 to 7 fathoms with Cuddalore Lighthouse bearing 295° to 315°, which is most convenient anchorage for communicating with shore at all seasons of year. Nature of bottom, sand.

RESTRICTIONS: No restrictions regarding entry of vessels during day or night.

MAX. SIZE: Any size of vessel handled.

HEALTH: On arrival, Master to signal Port Health Officer stating all crew well and requesting free pratique. In event of any crew member suffering from suspected infectious disease, Master to advise Agents sufficiently in advance to enable Port Health Officer to board vessel on arrival. No free pratique necessary whenever vessels call from another Indian port.

RADIO: No radio station. Cables routed through Madras Radio (call sign VWM).

TUGS: None.

BERTHING: No berths.

STEVEDORES: ETA advice required 72 hours in advance to enable stevedores to make adequate arrangements for handling cargo. Average rate of discharge bagged fertiliser 750 tons, and for loading iron ore 1,400 tons per day.

MEDICAL: No advance notice required unless vessel arrives with crew member requiring immediate medical attention. Seamen can be treated at Municipal Dispensary at Old Town near port and also at Government headquarters hospital in charge of District Medical Officer at New Town about 6·5 kilometres from port.

DENSITY: Density of water 1024. State of tide does not affect density.

FRESH WATER: Boat with 16½ tons capacity which goes alongside steamer and this quantity of water supplied. If one steamer at anchorage boat makes two trips a day and about 33 tons of water supplied.

FUEL: None.

GANGWAY/DECK WATCHMEN: Services of watchmen recommended in interest of ship to avoid pilferage. 3 watchmen night and day per shift of 8 hours.

OPENING/CLOSING HATCHES: By stevedores.

CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Deratisation Certificate.
Last Port Bill of Health Authority.
Last Port Clearance.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine/Spirit, one open quart bottle per crew member permitted to be held out of bond.

CARGO GEAR: Register of cargo gear and machinery to be maintained up to date and to be attested by competent authority.

IDENTIFICATION CARDS: Needed.

CONSULS: None.

REPAIRS: No facility for deck and engine repairs.

REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.

AIRPORT: Nearest airport at Madras, distant 118 miles.

TIME: GMT plus 5½ hours.

HOLIDAYS: Cargo work arranged on all holidays except Republic day, Gandhi's Birthday, Pongal Karinal, Masimagam, Pennayar Festival, Independence Day and Deepavali, on payment of overtime.

POLICE/AMBULANCE/FIRE: Tel. Police 24; Fire and Ambulance 99.

GENERAL: Private launches arranged for purposes of crew going ashore. Such launches ply between 6 a.m. and 5 p.m. Laundry, provisions, etc., can be arranged.

SERVICES: Cleaning of hatches after discharging cargo available.

SHORE LEAVE: Crew members permitted to go ashore within municipal limits.

DELAYS: No delay of anchoring of vessels. Cargo work carried out during day. No night work.

AUTHORITY: Port Officer, Cuddalore.

AGENT: J. M. Baxi & Co., Steamship Agents & Stevedores, 49 Clive Street, Cuddalore O.T., Cuddalore 3. Cables "Baxico, Cuddalore". Tel. 369.

HALDIA: 22.00 N. 88.05 E.

Subsidiary port of Calcutta, situated on right bank of Hooghly River and 56 miles downstream of Calcutta.

DOCUMENTS, PRATIQUE: and all general information; refer to "Calcutta".

MAX. SIZE: possible for vessels with 40 ft. draft for about 70 days in

year as dredging and other corrective works progress in estuary. Expected by 1974, vessels with 40 ft. draft to use Haldia almost through year, with 42 ft. for 209 days and drawing 44 ft. for about 70 days in year.

BERTHING: Project in its first phase is expected to be completed by 1973, envisages following.

1. An Oil Jetty – to provide berthing accommodation for super-tankers with LOA of approximately 875 ft. and draft up to 42 ft.
2. A Finger Jetty – equipped with grab-bridge cranes capable of transferring salt, rock phosphate and other bulk cargo from ship to barge, or vice versa at an average rate 5,000 tons per day.
3. A Coal Berth – capable of loading bulk carriers of the 60,000 dwt. class at rate 3,000 tons/hour.
4. An ore berth – rate of loading 6,000 tons per hour and with provision for increasing to 8,000 tons per hour. Accommodation for carriers up to 80,000 dwt.
5. A Fertiliser Berth – for handling rock phosphate and sulphur from ships up to 50,000 dwt. class at a rate of 6,000–8,000 tons per day.
6. Two general Cargo Berths – each with a quay of 720 ft. and 120 ft. wide and back-up area of 18 acres. Both will have adequate cranage, latest in cargo handling machinery and direct rail–road facilities. One berth will have a modern 100,000 sq. ft. transit shed and a 30-ton payload Portrainer Crane for handling containers.
7. Container Marshalling Yard – area 180,000 sq. ft. served by two rail-mounted Transtrainer Cranes of 30-ton payload, capable of storing 1,500 containers at a time.

AUTHORITY: Calcutta Port Commissioners.

AGENT: See "Calcutta".

HONAVAR: 14.16 N. 74.27 E.

DOCUMENTS:
Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers.

PILOTAGE: Open roadstead port. No system of pilotage. Pilot is however available, on requisition by Master or Agent.

ANCHORAGE: Distance off 3 miles, depth of 5·5 fathoms.

MAX. SIZE: No restrictions on length and breadth. Generally up to 34 ft. draft vessels can anchor within 2 to 3 miles from entrance.

HEALTH: Port Health Officer grants pratique as and when necessary, on requisition.

RADIO: Wireless station at Karwar.

BERTHING: No berthing facilities. Ships anchor on open roadstead.

MEDICAL: Proper hospital facilities available only at Karwar about 60 miles North. At least 24 hours advance notice ETA to be communicated to agents.

DENSITY: Varies 1020/1025.

FRESH WATER: Very small quantities available. No arrangements for delivery to ships.

FUEL: None.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: All ship's papers such as Certificate of Registry, WT Certificate, Safety Equipment Load Line, etc., to be on board for verification.

CARGO GEAR: Cargo gear Test Certificates, etc., to be produced.

IDENTIFICATION CARDS: Needed, if going ashore.

CONSULS: Nil.,

REPAIRS: Nearest workshops undertaking major repairs available at Mormugao. Minor repairs may be carried out at Karwar.

DRY DOCKS: None.

REPATRIATION: Facilities available.

AIRPORT: Belgaum, about 178 miles.

TIME: GMT plus 5½ hours.

HOLIDAYS: Charter Party Holidays observed. Cargo work can be arranged on holidays. Dates of holidays vary from year to year.

POLICE/AMBULANCE/FIRE: Police 48; Ambulance 32; Fire Kumta 20.

SHORE LEAVE: Crew members are allowed ashore.

DELAYS: Generally no delays are expected.

PORT AUTHORITY: Port Officer, Honavar (North Kanara), Tel. 43.

AGENT: J. M. Baxi & Co., Honavar, North Kanara. Cables "Baxico Honavar".

JAKHAU: 23.15 N. 68.37 E.

LOCATION: In Gulf of Kutch, on Godia Creek about 5 miles inside Aratian Sea. Port is about 7 miles West of Jakhau. Small sub-port exporting salt utilised by foreign-going and coastal traffic. Vessels calling Jakhau anchor in open roadstead about 6 miles off shore. Highest tidal range 14 ft. Current parallel to coast running about 4 knots.

AUTHORITY: Assistant Conservator Jakhau–Kutch.

AGENT: J. M. Baxi & Co., Mundra, Kutch. Cables "Baxico Mundra".

KAKINADA: 16.56 N. 82.15 E.

DOCUMENTS: (a) To be supplied by Master on arrival:
Ship's Register.
Safety Equipment Certificate.
Safety Radiography Certificate.
International Load Line Certificate.
Bill of Health, if coming from a foreign port direct.
Deratisation Certificate.
Last Port Clearance.
ILH Dues Receipt, if coming from an Indian Port.
Crew List: 6 copies to Agents, 2 copies to Emigration Dept., 2 copies to Customs.
Customs Circulating Copy, if coming from another Indian Port.
Import Manifest of Stores (Store List).
Private Property Statement of crew and officers.

(*b*) Master to sign following certificates, in prescribed forms, presented by Agents, on arrival:
Port Entry.
Port Clearance.
Customs Entry.
Customs Clearance.
Departure.
Health.

PILOTAGE: No pilotage, being roadstead port. Vessel to choose anchorage subject to draft, taking own soundings with guidance of chart.

ANCHORAGE: Normally vessels anchor at 298° about 2·8 miles from Vakalpudi Lighthouse where 6 fathoms depth can be obtained. Safe and quick work possible at this point. Deeper draft vessels have to choose their anchorage.

MAX. SIZE: No restriction. Vessels any size can anchor.

HEALTH: Whether vessel coming from foreign port or port in same country, pratique is automatic, unless vessel is in quarantine. Master has to send message to Agents "All Well" by wireless or any other means. If vessel is in quarantine, Master to send advance cable to Agents to arrange health inspection, vaccination, etc., and then pratique.

RADIO: Radio stations are Visakhapatnam and Madras.

VHF: VHF radio station at shore near post office. International frequency. Channels 16 and 12 communication from ship/shore and vice versa. If ship requires communication on Channel 12 it should be advised in advance to prepare machine accordingly.

Communication timings:

0745/0815 hours	1045/1115 hours	1445/1515 hours
1745/1815 hours	1945/2015 hours	

TUGS: No tugs.

STEVEDORES: Gangs engaged by party doing stevedoring work. In case of liners, Agents attend. In case of chartered vessels, consignees/shippers attend. Master to give ETA with no. of hatches to be worked on arrival. Revised ETA to be sent whenever there is change.

MEDICAL: Government hospital available with specialists. Private nursing homes also available with efficient physicians and surgeons. Agents arrange medical aid on advance intimation. Being roadstead port, launches have to be arranged, hence advance intimation of 6 hours necessary through signal station while in port.

DENSITY: Fresh water ranging from 1.000 to 1.025 at 60° C.

FRESH WATER: No equipment or facilities for supply of fresh water.

FUEL: No fuel suppliers. When essential small quantities of 10/15 tons can be arranged from Visakhapatnam, duty paid.

DEVELOPMENTS: Development programmes include: Dredging approach channel, canal protection, transport facilities, port equipment, navigational aids, water supply to the ships, power supply at loading/discharging points and stacking yards at shore, mechanisation of barges, transit sheds, etc.

GANGWAY/DECK WATCHMEN: Arranged by stevedores.

OPENING/CLOSING HATCHES: By ship's crew only.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and Spirits: 16 oz. per head per week for those who are eligible for supply by ship.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: No facilities. Only minor repairs to winches, welding work, casting and repairing spare parts.

REPATRIATION: Can be arranged.

AIRPORT: Visakhapatnam 105 miles, Madras 350 miles.

TIME: GMT plus 5½ hours = IST.

HOLIDAYS: Charter Party holidays are observed. Work is done day and night. Port and Customs also work on holidays and out of office hours on payment of overtime. No work even on overtime payment on following days: Bhogi, Pongal, Kanumu. Optional holiday to labour on Chollangi Amavasya, in January.

POLICE/AMBULANCE/FIRE: Police 100 and 12; Fire 99, 105; Ambulance 99.

SHORE LEAVE: Shore permits given by Port Registration Officer (Immigration).

PORT AUTHORITY: State Port Officer, Andhra Pradesh, PB No. 11 Kakinadar. Tel. 1 (Office), 24 (Residence), Telegram "Spoka".

AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, No. 43–1–20, Main Road, Near Bridge (North), Kakinada–1 (AP). Cables "Baxico, Kakinada". Tel. 785.

KANDLA: 23.00 N. 70.12 E.

DOCUMENTS: To be submitted by Masters on arrival:
Customs: Crew List (3 copies).
Crew Private Property List – this should indicate all items they possess (3 copies).

Ship's Stores List (3 copies).
All valid documents of ship in English for verification of customs boarding officer.
Port: Maritime declaration in duplicate.
Health: Valid crew health cards and Deratisation Certificate.
Agents: Stowage Plan, Cargo Manifest and Bills of Lading.

PILOTAGE: Pilot station situated 22° 49½″ N.; 70° 07″ E. Loaded vessels can cross bar only during high water. Vessel to report at pilot station 2½ hours before high water. Masters to keep Agents closely advised of ETA and anchoring time. 12 hours advance notice to be given by Agents for Pilot. No pilot ship or telegraphic address for pilot station (Outer Tunabuoy). Vessels can contact Kandla Tower through VHF Channel No. 16. Pilot station 16 miles away from port. During all weathers vessels have to anchor at above position and await Pilot.

ANCHORAGE: Vessels can anchor 1 mile South-west of above anchoring position. Inside harbour, anchorages allotted by Port Authorities, and Pilots anchor vessels at suitable positions.

RESTRICTIONS: Being a tidal port, entering and leaving of loading vessels depends on tide, and loaded vessels can cross bar at entrance of channel only during high water.

During hours of darkness max. length for tankers is 575 ft.

Ships having speed of less than 9 knots through the water will not be moved in and out of the port of Kandla during hours of darkness.

Berthing and unberthing of ships at the moorings will be restricted to daylight only. Daily draft forecast for crossing Kandla Bar published at intervals by the Kandla Port Trust.

MAX. SIZE: Max. overall length 740 ft. No. breadth restrictions.

For oil tankers max. permissible overall length is 620 ft.

Draft according to water on the bar varies between 28 and 31 ft.

PRATIQUE: The Masters of all ships arriving at Kandla are required to send the Port Health Officer, Kandla (cable address "Sandgrodh") a wireless message embodying all applicable terms of information set out in the Standard Quarantine message of the International Code of Signals. In addition to the International Code message, Masters are also required to give the following information in plain language:

(*a*) Whether there is any abnormal mortality of rats or mice.
(*b*) Whether there is any monkey on board.
(*c*) Whether touched or embarked at Aden or Djibouti any person.
(*d*) Names of all ports touched en-route within preceeding thirty days, with dates of departure.
(*e*) Request for radio pratique.

Upon anchoring Pilot Station, cable again Sandgrodh stating time anchored and requesting radio pratique.

In cases where the vessels have touched any yellow fever area within preceeding 30 days it is necessary for Master, for good order sake, to certify that all officers and crew/passengers on board possess valid yellow-fever certificates.

The Pilot Officer boarding is authorised to grant free pratique on completion of the Maritime Declaration of Health signed by the Master in cases where vessels have failed to obtain radio pratique for any reason. If the Maritime Declaration is not in order, the Pilot refers the Master to the Port Health Officer who then boards the vessel and grants free pratique after his inspection of the vessel.

RADIO: Within a range of 35 hours off Kandla, vessels can contact Kandla Radio on call sign VWK. Before 35 hours off, Kandla can be contacted through Bombay Radio only.

TUGS: Port tugs join ships inside harbour off berth. Ship's wires used.

BERTHING: The cargo jetty provides four alongside-berths with total quayage of 2,700 ft. which can accommodate ships drawing up to 30 ft. loaded draft. The fifth berth adding 1,125 ft. of quayage will be opened to traffic after completion of diaphragm wall and the corresponding dredging in the jetty.

Three mooring berths are available near the cargo jetty. In addition, there are separate moorings for (*a*) ships loading salt, (*b*) special mooring, (*c*) deep draft mooring for ships up to 37 ft. draft.

The Bunder basin has two wharves, each with transit shed. The South wharf is served with four quay electric level-luffing cranes of 3 to 10 tons capacity for handling cargo from lighters. The West wharf is provided with a 60 tons capacity electric gantry crane.

STEVEDORES: Minimum 24 hours notice required for arranging stevedoring labour and gangs. Bulk fertiliser and grain average 1,000 tons and 1,500 tons respectively. General cargo 250 tons per hook, subject congestion prevailing in sheds, wharves, warehouses and clearance, and on number of vessels working at particular period.

MEDICAL: Private Doctors' services available for vessels at berth. For vessels at Pilot Station or inner anchorages minimum advance notice of 12 hours and 6 hours respectively required. Very limited facilities of private practitioners. No hospital facilities. Inoculation and vaccination carried out by Port Health Officer (a Government body) – minimum 48 hours notice is required.

TANKERS: Tankers with maximum over-all length of 620 ft., 28,000 tons displacement and 30 ft. draft permitted to berth. Three main pipe-lines connected to tanks situated about 10 kilometres from berth, two generally used for white oils and one for black oil. White-oil pipe-lines diameter 12 in. and black-oil pipe-line diameter of 14 in. In addition, one 8 in. diameter pipe-line for soyabean oil, one 3 in. diameter pipe-line for acetone and one 4 in. diameter pipe-line for formaldehyde. No facility for residue discharge. Mainly naphtha exported, API 68·6. Second Oil jetty under construction.

DENSITY: Varies from fresh to 35/36 depending on rain and rise of tide.

FRESH WATER: Can be supplied through shore pipe connection and barges.

FUEL: Furnace oil (heavy oil) and light diesel oil can be supplied. Usually 12 hours advance notice required for bunkering. In event of oil tanker discharging at berth, bunker supply can only be commenced 18 hours after completion of discharge by tanker. Quantities up to 500 tons supplied by tank trucks, above 500 supplied through pipe-lines if berth vacant. However, any quantity can be supplied by tank trucks.

DEVELOPMENTS: Berths and bar continuously under dredging and drafts will increase in future.

GANGWAY/DECK WATCHMEN: All ships engage two watchmen round the clock at gangway. To look after mooring lines, 8 mooring men (4 each at fore and aft) are engaged round the clock.

OPENING/CLOSING HATCHES: Unless specified in relative Charter Party to contrary, ship's crew to accomplish this work.

SHIP CERTIFICATES:
Registration.
Safety Equipment.
Safety Radio and Telegraphy.
International Load Line.

CUSTOMS ALLOWANCES: 200 cigarettes per week per person. Wine and/or Spirit: Two pegs of spirit per person per day or 4 pints beer.

CARGO GEAR: Ships should possess valid Cargo Gear Certificates.

IDENTIFICATION CARDS: Required. See "Shore Leave".

CONSULS: Nil.

REPAIRS: Minor repairs carried out. Chipping and painting work also carried out.

DRY DOCKS: A floating dry dock to accommodate small craft up to 73 m. (240 ft.) in length, 12 m. (40 ft.) beam and 3·7 m. (12 ft.) draft of maximum weight 810 m./tons for repairs, available.

REPATRIATION: Though adequate facilities not available, this can be done in case of necessity.

AIRPORT: Situated about 15 kilometres from port. Daily plane service to Bombay.

TIME: GMT plus 5½ hours.

HOLIDAYS: Holidays for each year declared by Port Authorities, are Republic Day, Idul's Zuha, Muharram, Holi (2nd day), Ramnavami, Good Friday, May Day, Indpendence Day, Janmashtami, Mahatma Gandh's Birthday, Dussehra, Diwali (New Year Day), Iduil Fitr & Bhaiduj, Guru Nanak's Birthday, and Christmas.

TELEPHONES: Available on board, only for oil tankers.

GENERAL: Port equipped with 21 electric level luffing shore cranes of 3 to 10 ton capacity used for discharging all ships alongside cargo jetty. For discharging tankers with bulk grain port's vacuvators used.

SERVICES: Tank cleaning by shore labourers. Tank washings and residue not allowed to be discharged in port area.

SHORE LEAVE: Citizens of Communist China and Pakistan not allowed ashore. All other nations are allowed to go up to Adipur situated 16 miles away from port for which shore passes issued by Immigration Authorities.

PORT REGULATIONS: Photography in port area prohibited. No crew members allowed to take with them liquor of any kind ashore and not permitted to drink liquor outside port limit.

DELAYS: Delays in berthing depend on number of ships working in berths and awaiting berth (if any). Loading and discharging depend on prevailing conditions/congestions in jetties/wharfs and warehouses and clearance/arrival of cargo. Delays in bunkering depend on number of ships receiving bunkers by tank trucks and availability of oil berth.

AUTHORITY: Kandla Port Trust.

AGENTS: J. M. Baxi & Co. Ltd., 13/14 New Clearing Agents Quarters, New Kandla, Kutch. Tel. 7059, 7086, 7007, 7059, 2290. Telegraphic address "Baxico Kandla".

KARWAR: 14.48 N. 74.06 E.

PORT LIMITS: *North.* A line drawn from Dayamada Point to Parker Rock.

East. Seashore of Karwar bay from Dayamada point to Badchidar point 50 yards above high-water-mark including Baithkiol Cove, Kalinady and all branches thereof as far as navigable and the shores and banks within 50 yards of high-water-mark spring tides including all islands and thence to Mogera Guda Island (including Mogera Guda Island). All patta lands and other private sites excluded.

South west. A line drawn from Mogera Guda Island through Gudsav Sunv, Westernmost point of Mandal Island to Parker Rock.

DOCUMENTS:
8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists (if any).
4 Import Manifests.
1 Last Port Clearance.

PILOTAGE: The approach from Northward is between Oyster Rock Lighthouse and two front and rear leading lights on Simshigudda and Kurmagad Islands, respectively, in positions lat. 14°50′11″ N. long. 74°05′43″ E. and lat. 14°50′33″ N. long. 74°05′59″ E. Vessels approaching from Southward may enter between Oyster Rock Light and Karwar Head. Currents in bay are negligible. Ocean-going steamers are piloted by Departmental Port Officer who is a licensed Pilot. No pilotage charges at present.

ANCHORAGE: Anchorage for shallow draft steamers is with the Port Signal Station, bearing 120° (T), distance 1 to 2 miles, or Oyster

Rock Lighthouse, bearing 278° (T), distance 2·5 miles in about 24 to 28 ft. of water. Anchorage for deep drafted ships is with the signal station, bearing 099° (T), distance 3 to 3½ miles in depths of 38 to 42 ft.
RESTRICTIONS: No entry restrictions. Karwar Bay may be entered on either side of Sunghiri Island, according to draft and anchorage taken as required. A vessel can enter Karwar either by day or night after having made lighthouse on Devghad Island.
MAX. SIZE: Any size of vessel can be worked as loading and unloading operation done in open sea. Depth at Outer Roads over 7 fathoms increasing accordance distance from land.
HEALTH: District Civil Surgeon acts as Port Health Officer. Free pratique to incoming vessels from foreign ports granted by radio. All vessels calling from foreign destination must give radio message addressed "Civil Surgeon Karwar" at least 48 hours prior entering port giving last port of call, number of crew, health conditions, approximate time of arrival and requesting pratique, same message must be repeated to Agents who obtain pratique on shore. Anchoring time is pratique time. For vessels calling from an Indian port, pratique not required.

Vessels which have taken on board passengers or crew from yellow fever areas, within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until such time as a mosquito search party, from nearest major port (e.g. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship is fit for granting pratique.

Necessary for Owners or Masters to inform Agents well in advance in case of vessel arriving from yellow fever area to enable arrange mosquito search party and quick pratique.
RADIO: Preferable for vessels calling Karwar to give ETA or Pratique message via Goa or Bombay Radio.
TUGS: No tugs necessary as vessels work in stream.
BERTHING: No berth, vessels work in open sea. Baithkol Cove is safe berthing place for lighters. Alongside wharves 10 to 12 smaller vessels can obtain safe berth with depth of 6 to 8 ft.
STEVEDORES: 48 hours notice ETA required order enable agents advise shippers and stevedores to keep cargo and labourers ready. Main commodity export of ore. Mechanised barge loading operations in port. Ore loading rate up to 4,000 tons per day. General cargo 1,000/1,300 tons per day.
MEDICAL: Good hospital facilities exist. 2 hospitals about 1½ miles from port. In case of inoculations and vaccination at least two days advance notice to be given enabling bring vaccine from nearby town (Hubli or Belgaum) distance 100 and 150 miles respectively.
TANKERS: No facilities for tankers.
DENSITY: 1025.
FRESH WATER: Dumb Water Barge for supply to steamers anchored in open Roadstead.
FUEL: No bunkering facilities for ocean-going vessels. Diesel and petrol storage depots within port for supply to small vessels.
DEVELOPMENTS: Proposed to develop port of Karwar into all-weather intermediate port, with 2 berths and one mechanical berth, an approach channel and turning basin. Intended arrangements include ability accommodate up to 60,000 ton deadweight ore carriers, loading up to 8 million tons ore and 1¼ million tons other cargo per year. Also intended develop fishing harbour with facilities accommodate large-scale deep-sea fishing industry for 1 million tons fish per year.
Provision of Channel Marks:
1 Fairway buoy.
10 channel marking buoys.
Provision of a mooring boat with equipment for maintenance of buoys.
Experimental dredging.
Dredging approach channel and turning basin.
Land acquisition for future expansion.
Diversion of present main road alongside port wharf.
Improvement of Binga/Karwar Road.
Provision of two berths and one mechanical berth for ocean-going steamers.
OPENING/CLOSING HATCHES: Generally carried out by ship's crew.
CERTIFICATES:
Ship's Register.
Cargo Gear Certificates.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derating Certificate.
Vaccination and Inoculation Certificates.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits.
CARGO GEAR: Before commencement of loading Master to present shippers or their Agents valid international cargo gear certificate, which shall not be more than 12 months old. Validity of said certificate to cover whole period for loading and discharging. Fourth five-year plan includes proposals for mechanical front-end loaders, tipping trucks, mobile cranes and forklift trucks.
CONSULS: None.
REPAIRS: Moderate-sized workshop in town able carry out minor deck and engine repairs.
REPATRIATION: Shipping Master arranges crew changes and necessary repatriation. Crew signing off repatriated via Goa or Bombay.
AIRPORT: No airport, or rail connections. Nearest airports Goa or Belgaum, 60 and 150 miles distant respectively. 2 flights per day to Bombay from Goa.
TIME: GMT plus 5½ hours. Permanent.
HOLIDAYS: Charter party holidays declared and published every year by Honorary Secretary of the Karnatak Chamber of Commerce and Industry, Jaya Chamaraj Nagar, Hubli-20.

Non-working days when work not permitted even on payment of overtime: Republic Day (26th January) and Gandhi Jayanti (2nd October).
POLICE/AMBULANCE/FIRE: Circle Police Inspector 116; City Police Station 33; District Superintendent of Police 7; Reserve Police Headquarters 18; Ambulance 19.
GENERAL: Port functions normally from 16th September to 15th May. Port closed from 16th May to 15th September due South-west monsoon.
SHORE LEAVE: Crew members are allowed ashore provided not of Chinese nationality.
AUTHORITY: Office of the Port Officer, Karwar. (N. Kanara district). Tel. 42.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Grand Hotel Annexe, Baithkol, Karwar (N. Kanara). Telegraphic address "Baxico", Karwar. Tel. 54 and 225.

MADRAS: 13.06 N. 80.18 E.

DOCUMENTS:
3 Private Property Lists.
3 Stores Lists (Bonded Stores).
3 Crew Lists.
1 Last Port Clearance.
1 Valid Derat Exemption Certificate.
1 Bill of Health (only if vessel has touched yellow fever areas).
3 Slop Chest Declarations.
3 Currency Declaration.
Passenger List (if applicable).
Ship's Papers
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Ship's articles (if vessel is Indian or Commonwealth flag).
Ship's papers to be handed over to Agent's Representative for final entry of vessel in Customs House. Same returned to Master.
PILOTAGE: Pilotage compulsory, both inward and outward, also for purpose of shiting inside harbour. Master required to advise ETA at least 48 hours before arrival, when local Agents contact Harbour Authorities for arranging berthing. If any berthing delay vessel has to anchor at Outer Anchorage – anchoring point below 10 fathoms line from breakwater light. Vessels requiring Pilot fly "G" flag by day and one white light exhibited on a conspicuous point on ship by night.
ANCHORAGE: Good anchorage found with breakwater light bearing between 240° and 300° – distance 1 to 3 miles.
RESTRICTIONS: No restrictions of entry. Both day and night navigation. In "Jawahar docks" restriction of movement (sailing/shifting) during night time from 2200 hours to 0600 hours.
MAX. SIZE: No restriction regarding length and breadth of vessel. Vessels berthing at "Jawahar Docks" should not be more than 100 ft. in breadth as width of entrance at "Jawahar Docks only 110 ft. Limiting factor draft, which varies from 26 ft. to 35 ft. depending on particular berth/mooring.

Outer Harbour: vessels up to 42 ft. draft.
HEALTH: All vessels arriving from foreign ports have to apply for pratique through their radio – not earlier than twelve hours and not later than four hours before arrival. Pratique message to be addressed "Quarantine Madras" and worded as required by Port Authorities on receipt of which Port Health Officer cables ship granting pratique. In case of any infectious disease on board, Port Health Officer boards vessel and after due inspection grants pratique.
RADIO: Coast Station Madras Radio, call sign VWM. Information regarding weather distributed twice daily.
TUGS: Join vessel just inside breakwater. Vessels use own lines and no tugs' lines used/supplied.
BERTHING: Vessels berth at all times except in "Jawahar Docks" where there is no night navigation between 2200 hours to 0600 hours.

Outer Harbour: New berths provide increased draft to 42 ft. Capable of deepening up to 50 ft. at a later stage.

Iron Ore Berth with modern loading facilities expected completion during 1973.

Also in the Outer Dock, are three more general cargo berths, one of which can be converted into a container berth.

There are in all 18 cargo berths, 3 moorings, 1 petroleum berth and explosive berth for dangerous and hazardous cargo, which is situated outside harbour. Drafts at these berths/moorings vary from 26 ft. to 35 ft.
BRIDGES: There are two bridges for pedestrian traffic only. One swing bridge at the entrance of Jawahar Dock and another Bascule bridge at the entrance of boat basin.
STEVEDORES: A copy of Manifest for stevedores' on board required.
RADAR/VHF: None.
MEDICAL: Advance notice for medical aid useful if vessel anchored/anchoring outside and not coming alongside, as it takes time to arrange for launch, etc. Medical assistance arranged easily if vessel alongside. Various hospitals and private nursing homes with modern equipment available. All crew members to be in possession of valid health cards in respect of inoculations/vaccinations against smallpox, cholera, etc. Facilities for renewal available.
TANKERS: There are two crude oil berths, one inside and the

other outside the harbour, but only one vessel can be berthed at a time. The inner berth has 800 ft. in distance between buoys for crude oil tankers of 725 ft. long with a draft of 36 ft. This arrangement is made to accommodate the crude tankers during the North-east Monsoon pending the outer oil dock being made usable during the North-east Monsoon.

In regard to the outer berth, the distance between buoys is 900 ft., and vessels of 42 ft. draft can be accommodated.

BULK HANDLING FACILITIES: There are four berths, three in the Jawahar Dock and one in South Quay, which can handle iron-ore semi-mechanical means. Loading capacity 4,000 tons per day at South Quay, and 6,000 tons per day at Jawahar Dock.

RATE OF DISCHARGE/LOADING: Grains, by hooks/derricks:
Bulk: 300 tons per day per hook.
Bagged: 300 tons per day per hook.
By Vacs: 250 tons per Vac. per day.
Fertiliser. By hooks/derricks.
Bulk: 200 tons per day per hook.
Bagged: 300 tons per day per hook.
General Cargo: 150 tons per hook per day.
Liquid Cargo: About 150 tons per hour.

DENSITY: 1024 – constant. Not affected by state of tide.

FRESH WATER: Available and can be supplied to vessels either through shore connections or by water barges. During summer months due to scarcity of water, full requirements of vessel may not be possible.

FUEL: Bunkers available, but supply dependent on stock position. At least 48 hours advance notice required. Suppliers should receive nomination from their Head Office. Companies supplying bunkers are:
The Indian Oil Corporation Limited.
Caltex (India) Limited.
Esso Standard Eastern Inc.
Burmah-Shell Oil Storage and Distributing Company of India Ltd.
Usual rate of bunkering is about 40 to 80 tons per hour. Grades of fuel available:
Fuel oil, 700 Secs. Redwood No. 1 at 100° F.
L.D.O., 70 Secs. Redwood No. 1 at 100° F.
Gas oil, 30/30 Secs. Redwood No. 1 at 100° F.

GANGWAY/DECK WATCHMEN: Services of watchmen are compulsory and they can be engaged from Dock Labour Board.

OPENING/CLOSING OF HATCHES: Work of opening/closing of hatches usually depends on what Charter Party says and also type of hatches of vessel. Liner Term Vessels: – "McGregor Type" – These types of hatches are opened/closed by the crew; but, if Owners/Master desires, rigging gangs may be hired for this work at Owner's expense. Ordinary – Beams & Hatch Boards or Pontoon Type – Opening/closing of this type of hatches is done by stevedores.

CUSTOMS ALLOWANCES: Tobacco. 200 cigarettes and ½ oz. tobacco per week can be held by each crew member. Wine/Spirit. One open bottle of spirit or wine per week can be held by each crew member.

CARGO GEAR: Vessel should be in possession of valid cargo gear certificate issued by competent authority. Port Dock Safety Inspector may inspect cargo gear before or during loading/discharging in spite of vessel being in possession of a valid certificate.

IDENTIFICATION CARDS: All crew members should be in possession of their respective CDC's/Z. Cards/Passports.

CONSULS:

U.S.A.	Tel.	83041	Japan	Tel.	88677
Australia	,,	811393	Netherlands	,,	86411
Britain	,,	86311	France	,,	444203
	and	811376	Belgium	,,	645495
Denmark	,,	22088	U.S.S.R.	,,	73077
Germany	,,	82125	Ceylon	,,	85316

REPAIRS: All types of deck/engine repairs possible. Experienced and established marine workshops available.

DRY DOCKS: None.

REPATRIATION: All facilities for effecting crew changes and arranging repatriation exist.

AIRPORT: The Madras Airport (Meenambakkam) about 15 miles from harbour and served by regular airlines.

TIME: GMT plus 5½ hours.

HOLIDAYS: Declared by authorities are observed, but work completely closed on: Pongul, Republic Day, May Day, Independence Day, Mahatma Gandhi's Birthday and Deepavli.

POLICE/AMBULANCE/FIRE: Police 100; Ambulance 101; Fire 101.

TELEPHONES: Can be placed on board, but only on vessels at certain berths. All berths on West Quay, i.e. WQ1, WQ 2, Centre Berth, WQ 3 and WQ 4, North Quay berth and berths on Jawahar docks (West) only, i.e. JD 1, JD 3 and JD 5.

SERVICES: All special services available.

SHORE LEAVE: Crew members allowed ashore after securing shore passes issued by port security officer. However, they must restrict themselves to city limits.

PORT REGULATIONS: Normal Port Regulations.

DELAYS: When there is heavy arrival of bulk grain and fertiliser, vessels may expect a delay of about a week or so. General cargo vessels may expect a delay of about 2/3 days during congestion.

AUTHORITY: Madras Port Trust.

AGENT: J. M. Baxi & Co., Steamship Agents, 2/21 North Beach Road, Madras 1. Stevedoring Department, 21 Thambu Chatty Street, Madras 1. Telegraphic address: "Baxico" Madras. Tel. 27925, 24933, 28498. Telex 041416 "Njtours Ms", 041626 "Baxi Ms".

MANDVI: 22.49 N. 69.21 E.

DOCUMENTS: Arrival: Arrival Report with ship's details, Voyage Memorandum, Crew Lists, Stores Lists.
Departure: Departure Report with Ship's details, Export General Manifest, Certificate of Cargo Tonnage Loaded.

PILOTAGE: None. All vessels anchor in stream.

RESTRICTIONS: Vessels anchor in open roadstead in 3–5 fathoms, 2–2½ miles from shore. Vessels of 9 ft. draft can reach wharves at high water and vessels drawing 12 ft. can reach Albert Edward breakwater. Vessels having 60–70 tons cargo only can enter port during high tide. Highest tidal range 14 ft., average range 10 ft. Current 2 knots during fair season.

HEALTH: Government Medical Officer attends as health officer.

RADIO: No radio. All messages delivered through Kandla.

TUGS: Services optional. 3 tugs and 1 launch. Charges basis time and BHP.

STEVEDORING: Arranged by Agent with Port Authority.

MEDICAL: 24 hours notice required of any medical requirements.

FIRE PRECAUTIONS: Smoking strictly prohibited in port area.

WATCHMEN: Arranged through Agents.

HATCHES: Opened and closed by crew.

CERTIFICATES: Non-carriage of dangerous cargo, Cargo Gear Certificates, Statement that no passengers carried.

CUSTOMS ALLOWANCES: No restrictions for crew of coastal vessels. Stocks of tobacco, wine and spirits to be declared to Customs. Wines and spirits prohibited in Gujarat States but Master permitted daily quota by Customs Authorities.

REPATRIATION: No facilities.

TIME: GMT plus 5½ hours.

HOLIDAYS: Usually possible to arrange work on holidays.

POLICE/AMBULANCE/FIRE: Police 8; Ambulance 32; Fire 10.

GENERAL: Gulf of Kutch Ports, viz. Mandvi, Mundra, Jakhau and Koteswar administered by Director of Ports, Gujarat States, Ahmedabad. Mandvi located on southern coast Gulf of Kutch at mouth of river Bukmavati, seasonable, tidal and intermediate ports.

SHORE LEAVE: Crew of coastal vessels only allowed ashore subject prior permission from Captain of the Port.

DELAYS: Delays to be expected in supply of cargo at times of lowest water.

AUTHORITY; Deputy Engineer & Port Officer, Mandvi-Kutch.

AGENT: J. M. Baxi & Co., Mundra, Kutch. Cables "Baxico Mundra".

MANGALORE: 12.55 N. 74.52 E.

PORT LIMITS:
North: A line drawn due West from the Northern boundary pillar on the seashore about 740 yards from Sultan's Battery to 9 fathoms of water.
South: The line drawn due West from the Southern boundary pillar to the seashore, about 1,000 yards below the marine yard to 9 fathoms of water.
West: The 9 fathom line between its intersections with the lines above defined as the Northern and Southern limits.

DOCUMENTS:
Crew Lists (6 copies).
Crew's declarations for Customs (4 copies).
Store Lists (4 copies).
Currency declaration (2 copies).
Import Manifest inclusive of Deck Cargo and bottom cargo (3 copies).
Bill of Lading (1 copy).
Ships particulars inclusive of service stand (2 copies).
Declaration of opium, dangerous drugs, gold, arms, ammunitions and explosives, monkeys on board, last and next port of call (2 copies).
Arrival report and Port and Light dues receipts (2 copies).

PILOTAGE: No pilotage. Open anchorage port. When shifting to nearest safe anchorage, free pilotage assistance rendered by Port Officer.

ANCHORAGES: Vessels anchor in depths of 4½ to 6 fathoms with Mangalore Lighthouse (12° 50·8′ N., 74° 50·3′ E.) bearing between 250° and 270° (T).

HEALTH: Vessel arriving from foreign country sends radio message in code or otherwise to respective Agents who contact Port Health Officer accordingly. If vessel from yellow fever area Master should give prior notice to Agent to arrange for Mosquito Party from Cochin to come to Mangalore and board ship on arrival. If suspected or infected, vessel should anchor not less than half a mile from all other vessels and notify port authorities of situation either by radio or through signal station.

RADIO: Call sign VWL on 500 kc/s and 438 kc/s working frequency.

STEVEDORES: Stevedores available. Average loading/discharging rates per day:
(*a*) Iron ore 400 tons per hook (weather permitting).
(*b*) Fertiliser or wheat bags 200 tons per hook (weather permitting).
(*c*) General cargo bagged 200 tons per hook (weather permitting).

TUGS: One Port Trust tug and three private tugs capable of towing over 600 tons each are available.

MEDICAL: 24 hours notice necessary to arrange for a doctor on board. Government Hospital and Nursing Homes available.

DENSITY: Density of 1022/3 throughout year except in September (immediately after Monsoon at beginning of shipping season) when density about 1016.

FRESH WATER: Supplied by water barge at rate of 125 tons per trip with 48 hours prior notice. Cost of supply inclusive of all

charges except crew overtime on holidays. Minimum order 35 tons.
FUEL: Small quantities not exceeding 40 tons of diesel oil can be supplied by oil barge.
DEVELOPMENTS: The development of all-weather 40 ft. draught port in progress at Panambur, 5 miles to the North of river entrance and expected to be completed by 1974.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: As per terms and conditions of Charter-Party.
CERTIFICATES:
Ship's Registry.
Deratisation Certificate.
Articles of Agreement.
Dock Safety Register (cargo gear).
Radio Telegraphy Certificate.
Load Line Certificate.
Port Clearance from last port.
Bill of Health.
Safety Equipment Certificate.
CUSTOMS ALLOWANCES: Tobacco. 200 cigarettes per week. Wine and spirits, 1 open bottle of spirits per week.
CARGO GEAR: Derricks and boat devices to be hoisted in when not required to prevent contact with masts and sailyards of lighers alongside. Advisable that lifeboats be lowered only on non-working side.
IDENTIFICATION CARDS: Passport or identification cards to be carried by crew plus letter of permission from Master for shore leave.
CONSULS: None.
REPAIRS: Minor repairs to engines and gear carried out by auto-workshops.
DRY DOCKS: None.
REPATRIATION: Can be arranged by ship's agents or at shipping office.
AIRPORT: Airport situated 12 miles away. Daily flights to Bombay. Monday, Wednesday, Saturday to Bangalore. Services by Indian Airlines Corporation.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Port Authorities. Work can be arranged on all holidays except principal Muslim festival days.
POLICE/AMBULANCE/FIRE: Port Police Station 5196.
Fire service on lighter wharf only (no fire-floats available), tel. 3333.
TELEPHONE: No arrangement for placing telephone on board.
GENERAL: Port open only in fair season from 15th September to 15th May. However, ships may call at port and work between 15th May and 15th September (weather permitting) with prior permission of Port Officer.
SHORE LEAVE: Permitted, except for Pakistan and Communist–Chinese crew.
DELAYS: Adverse bar conditions necessitate stopping work for bad weather.
AUTHORITY: Mangalore Port Trust Board. Tel. 5040.
AGENT: J. M. Baxi and Company, Steamship Agents and Stevedores, P.O. Box No. 49, Bunder, Mangalore 1. (S. Kanara). Telegrams "Baxico", Mangalore. Tel. 3933.

MORMUGAO: 15.25 N. 73.47 E.

PORT LIMITS: Roughly up to 10 fathom line running North and South from Cabo to Grand Island. Vessel is considered "arrived vessel" when she comes under direction of Signal Station.
DOCUMENTS:
10 Crew Lists.
10 Passenger Lists.
3 Copies of Manifest.
1 Last Port Clearance.
1 Bill of Lading in case of imports.
3 Stores Lists.
3 Personal Property Lists.
1 Letter of Authority to Agents addressed to Asst. Collector of Customs (prepared on arrival).
1 Arrival Report to Immigration Officer.
1 Customs Declaration.
1 Inward Clearance Certificate.
1 List of Particulars.
1 Deck Cargo Certificate.
1 Arrival Report.
Last seven items to be signed by Master in port after arrival.
Ship's papers: Documents placed at disposal of port:
Ship's Registry.
Deratisation, Classification.
Safety Equipment.
Load Line.
Radio Telegraphy.
Indian Light Dues.
PILOTAGE: Compulsory. ETA required at least 24 hours before arrival to order pilot. Call pilot by international code signals on arrival at signal station or contact by VHF Channel 16.
Pilot boat is white launch showing pilot flag. In fair weather Pilots board West of fairway buoys. In bad weather, Pilots guide vessel from launch until boarding possible. Pilot launch leaves from inner harbour with Pilot and is not stationed at any particular position. International regulations for pilots' ladders applicable. Vessels awaiting Pilot may anchor 2 miles West of fairway buoy 6.
RESTRICTIONS: Pilotage only during daylight hours. Draft restricted. Deep-laden vessels await high tide. Maximum draft permissible 28 ft. to 30 ft. Draft particulars for incoming ships berth No. 3, 4, 5 and 6 – 27 ft., 28 ft., 28 ft. and 28 ft. Maximum draft outgoing ships: berth No. 3, 4, 5, 6 and Anchor Buoys 1 and 2: 27 ft., 28 ft., 28 ft., 28 ft., 28 ft. and 28 ft. respectively. Masters of outgoing vessels wishing to load beyond allocated drafts required to obtain permission 24 hours before sailing/shifting and must sail at fixed time.
MAX. SIZE: Length 650 ft., also see "Entry Restrictions". Vessels loading West of breakwater in fair weather: no restrictions on size or draft. Tankers maximum length 650 ft. Also see "Developments".
HEALTH: International Regulations apply. Pratique automatic when calling from another Indian port. Pratique granted by Pilot Officer who boards vessel on arrival. Telegraphic pratique can also be obtained from Port Health Officer cable address "Quarantine Mormugao".
RADIO: Goa Radio, call sign VWG. Operating continuously on 500 kHz, 417 kHz, and 2182 kHz. Communication range 500 miles.
VHF radio telephone station at signal station headland, call sign Goa Port, calling Channel 16, working Channel 12.
Ships desiring to contact port on VHF should establish contact by means of (*a*) light signals, (*b*) hoisting "Z" flag, (*c*) blowing "Z" on whistle or siren.
Port VHF station attracts attention of desired ship by hoisting "Z" flag with call letters of ship or by light signalling.
VHF service restricted for port operation, ship's emergencies and movements. All messages to be addressed to Harbour Master. Third party communication not allowed.
TUGS: Tugs usually used inside breakwater. Normally push, but when towing, use ship's line.
BERTHING: Deep loaded incoming vessels berthed two hours before high water. Vessels also use anchor and quarter line to mooring buoy to keep off berth.
BULK HANDLING FACILITIES: One berth equipped for mechanical handling of iron ore. Loading rate about 750 tons per hour. At present vessels of 30,000 dwt. and draft of 28 ft. can be accommodated.
The current development project includes provision of iron-ore berth capable of handling vessels of up to 60,000 dwt. initially, and 100,000 dwt. ultimately with ore-loading plant capacity 8,000 tons per hour. Project to be completed in 1973.
STEVEDORES: Original ETA of 48 hours and a definite ETA of 24 hours required and Master should indicate stowage and gangs required before arrival, also how derrick booms must be arranged so as to enable stevedores to arrange same on arrival.
MEDICAL: No hospital facilities for any serious sickness but facilities available for first aid, which should be informed 24 hours in advance. Port Ambulance can be obtained during daytime only.
TANKERS: Discharge line 14 in. No loading facility. Berths Nos. 4 and 5, white oil, and berth No. 6 for black oil. Permissible draft 28 ft.
DENSITY: Salt water 1025 – slightly fresh during monsoon season.
FRESH WATER: Available alongside berths also from 180 tons capacity barge. Pumped by hose at 20 tons per hour at berth, and 30 tons per hour from barge. Sometimes restricted to 50 tons maximum if supply is limited.
FUEL:

Grades	*Viscosities*
High speed diesel oil	Less than 45 Redwood
Light diesel oil	41 "
Furnace oil (also known as light fuel oil)	of 623 "

48 hours advance notice required.
FIRE PRECAUTIONS: During discharge of oil tanker, great care taken that no naked lights are visible nearby. Movements of unauthorised persons at point of discharge strictly restricted. Ships alongside or up to a distance of 100 ft. advised not to emit smoke through funnel. Round the clock standby duty carried out by Fire Service, around tanker, till completion of cargo.
DEVELOPMENTS: Under the port development scheme, scheduled for completion 1973, the following points are included:
Dredging harbour to 45 ft. with an alongside depth of 48 ft. at new berths to be provided.
Construction of new ore-handling complex for up to 100,000 dwt. vessels.
Construction of new oil berth.
GANGWAY/DECK WATCHMEN: Necessary to have watchmen in case of loading general cargo to protect goods. In case of loading iron ore no watchman required.
OPENING/CLOSING HATCHES: Usually by crew, unless contrary to Charter Party.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per crew member per week. Wine and/or Spirit: 4/5ths of bottle per week for each member of European crew. 2/5ths of bottle per week for each member of Asian crew.
CARGO GEAR: Certificates to be valid.
IDENTIFICATION CARDS: Not essential but according to Immigration Rule Police landing pass issued to each crew member going on shore.
REPAIRS: No major repairs. Minor repairs only and no underwater welding facilities.
DRY DOCKS: None.
REPATRIATION: Facilities exist for changing and repatriating crew.
AIRPORT: Approx. 7 kms. from harbour. One local flight daily to Bombay. No international flights from Goa and all outgoing foreign passengers have to be repatriated via Bombay.
TIME: GMT plus 5½ hours.
HOLIDAYS: Republic Day; Mahashivratri; Holi; Gudi Padva Muharam; Good Friday; Independence Day; Ganesh Chaturthi;

Mahatma Gandhi's Birthday; Dussehra; Feast of St. Francis Xaviour; Idu'l Fitr; Goa Liberation Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 234 through Postal Exchange; Ambulance (Health Centre) 215 through Postal Exchange; Fire 105 through port Exchange.
TELEPHONES: No arrangements for installation of telephones on board.
SHORE LEAVE: Crew members allowed to go on shore with Police landing pass.
AUTHORITY: Mormugao Port Trust.
AGENT: J. M. Baxi & Co., Steamship Agents & Stevedores, Collaco Building, 2nd Floor, PO Box No. 93, Vasco Da Gama, Goa. Tel. 327. Telex 223. Cables "Baxico Vasco da Gama".

MUNDRA: 22.54 N. 69.42 E.

LOCATION: In Gulf of Kutch near Navimal Lighthouse, about 2 miles inside Bocha Creek. Port is about 6 miles west of Mundra town. Salt exporting port open for deep sea and coastal traffic. Vessels calling Mundra anchor in open roadstead 2 miles from shore. Vessels of 8 ft. draft can berth alongside jetty. Highest tidal range 17 ft. Current parallel to coastline running about 3 knots.
AUTHORITY: Assistant Conservator, Mundra-Kutch.
AGENT: J. M. Baxi & Co., Mundra, Kutch. Cables "Baxico Mundra".

NAGAPATTINAM: 10.45 N. 79.50 E.

DOCUMENTS: To be completed by Masters of vessels on arrival:
8 Crew Lists.
8 Passenger Lists.
3 Form of Import Manifests of Stores.
3 Lists of articles in slop chest.
3 Private Property. Declaration of the Crew.
3 Manifests.
3 Bills of Lading.
To be handed to Agents:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
PILOTAGE: No pilot station, being open roadstead port. Vessels not piloted to anchorage.
ANCHORAGE: Vessels anchor according draft and prevailing weather conditions. In fine weather, good anchorage in depths of 3¾ to 6 fathoms with lighthouse bearing 281° to 255°. Holding ground, sand and mud, good. Agents, in consultation with Port Authorities, signal Master on arrival of vessel, anchorage position for guidance.
MAX. SIZE: No restrictions. Vessels choose anchorage according to draft.
HEALTH: On arrival Master to signal local signal station, addressed Port Health Officer stating vessel arrived and no sick person on board. Agents then obtain free pratique from Port Health Authorities. In event any person having chicken-pox or smallpox on board, advisable that Master informs Agents sufficiently in advance to enable them make necessary arrangements for Port Health Officer to board vessel on arrival and obtain free pratique after Port Health Officer is satisfied that isolation arrangement on board adequate.
RADIO: Madras Radio or Colombo Radio. No radio station locally.
TUGS: None.
BERTHING: Open roadstead port. No berths.
STEVEDORES: Port usually handles fertiliser imported on Government of India account and rate of discharge per day about 750 to 1,200 tons. Advisable that ETA of vessel is passed to Agents at least two days in advance to enable them to advise receivers to arrange necessary gangs.
MEDICAL: No advance notice required unless sickness of serious nature when Medical Officer boards vessel on arrival. In case of sickness to officers or crew, Medical Officer boards vessel or if in condition to go ashore, necessary arrangements made to take sick crew to Doctor. District Headquarter's Hospital with all medical facilities available. Special wards available for sick members of crew. Vaccination, inoculation against yellow fever, cholera, plague, etc., can be arranged.
DENSITY: 1025.
FRESH WATER: Available in limited quantities and dependent upon port getting continuous supply from municipality. Two tanks of 14½ tons capacity placed in lighter are sent alongside vessel and a petrol-driven pump is used to pump up water from tanks into vessel.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: In the interest of vessel, two gangway and deck watchmen day time and at night to be employed to avoid pilferage.
OPENING/CLOSING HATCHES: Opening and closing of hatches on arrival of vessel before commencement of discharge and on completion carried out by stevedores. Time used for opening and closing of hatches not counted.
CUSTOMS ALLOWANCES: Tobacco, One carton per week per crew member. Wine and Spirit, Whisky or brandy one quart each member for a week. No restriction for beer as the issue is based on weather, etc. This rule relaxed if necessary.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: Minor repairs in engine room and on deck can be effected. Chipping and painting can also be arranged.
DRY DOCKS: None.
REPATRIATION: Facilities available for affecting crew changes and arrangements can be made for repatriation.
AIRPORT: Nearest airport Madras, served by regular airlines.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Authorities. Vessels work on Charter Party and Government holidays but time not counted. No closed holidays but overtime charged for any work done on Government holidays and on Sundays.
POLICE/AMBULANCE/FIRE: Police 267; Ambulance 299; Fire 299.
GENERAL: No regular launch service between ship and shore. Agents hire out private launch and obtain permission from port office to ply launch between ship and shore, to facilitate officers and crew to go ashore and for Doctor, Agent and Port Health Officer. Port Authorities do not permit plying of launch after 1800 hours. Three trips arranged for launch to go to vessel and back from 0600 to 1800 hours every day weather permitting.
SERVICES: Hatch cleaning after discharge of cargo can be carried out.
SHORE LEAVE: Officers and members of crew allowed to go ashore and necessary passes obtained by Agents.
DELAYS: Usually no delay in anchoring vessels and generally all formalities including survey carried out on vessel's arrival. If vessel arrives between 0600 and 1400 hours, she commences discharge same day.
AGENTS: J. M. Baxi & Company, Steamship Agents and Stevedores, First Line Beach, Nagapattinam. Telegram "Baxico", Nagapattinam. Tel. 445 (Office).

NAVLAKHI: 22.57 N. 70.27 E.

DOCUMENTS: Arrival:
Last Port Clearance.
Bill of Health/Maritime Declaration of Health.
Customs Arrival Report.
Port Arrival Report.
Agent's Arrival Report.
List of Same Bottom Cargo.
Crew List (6 copies).
Import General Manifest.
Lighthouse Dues Receipt (in case the last port of call being Indian port).
Store List & Private Property List (8 copies each).
Misc. Declaration.
Departure:
Port Clearance (handed over by Customs).
Bill of Health.
Port Departure Report.
Agent's Departure Report.
Income Tax Clearance Certificate (in case of export cargo).
PILOTAGE: Not compulsory. If required an experienced local guide provided by Port Authorities. In such cases Pilot meets vessel at Tuna Buoy pilot station about 19½ miles from port.
ANCHORAGE: Open roadstead port. Vessels work in stream. Two vessels can be brought to inner anchorage and work conveniently. In case a third vessel arrives, it has to anchor at Buoy No. 5 until one of the vessels sails from inner anchorage. During non-monsoon times vessels can be moored at Buoy (Navlakhi) No. 5.
RESTRICTIONS: Night navigation risky. Generally vessels' movements during daytime high water period. Vessels should arrive Tuna Buoy 3 hours before high water in daytime.
HEALTH: No Port Health Officer available. Customary for Port Health Officer Kandla to board vessel at Tunabuoy and grant free pratique (in case vessel within 30 days called any other restricted ports). Otherwise Customs Officer grants free pratique after vessel's arrival in port limits.
RADIO: Radio messages intended for this port should be addressed either through Kandla or Bombay Radio Stations.
TUGS: No tugs – anchorage port.
STEVEDORES: At least 24 hours notice to arrange gangs. Rate of loading and discharging for grain and fertiliser about 900 tons a day if one ship working; in case two vessels working simultaneously, average of about 600 tons can be maintained in fair weather days.
MEDICAL: No facilities available. Small dispensary under control of Medical Practitioner who undertakes emergency cases. Good medical facilities available at Morvi which is 30 miles away, or Rajkot about 60 miles. Generally doctor called from Morvi to attend vessels.
DENSITY: 1025.
FRESH WATER: Supplied only in small quantities. One barge (port owned) with carrying capacity of about 35 tons a trip. Due very low pressure pipe lines, minimum 20 hours to fill barge.
FUEL: None available.
DEVELOPMENTS: No specific programme so far announced.
GANGWAY/DECK WATCHMEN: Necessary to appoint watchmen on board to avoid possible thefts.
OPENING/CLOSING HATCHES: Depends upon terms of working. Local stevedores generally attend to this operation but charge to vessel (Owners) in case these operations are vessel's account.
CERTIFICATES:
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.

Ship's Register.
Derating Certificate.

IDENTIFICATION CARDS: Customs examine and issue pass to land. But if crew go to suburbs (beyond Morvi which 30 miles away), identity cards should be carried.
CONSULS: None.
REPAIRS: Workshop for repairs to port equipment and urgent repairs of minor nature can be carried out.
DRY DOCKS: None.
REPATRIATION: Crew being repatriated from this port would be sent to Kandla (after Customs examination) where facilities are available.
AIRPORT: Navlakhi not connected by air. In case of emergency, Kandla or Rajkot nearest airports.
TIME: GMT plus 5½ hours.
HOLIDAYS: The port holidays are taken as Charter Party Holidays. Except for some restricted holidays, work will be carried on payment of overtime.
POLICE/AMBULANCE/FIRE: Checkpost Police Station without telephone.
TELEPHONES: Few important offices are connected with telephones, and no telephone service can be provided on board vessel.
SHORE LEAVE: The crew members are allowed ashore. See "Identification Cards".
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Opp. Railway Station, Navlakhi Port. Telegrams "Baxico" Navlakhi. Tel. 32 (Office and Residential).

OKHA: 22.27 N. 69.05 E.

DOCUMENTS: Five copies each of Import Manifest, Crew List. Passenger List, Ship's Stores Manifest, Crew Property List.
PILOTAGE: Compulsory. Pilot Station Lat. 22° 30.5′ N.; Long 69°. 04.36′ E.; 1·35 miles North-west of Samiani Light Tower.
ANCHORAGE: Roadstead anchorage near Pilot Station.
MAX. SIZE: 525 ft. OA length during North-east monsoon and 540 ft. OA length during South-west monsoon with comparable breadth. Max. draft 26 ft.
PRATIQUE: The Master should cable the Port Health Officer (Quarantine Okha") in International Health Code, requesting free pratique. If radio pratique is not effected, then Masters should present Maritime Declaration to the Customs Boarding Officer who is authorised to grant free pratique. If the vessel is arriving from yellow-fever area, the mosquito control team is arranged from Kandla, where the cable address of the Port Health Officer is "Sangrodh Kandla".
RADIO: Port Department Wireless station call sign VUK 9 can be contacted from 0930 to 1130, 1330 to 1530 and 1730 to 1930 IST for transmitting any messages; advisable transmit message to local Agents as they maintain account with port.
TUGS: Port-owned tugs join vessel while entering port channel and/or vacating it at time of berthing and/or unberthing.
BERTHING: Only daylight hours. Vessels should be ready in all respects to move to berth 1½ hours before high water at Pilot Station.
BRIDGES: None.
STEVEDORES: Firm ETA including requirements order avoid delay. (*a*) *Exports:* Mainly cement, bauxite and chemicals and general merchandise, rate 100/125 tons per shift per hook. (*b*) *Imports:* Mineral oils average rate about 200 to 300 tons per hour according to ships pumping capacity; general cargo same rate as export.
MEDICAL: Port Health Officer always available. Well-equipped hospital at Mithapur under Tata Chemicals at a distance of about 12 miles from port. Medical aid available throughout day and night.
TANKERS: All dry cargo vessels regulations apply for tankers, particularly size, etc. One berth, draft 26 ft. No slop facilities.
DENSITY: 1025.
FRESH WATER: Limited and uncertain. Port supplying water by barge and shore pipe line; maximum quantity 25 tons only in cases of emergency.
FUEL: Available but arrangement should be made through oil companies head offices at Bombay.
FIRE PRECAUTIONS: Port Department maintains a small fire station.
DEVELOPMENTS: In addition to existing concrete jetty a new concrete jetty has been constructed, presently accepting vesels up to 350 ft. length, 23 ft. draft.
GANGWAY/DECK WATCHMAN: Vessel to provide own gangway watchmen. Shore-watchman available for employment on shift basis (8 hour shifts).
OPENING/CLOSING HATCHES: To be attended to by ship's crew if not contracted with stevedores which may cost extra.
CERTIFICATES: Ship's Register, Load Line Certificate, Safety Equipment, Safety Gear, Radio.
CUSTOMS ALLOWANCES: At Customs Preventive Squad's discretion.
CARGO GEAR: Normal gear supplied by stevedores for hire.
IDENTIFICATION CARDS: Necessary.
CONSULS: None.
REPAIRS: Only minor repairs.
DRY DOCKS/CONSULS: None.
REPATRIATION: Necessary formalities to be completed at District Headquarters situated at Jamnagar, a distance of about 110 miles: such as Police, Health, (whereas Customs formality can be completed locally).
AIRPORT: Nearest airport Jamnagar about 110 miles connected with Okha by rail and road. Only local service to Bombay daily operated;
TIME: GMT plus 5½ hours.
HOLIDAYS: As declared by Port Authorities, cargo work can be arranged by paying usual scheduled overtime but labour's observed holidays (about five to six days in a year) completely closed.
TELEPHONES: Only for tankers by respective oil installations.
GENERAL: Port governed by Gujarat State and all rules and regulations laid down by them in addition to Central Government rules applicable to this port. Port connected with hinterland by rail, motor transport, 300 miles by sea from Bombay, two tides in 24 hours, mean high water spring rise about 11·5 ft. and mean low water neap rise 9·5 ft.; current in neap tide is 2 to 3½ knots. Wind force/direction during April/September South-west 3/5 and in October/March North-west to North-east from 2/4.
SERVICE: Tank cleaning by manual labour.
SHORE LEAVE: Crews allowed ashore with Customs permission.
DELAYS: Delay only encountered if berth or moorings are occupied.
AGENT: J. M. Baxi and Company, Shipping Agents and Stevedores, Okha (Saurashtra). Cable address "Baxico", Okha. Tel. (Office) 22 (round the clock).

PANAMBUR:

The development of an all-weather 40 ft. draft port is in progress at Panambur, 5 miles to the North of Mangalore River entrance. Completion expected 1974.

PARADIP: 20.14 N. 86.42 E.

DOCUMENTS:
"No opium" Certificate.
Deck Cargo Certificate.
Arrival and departure reports.
Anchorage Certificate.
Six copies of Crew Lists.
Required certificates to be produced for signature of Master by Agents on arrival.
PILOTAGE: Pilotage during day time only. Last pilotage 1630 hours. Give ETA to Agents at least 24 hours in advance. Agents book pilot and arrange for inward pilotage after arrival. Vessel can anchor depending on draught four cables from Fairway Buoy, positioned Lat. 20° 14.51′ N. and Long. 86° 42.19′ E. After vessel anchored, Pilot boards during day time with help of pilot launch. For safety, Masters to arrive with maximum ballast on board for entering.
ANCHORAGE: See "Pilotage". Anchorage particulars given in chart published as "Paradip Anchorage".
RESTRICTIONS: Vessels not berthed/sailed during night-time after 1630 hours. Vessels to have maximum ballast for entering.
MAX. SIZE: LOA 700 ft. and maximum draft 38 ft.
HEALTH: Send usual quarantine message to "Quarantine Paradip-port" 24 hours before arrival for radio pratique. Pilot gives free pratique on boarding vessel subject no sick person on board. In case of suspected disease or fever on board, Port Medical Officer visits ship at anchorage/berth and cases of contagious disease, isolated and sent to nursing home.
RADIO: VHF radio installed at signal station in the Harbour Office. Calling Channel 16. Working Channel 9.

Working Hours: every even hour for 10 minutes from 0600 hours to 2200 hours and when ships are making or leaving the port.

Vessels are requested to establish contact with the control station when within VHF range (approx. 40 to 60 miles) and before entering, moving in or sailing from the port.

When within VHF range, ships are requested to give the following information:

(1) Name of ship
(2) Ports of departure, call and destination
(3) ETA
(4) Vessels gross tonnage, length, breadth, draft and speed
(5) Number of cases of dangerous contagious diseases on board
(6) Type and quantity of cargo
(7) Name of Agents and requirements.

TUGS: Tugs join vessel just inside approach channel. Ship's lines only used.
BERTHING: One berth only.
BULK HANDLING FACILITIES: One iron ore berth with mechanical loading plants of capacity 2,500 tons per hour. Suitable for vessels up to 40,000 dwt. with max. draft up to 38 ft.

Work in hand widening turning circle and further dredging to accommodate vessels up to 60,000 dwt. with draft of 39 ft.
STEVEDORES: On account of mechanical loading, stevedores not required. If required, one week's notice.
MEDICAL: After arrival Doctor can board vessel to attend to any urgent case. No hospital facilities. Sick crew sent to Cuttack/Bhubaneshwar about 90/100 miles from Paradip.
DENSITY: Varies from 1018 to 1024 with average of 1021.
FRESH WATER: Water supplied at Iron Ore Berth and also roads during fair season by 2 barges total capacity 150 tons. At berth water supplied at average of about 100/150 tons a day.
FUEL: HSD and furnace oil supplied by port on 15 days notice or procured from Cuttack/Vizag and transported to Paradip by lorry (tanks).
FIRE PRECAUTIONS: No special precautions.
DEVELOPMENTS: Turning basin enlarged to 520 m.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Undertaken by crew only.
CERTIFICATES:
Ship's Register.
Load Line Certificate.

Safety Radio Certificate.
Safety Equipment Certificate.
Last Port of Clearance.
Deratisation Certificate.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: One bottle of 24 ounces per head per week.
CARGO GEAR: Valid cargo gear certificate required.
IDENTIFICATION CARD: Authorities issue landing pass.
CONSULS: Nil.
REPAIRS: None.
DRY DOCKS: Nil. Only a slipway under construction.
REPATRIATION: Crew taken to Cuttack and Calcutta as Chief Immigration Officer stationed at Cuttack.
AIRPORT: Nearest airport Bhubaneshwar 102 miles. Only local flights available to Calcutta and Visakhapatnam. Flight timings to Visakhapatnam 1100 hours and Calcutta at 1500 hours daily.
TIME: Local time GMT plus 5½ hours.
HOLIDAYS: Charter Party holidays. Normally work carried out on all days.
POLICE/AMBULANCE/FIRE: Police 27; Ambulance 41. No fire service station.
TELEPHONE: No facilities for telephones on board.
GENERAL: Masters to arrive with maximum ballast during monsoon period.
SERVICES: None available.
SHORE LEAVE: Port Immigration issue shore passes to all foreign nationals excepting Chinese and Pakistanis and with shore passes crew allowed ashore.
DELAYS: Since only one berth available ore loaders get berth on "First Come First Served" basis.
AUTHORITY: Deputy Conservator, Paradip Port Trust. Tel. 46.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Flat No. 2/3, Sectional Officers' Block No. 11, Sector 21, Paradip Port (Dist. Cuttack – State Orissa). Cable "Baxico" Paradip. Tel. 13.

PONDICHERRY: 11.56 N. 79.50 E.

DOCUMENTS:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
Store List with Private Property Declaration in Triplicate.
Crew List (8 copies).
Light Dues Receipt.
Manifest (import or Export).
Bill of Lading.

PILOTAGE: Not necessary as open roadstead anchorage.
ANCHORAGES: Proper anchorage in line with New Pier. Two chimneys in line (276°) will provide good transit in day time and at night green/red light in transit with red pier light can be taken.
MAX. SIZE: Anchorage is 7 fathoms within one mile from New Pier. Above 7 fathoms outside one mile.
HEALTH: Free pratique obtained on arrival and Master expected to address message to Port Health Officer, advising that all are well on board. Free pratique automatic for vessels calling from any Indian ports.
RADIO: Cables routed through Madras Radio (call sign VWM).
TUGS: Tug kept ready at New Pier. Joins vessel 1 mile from New Pier.
BERTHING: No berths.
STEVEDORES: 24 hours notice prior to arrival. Rate of discharge of bagged cargo 1,000 to 1,500 tons per day.
MEDICAL: No advance notice necessary. General Hospital and Jipmer Hospital available.
TANKERS: Transfer operations are carried out at anchorage 1½ miles off shore.
DENSITY: 1025.
FRESH WATER: Can be supplied by barge.
FUEL: Not available.
DEVELOPMENT: Proposals finalised for construction of new lighthouse near New Pier.
GANGWAY/DECK WATCHMEN: Services not compulsory, but recommended to avoid pilferage. 3 watchmen day/night.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine and/or Spirit, One open quart bottle per crew member permitted to be held out of bond.
IDENTIFICATION CARDS: Not needed if furnished with Crew List.
CONSULS: Only French Consulate General. Tel. 58.
REPAIRS: Deck and Engine repairs not attended. Special arrangements can be made from Madras. Minor repairs carried out privately.
DRY DOCKS: None.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriation.
AIRPORT: Nearest airport is Meenambakam Airport, Madras, distant 100 miles.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Authorities but cargo work arranged on all holidays on payment of overtime, except on Republic day, Gandhi's Birthday, May Day, Independence Day, and Deepavali.
POLICE/AMBULANCE/FIRE: Police 64; Fire 99; Ambulance arranged through hospital doctor on duty, tel. 198.
TELEPHONES: No facilities to place on board.
GENERAL: For purposes of crew going ashore, launches arranged between 6 a.m. and 6 p.m. weather permitting, hired from private parties. Laundry facilities, supply of fresh vegetables and provisions arranged.
SERVICES: None.
SHORE LEAVE: Crew members permitted ashore but have to remain within town limit.
DELAYS: Delays occur only under unavoidable circumstances such as Surf Declaration, Cyclone, etc. Vessels arriving at night, commence discharge operations next morning.
AUTHORITY: Port Officer, Pondicherry.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, 52 Beach Road, Pondicherry – 1. Telegraphic Address: "Baxico", Pondicherry. Tel. 841.

PORBANDAR: 21.38 N. 69.36 E.

DOCUMENTS:
Crew Lists (6 copies).
Passenger Lists (6 copies).
Customs Documents to be prepared by Agents and signed by Master (4 copies).
Arms and Ammunition Certificate 4 copies duly signed by Master.
Health Documents: all yellow fever, cholera and smallpox books should be valid on arrival as well as on departure, if they are not valid on departure Port Health Officer should visit ship and give required injection to persons for completing health books before obtaining Bill of Health.
Same Bottom Cargo List (4 copies).
Port Clearance: Port Clearance of last port to be submitted to Boarding Officer of Customs.
Private Property List (6 copies duly signed by Master).
Store List (4 copies duly prepared by ship's officer).
Currency Declaration (4 copies).
Bills of Lading: Bills of Lading for export cargo generally to be prepared and signed by Agents.

PILOTAGE: Not necessary as anchorage is in stream in open sea.
ANCHORAGE: Anchor in stream about 1½ miles off shore. 6 fathoms at low water, with good holding ground.
Outer anchorage is with Raja's Old Palace, about 1½ miles South-eastward of lighthouse, bearing 85° and lighthouse bearing 26°, 4½ to 5 fathoms sand and rock (or further out as required).
MAX. SIZE: Any size vessel.
HEALTH: If arriving from yellow fever area within 30 days a grant of free pratique is necessary. Mosquito Party to be deputed from Kandla, which can only be arranged by prior intimation failing which vessel would have to proceed to either Kandla or Bombay for free pratique.
RADIO: Via Bombay Radio.
TUGS: Not necessary as vessel anchors without Pilot in stream.
BERTHING: No berths.
STEVEDORES: 24 hrs. notice of ETA to Agents order arrange gangs.
Rate of loading and discharging: Three ships work simultaneously. During one ship's stay average rate about 800/900 tons per day, during two ships' stay average rate about 600/700 tons, during three ships' stay average rate about 500/550 tons.
MEDICAL: Hospital facilities available.
TANKERS: No facility for discharging oil.
FRESH WATER: Supplied to ship 50 tons per day, provided water barge is in commission.
FUEL: Nil.
DEVELOPMENTS: Work started to convert port into all-weather port. Breakwater wall under construction, expected completed 5–6 years.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Charter Party terms.
CERTIFICATES: (*a*) Load Line Certificate. (*b*) Safety Equipment. Certificate. (c) Safety Radio Certificate, all certificates must be valid before departure of vessel.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes permitted for use of each crew from bonded stores of ship. Wine and/or Spirit: Customs Officer remains on board from arrival till departure and issues required quantity of wine and spirit from bonded stores.
CARGO GEAR: Tested cargo gear should be used for loading and discharging operations.
IDENTIFICATION CARDS: Necessary.
CONSULS/REPAIRS/DRY DOCKS: None.
REPATRIATION: Can be arranged.
AIRPORT: 3 miles from town, daily flight to Bombay.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Government of Gujarat and can be worked on payment of overtime charges, but work on Indian Republic Day, Holi (2nd Day), Ramnavami, Muhurram, Gokulashthami, Dussera, Diwali (New Year) and Ramzan-Id not possible.
POLICE/AMBULANCE/FIRE: Police Station 114; Ambulance/Fire Brigade 244.
SHORE LEAVE: Police, Port and Customs permission required before landing.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Sisodia Mansion, Gopnath Plot, Porbandar (Saurashtra). Cables "Baxico", Porbandar. Tel. Office 733.

PORT REDI: 15.44 N. 73.39 E.

DOCUMENTS: Arrival:
Maritime Declaration of Health Form (in duplicate).
Port Clearance from last port of call.
Ship's Stores List (in triplicate).
Crew Private Property List (in triplicate), containing full details of every article such as: cameras, radios/transistors, record players, records, watches, all types of currency, other valuable articles, souvenirs, spirits, etc.
Crew Lists (6 copies).
Ship's Currency List (in triplicate).
Arms and Ammunition Declaration.
Passenger List – if any.
Through Cargo Manifests.
Departure:
Medical Inspection or Examination Certificate (Bill of Health).
Port Clearance.
Consumed stores list in duplicate (a list of stores consumed during the stay of the vessel at port).

PILOTAGE: Compulsory. Port Officer acts as Pilot. Cable via Bombay Radio to Port Officer, Redi, Cable Address: Port Officer Redi (Ratnagiri), ETA of vessel 48 hours prior arrival (cable should reach Port Officer before 24 hours prior arrival). Anchor off Rairi Point – West of Rairi Point – about 1 to 1½ miles where Port Officer boards ship to pilot to proper loading anchorage. Pilotage restricted to daylight hours only. Shifting without Pilot not permitted.

On arrival keep gangway or complete pilot ladder with man-ropes and step-down, ready for Pilot.

No fixed anchorage marked at pilot station; however, vessel should not proceed beyond one mile from Rairi Point (for safety of vessel). Keep engine ready till Pilot boards. If vessel arrives during night hours be ready for shifting next morning.

ANCHORAGE: Anchorage Rairi Point or Redi Point (Lat 15° 44′ N. Long. 73° 39′ E.) is a flat rocky projection, Western extremity of which is 50 ft. (15m2) high. Foul ground and shoal water extend about three-quarters of a mile South-south-westward and about half a mile Westward of this point; at Southern side of foul area is Rairi (Redi) Rock which is 36 ft. (11m) high and steep. Vessel should not proceed into depths of less than 6 fathoms or within one mile Westward in vicinity of this point without Pilot.

Loading anchorages are on both sides of Rairi Point (known as Jetty One anchorage and Jetty Two anchorage).

MAX. SIZE: No restrictions on size. This is a minor port exporting only iron ore, and vessels up to 34 ft. draft load at safe anchorage.

HEALTH: On arrival, Customs Authorities board and grant free pratique to ships arriving under normal conditions and on completion of Maritime Declaration of Health Form. Medical Officer, Candy Dispensary, Vengurla, acts as Port Health Officer (Quarantine Officer) for this port, and boards vessel at his convenience before sailing to conduct Medical Examination and grants Medical Examination Certificate (Bill of Health) on day of sailing. Certificate to be collected from Vengurla Office. No facilities for radio pratique.

If coming from yellow fever or jigger infected regions within 30 days Port Health Officer grants pratique after boarding vessel with mosquito party deputed from Bombay at Owners' cost. Mosquito Party can only be arranged on advance information failing which vessel would have to proceed either Bombay and/or Mormugao for free pratique. Master and/or Owners to give Agents prior notice to avoid delay in arranging pratique. Vessels transitting through above infected areas for bunkers or water only do not require mosquito party for obtaining pratique.

Advisable inform Agents prior to arrival of last port of call, crew, and nationality, and if arriving from yellow fever and/or jigger infected regions, whether called only for bunkers or water, or purpose of call and vessel's health condition.

RADIO: Bombay Radio.

BERTHING: No berths. Open roadstead port.

LOADING: Port only exporting iron ore in bulk and suppliers. The Minerals & Metals Trading Corporation of India Ltd., make own arrangements to load cargo on FOBT terms. Rate up to 700 tons per day.

MEDICAL: Preliminary medical aid available at Port Redi/Shiroda. Well-equipped hospitals situated at Savantwadi and Vengurla about 25 and 45 miles away respectively by road. Cholera inoculations and smallpox vaccination done through Port Health Officer and if required this information may be passed on to agents for arranging with Port Health Officer.

DENSITY: Average 1025.

FRESH WATER/FUEL: None.

GANGWAY/DECK WATCHMAN: Not necessary.

OPENING/CLOSING HATCHES: As per Charter Party. However, opening done by stevedores to save their time and commence loading earliest during free time.

CERTIFICATES: All certificates, particularly Cargo-gear Certificate to be in order and valid.

CUSTOMS ALLOWANCES: 200 cigarettes per week of 7 day per crew. Wine and/or Spirit, one bottle each per crew of spirit or beer as required.

IDENTIFICATION CARDS: Necessary.

CONSULS: None.

REPAIRS/DRY DOCKS: None.

REPATRIATION: Facilities for crew changes. 4 days advance notice required with full particulars of crew.

AIRPORT: Belgaum and/or Vascodagama 90 miles distant.

TIME: Indian Standard Time GMT plus 5½ hours.

HOLIDAYS: Cargo work can be arranged on overtime on all holidays except 26th January, Republic Day; 2nd October, Mahatma Gandhi Birthday; 15th August, Independence Day. On these holidays work not permitted even on overtime.

GENERAL: Regular Post and Telegraph Office about 2½ miles from jetty.

Vessels on arrival and at departure thoroughly examined by Customs, and Masters therefore requested to ensure that crew private property list is correctly presented to Customs Authorities and its accuracy maintained throughout stay of vessel.

Ship's wireless station not to be used for despatching cables during the vessel's stay.

Discharge of bilge water and/or dirty waste oil or cargo prohibited.

Fresh vegetables, etc., supplied in limited quantity from 90 miles distance.

SHORE LEAVE: Crew of Chinese and Pakistani nationality not allowed land on shore. Other crew permitted land only after obtaining requisite permission from Police Authorities from Ratnagiri, distant about 160 miles and thereafter from Customs Authorities. On arrival, crew list and guarantee duly signed by Master, are furnished to Police Authorities at port and telegram sent to Ratnagiri requesting landing permission from District Superintendent of Police.

Obtaining landing permission takes 3 days; and therefore, Masters requested not to allow crew members to land on shore unless written landing permission sent on board. Crew members not allowed beyond Port Redi limits, without permission obtained from Police Authorities, Ratnagiri.

PORT REGULATIONS: Port Officer conducts Final Draft Survey on completion of loading in consultation with Master. Master's refusal to allow shifting creates complications. Master should not shift vessel without Pilot on board or permission from Port Officer; this does not apply in case of emergency.

DELAYS: Only two vessels (i.e. one at each jetty) can work at a time on a first come first served basis. Overlapping vessels have to wait turn. Waiting time about 4/5 days.

AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Port Redi, PO Redi, District: Ratnagiri. Cable "Baxico", Redi (Ratnagiri). Tel. 22.

TUTICORIN: 08.48 N. 78.10 E.

DOCUMENTS: Required on arrival:
4 Manifests.
2 Bills of Lading.
5 Crew Lists.
5 Passenger Lists.
4 Crew Personal Property Declaration.
4 Crew Currency Declaration.
4 Import Manifest of Store List.
2 Health Report Form.

PILOTAGE: No pilot service.

ANCHORAGE: Anchorage in roadstead with Pandyan Tivu Lighthouse, bearing between 260° and 292°, distant 2 to 2½ miles, in depths 27 to 33 ft. (8m2 to 10ml); holding ground good, mainly sand, mud and shingle.

In North-east monsoon, vessels should have a good length of cable and second anchor always ready, as sea breeze blows on reef Eastward of Pandian Tivu. In South-west monsoon, middle May to middle August, wind though violent, is invariably off shore, West to South-west, and water fairly smooth.

HEALTH: Free pratique granted to vessels carrying food grains or fertilisers on Government of India a/c. Master required wireless Port Health Officer, Tuticorin, requesting grant of free pratique. On receipt of message Port Health Officer grants pratique and message passed by radio to steamer. This applicable only in cases where steamers have no infection, epidemic or disease. Otherwise Port Health Officer boards vessel on arrival and grants pratique after inspection.

RADIO: When vessels within 24 hours distance Tuticorin Radio could be used and call sign VWT. Otherwise according to route followed, steamers use Madras or Bombay Radio.

VHF service available between ship and shore.

TUGS: Tugs available but if services required special arrangements have to be made. Ships usually anchor in open roads and enter and sail without tug assistance.

BERTHING: No berths.

STEVEDORES: Agents require 48 hours notice of ETA for arranging gangs, and receivers for lighters. General cargo, average rate load or discharge about 1,000/1,200 tons per weather working day.

MEDICAL: For doctor's visit on board early advice helps to arrange for tug or launch to take doctor from shore. In cases of emergency, medical attention can be arranged but there may be some delay. Hospital facilities available. Personnel should have valid inoculation and vaccination certificates. If certificates expired arrangements made for revaccination/re-inoculation and renewal of certificates.

TANKERS: No facilities.

FRESH WATER: Available. Barge-capacity 100 tons. Delivery in units of 100 tons only. During summer, usually shortage of water. In other seasons water available but as only one barge, delivery of water arranged by turn depending upon numbers of steamers in port.

FUEL: None.

DEVELOPMENTS: New harbour under construction which will include 4 berths with ancillary facilities. Two berths expected to be commissioned in 1973.

GANGWAY/DECK WATCHMEN: Engaging watchmen always done at the discretion of Masters. In case required could be engaged.
OPENING/CLOSING OF HATCHES: By ship's crew. If done by stevedores charged extra.
CERTIFICATES:
Ship's Register.
Safety Construction Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio & Telegraphy Certificate.
Deratisation Certificate.
Cargo-gear Stability Certificate.
IDENTIFICATION CARDS: Identification cards or seamen's passbook required to be presented to Police and immigration authorities while coming on shore.
CONSULS: None.
REPAIRS: No maritime workshops. Only minor repairs.
DRY DOCKS: None.
REPATRIATION: Could be arranged via Madras.
AIRPORT: Nearest airport is Madurai, distant 100 miles, which could connect Madras.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by authorities but boatmen do not work on following holidays as these are days of obligation and festivals: New Year's Day, Republic Day, Maundy Thursday, Good Friday, Tamil New Year Day, May Day, Ascension Day, Corpus Christi, Our Lady of Snows Feast, Assumption Day and Christmas.
POLICE/AMBULANCE/FIRE: As steamers are in open roads about 5/6 miles from shore all emergency to be passed to Port Authorities through signal station and to respective Agents.
SHORE LEAVE: Crew allowed shore leave but movements limited to municipal limits. Must obtain shore permits from police.
PORT REGULATIONS: Usual regulations. All crew members coming into shore and returning to ship must report to Customs and Port Police on every trip.
AUTHORITY: Port Conservator, Tuticorin Port Authority.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, LIC Building, 58 Beach Road, Tuticorin – 1. Telegrams "Baxico", Tuticorin. Tel. Office 1047; Residence 1087.

VERAVAL: 20.54 N. 70.22 E.

DOCUMENTS:
Last Port Clearance.
Ship's Stores Manifest (3 copies).
Crew List (5 copies).
Private Property List of Crew (3 copies).
Same Bottom Cargo (3 copies).
Ship and Crew Currency List (3 copies).
Indian Coast Light Dues Receipt (if vessel arriving from Indian port).
Maritime Declaration of Health.
Customs Arrival Report.
Customs Declaration for arms ammunition, etc.
Port Arrival Report.
PILOTAGE: Not required. Vessels anchor midstream.
ANCHORAGES: Veraval light exhibited on coast near Political Residency (occ. 15 sec. 110 ft.). Known as New Lighthouse. Breakwater near harbour under 3 fathoms (5m5). No perceptible tide streams in roadstead. During night/neap tide with low water ships suffer cargo feeding for about five hours, four to five days in month.
Anchorage depth 48 to 60 ft. opposite Phiriya Temple. Good anchorage obtained with Veraval Lighthouse Bearing 317°, breakwater end, True Bearing 336·5°, Bhiria Beacon 27°.
RESTRICTIONS: None, day or night anchorage possible.
MAX. SIZE: No restriction.
HEALTH: Vessels having called yellow fever area and taken on board passengers or crew (other than bunkers or water) granted free pratique by mosquito party deputed from Kandla Port which only arranged by prior notice failing which vessel would have to proceed either Kandla or Bombay for free pratique. Vessels other than above granted pratique by Boarding Officer of Customs upon presenting Maritime Declaration of Health. Radio pratique not available.
RADIO: Messages via Bombay Radio. No VHF.
TUGS: Not required.
BERTHING: No berths.
STEVEDORING: Particulars of ETA and labour gangs required well in advance. Average loading/discharging:

Loading bagged cargo oilcake, etc.	225/250 Ts. per hook per day
Loading GN oil in drums	150/175 Ts. per hook per day
Discharging fertiliser (bagged)	150/200 Ts. per hook per day
General cargo loading/discharging	150/200 Ts. per hook per day

MEDICAL: Qualified doctors and hospital facilities.
TANKERS: No tanker berths.
FRESH WATER: Supplied at anchorage in stream by prior arrangements with Port Department and Local Municipality. Rate 20 tons a day subject sufficient force available in water tap connection on shore.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Not necessary unless required. Can be arranged through agents.
OPENING/CLOSING HATCHES: Carried out by stevedores. Ships' derricks worked by crew.
CERTIFICATES:
Safety Equipment Certificate.
Load Line Certificate.
Safety Radio-Telegraphy Certificate.
Deratisation Certificate.
Ship's Registration Certificate.
CONSULS/REPAIRS: None.
REPATRIATION: Can be arranged.
AIRPORT: Nearest airport Keshod, 30 miles from Veraval, but motor transport not easily available and advance arrangements have to be made.
TIME: Local Time GMT plus 5½ hours.
HOLIDAYS: On which work not allowed for loading/discharging: Indian Republic Day, Holi (Second Day), Ramnavami. Mohurram (Ashura or 10th day), Gokulashtami, Dussera, Diwali (New Year's Day), Ramzan-Id (Id-ul-Fitr).
POLICE/AMBULANCE/FIRE: Police 3; Ambulance 5; Fire 5.
TELEPHONES: No arrangements for placing telephones on board the ship.
GENERAL: Closed for traffic between 15th May to 15th September every year due to monsoon season.
SHORE LEAVE: Crews permitted ashore with permission from Customs and Port Authorities. While coming ashore and returning to ship crew should pass through Customs.
DELAYS: Three ships can work and fourth vessel arriving waits turn. Therefore some delays possible.
AGENT: J. M. Baxi & Co., Steamship Agents and Stevedores, Veraval (Saurashtra), India. Tel. 11 and 254 (24 hours). Telegraphic address: "Baxico" Veraval.

VISAKHAPATNAM: 170.41 N. 83.20 E.

PORT LIMITS: Ten fathoms line of soundings may be taken as the seaward boundary of the port within which a vessel is considered to be an "arrived vessel".
DOCUMENTS:
12 copies of Crew List.
3 copies of Store List.
3 copies of Private Property List.
3 copies of Currency Declaration.
3 copies of watch lists, giving details of make and value, etc.
The vessel must possess following valid certificates:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Telegraphy Certificate.
Cargo Gear Test Certificate.
Deratisation Certificate.
Last Port Clearance.
Pilot on boarding vessel before bringing her in gives a copy of Maritime Declaration form which should be filled in and signed by Master.
PILOTAGE: Vessels generally anchor at roadstead where Pilots board. Signal station contacts all vessels arriving and advises all information about Pilot's arrival, etc. A minimum notice of 48 hours of vessel's ETA required.
ANCHORAGE: Anchorage position is about 1·7 miles on a bearing of 080° from the "Dolphin's Nose" Lighthouse. This position is slightly Westward of 10 fathoms line.
RESTRICTIONS: Round-the-clock pilotage, subject to following restrictions:
Ore carriers of 640 ft. overall length can enter the port between 0600 and 1800 hours. Ore carriers of 640 ft. length, 100 ft. beam, and 33 ft. 6 in. draft can sail on high water on a minimum rising tide of 3 ft. 6 in.
Vessels of 630 ft. overall length, 33 ft. draft and 100 ft. beam can enter the port between 0600 and 1800 hours on high water on a minimum rising tide of 3 ft. Such vessels can sail from the port at high water on a minimum rising tide of 3 ft.
Vessels of 560 ft. overall length or less and draft 30 ft. or less can enter and sail from the port at all hours.
MAX. SIZE: Maximum permissible length 640 ft. overall. Maximum permissible breadth 100 ft. Maximum permissible draft 33 ft. 6 in.
PRATIQUE: A separate radio free pratique message adressed "Quarantine Visakhapatnam" must be transmitted by all vessels arriving from foreign port not less than 4 hours and not more than 12 hours prior ETA. On information furnished therein Port Health Officer grants free pratique. Pilot boarding ship for taking her in has superseding power to cancel radio free pratique already granted. However, based on information contained in maritime declaration Pilot also grants free pratique. In case of doubt or in case of inspection if necessary quarantine officer boards ship at roads for granting clearance. No necessity for any vessel to obtain free pratique when she arrives directly from any Indian port.
RADIO: Radio station call sign VWV. Working round clock. Range about 600 miles during daytime and 1,000 miles during night. Better to use Madras Radio station for all communications in respect of vessels arriving from Madras side. Vessels coming from Calcutta side, use Calcutta Radio. Generally Visakhapatnam Radio station used for vessels anchored at roadstead. VHF Channel 16.
TUGS: For ships entering the port, the tugs wait in the lee of the breakwater. Ship's lines and/or tug's lines are used, depending upon the mode of making fast.
SPECIALISED CARGO HANDLING FACILITIES: WOB–1 and WOB–2 Berths – for the export of iron ore through a mechanical ore-handling plant capable of loading at the rate of 3,200 tph.
Fertiliser Berth – for the import of fertiliser, raw materials, viz. sulphur and rock phosphate, by grab unloading.
OR–1 and OR–2 Berths – for the import and export of P.O.L.

Q–1 and Q–2 Berths – for the export of manganese ore and other ores by semi-mechanical means.

BERTHING: No specific requirements of arrival times for berthing.

STEVEDORES: Agents must give proper notice of vessel's arrival to the stevedores not less than 48 hours to make necessary arrangements for working vessel and also to order sufficient gangs, etc.

MEDICAL: All crew and officers must possess individual international vaccination certificates against smallpox and cholera before leaving this port for any foreign port. Smallpox vaccination and cholera inoculation facilities available within 24 hours notice. Well-equipped hospital facilities available round the clock.

TANKERS: Two berths OR I and OR II for discharging and loading oil A/c Caltex Oil Refining (India) Ltd., maximum permissible draft at these berths 33 ft.

DENSITY: Fluctuates from day to day between 1020 and 1023.

FRESH WATER: Normal quantities available and delivery made by Port Trust both from shore and barges.

FUEL: Esso, Indian Oil Corporation and Caltex, Bombay, to be contacted for particulars of stocks, etc., as local offices controlled by them.

DEVELOPMENTS: Proposals for a second channel with a depth of 38 ft. under active consideration.

Three jetties to be made into quay berths.

An Outer Harbour under construction, to handle iron-ore exports, including a berth suitable for vessels of 100,000 dwt. initially, and 200,000 dwt. ultimately. Ore-loading plants to be provided with loading rate of 8,000 tons per hour. Outer harbour to be completed in 1974.

GANGWAY/DECK WATCHMEN: Necessary according to demands of local labour unions.

OPENING/CLOSING HATCHES: Stevedores.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: Asian Crew 2/5 units per 3 days. Non-Asian crew 4/5 units per 3 days. Bottle of liquor equals unit.

CARGO GEAR: Valid cargo gear test certificate must be on board for all vessels using ships' gear for loading or discharging.

IDENTIFICATION CARDS: Not needed if have valid seaman's books.

CONSULS: None.

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Two. One owned by Hindustan Shipyard Limited, 800 ft.×125 ft.×26·5 ft. (maximum length of vessel 780 ft.). Second owned by Port Trust – 450 ft.×60 ft.×18·5 ft. (maximum length of vessel 400 ft.).

REPATRIATION: Facilities exist to foreign countries via Madras, Calcutta or Bombay. About 3 days delay to obtain travel permit.

AIRPORT: Distant 6½ miles. Regular daily flights to Calcutta and Hyderabad by Indian Airlines Corporation.

TIME: Indian Standard Time is local time, and no alterations made to clocks during the year. GMT plus 5½ hours.

HOLIDAYS: Observed as declared by authorities but port's closed holidays are: Pongal, Kanumu, Mukkanumu, Republic Day, Kotha-Amavasya, Independence Day, Gandjihi's Birthday, Vijayadasami and Nagulachaviti, when work not possible even on payment of overtime.

POLICE/AMBULANCE/FIRE: Police Station 2140; Fire Station 2271, Extension 39; Ambulance 2271 (Port Dispensary).

TELEPHONES: No arrangements exist for placing telephone on board.

SERVICES: Tank cleaning facilities available at Caltex berths.

SHORE LEAVE: Crew members allowed ashore after receiving immigration permits.

DELAYS: Normal delays such as waiting for Pilot, waiting for tugs, etc., since this port can handle only one movement at a time. Other delays such as no power to shore cranes, bad weather, shed congestion, etc., expected.

AUTHORITY: Viskhapatnam Port Trust.

AGENT: J. M. Baxi & Company, Shipping Agents and Stevedores, Harbour Approach Road, Visakhapatnam – 1. Telegraphic address "Baxico", Visakhapatnam. Tel. 3919 (Office), 3898 (Residence). Telex 049–232.

Indonesia

AMBON: 03.41 S. 128.10 E.

DOCUMENTS:

14 Passenger Lists.
7 Crew Lists.
2 Customs Documents.
2 Health Documents.
7 Cargo Manifests.
7 Bills of Lading.
5 Ship's Papers.
Sailing Permit.

PILOTAGE: No pilot station. Apply for pilot boat by calling Ambon Coast Station (Ambon Radio) or fly "G" Flag. Pilot boat located at Ambon Bay. Entrance in all seasons and weathers. All parts of Ambon bay suitable for anchorage to await Pilot.

ANCHORAGE: Areas of anchorage can take all sizes of vessel.

RESTRICTIONS: Open 24 hours. Tides do not affect entry. But when entering at night ship must anchor and await orders.

MAX. SIZE: Joos Soedarso Pier: length 187 metres, breadth 35 metres, draft 12 metres. Wainitu Pier: length 100 metres, breadth 20 metres, draft 8 metres.

HEALTH: Port Health officer boards vessel together with Pilot.

RADIO: Ambon Coast Radio, call sign PKE. Operating 24 hours. Frequencies 500–470 kc/s., 8472 and 8799 kc/s. VHF all channels used.

TUGS: Normally tugs do not join vessel but when necessary to use tugs call PT "Dock Waijame".

STEVEDORES: Agent arranges. Three stevedore companies: PT. "Gotong Rojong", PT. "Mastra" and PN. "Varuna Tirta Prakarsa".

MEDICAL: Hospital facilities available. No advance notice required.

TANKERS: Berth at Wainitu Pier. Type of pipe, 6 in. and 8 in. Discharging capacity, 125 tons per hour.

FRESH WATER: Available only at Joos Soedarso Pier. Loaded by pipe-line with 25 tons/hour capacity.

FUEL: Only diesel and marine fuel.

DEVELOPMENTS: Plans for future developments dependent on Government expenditure.

GANGWAY/DECK WATCHMEN: Deck watchmen needed, particularly for tankers.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CUSTOMS ALLOWANCES: Cannot be held out of bond.

IDENTIFICATION CARDS: Needed by Immigration (landing permit).

CONSULS: No consuls available locally.

REPAIRS: Deck and engine repairs available. Floating dock, lifting capacity for 2,000 dwt.

REPATRIATION: Possible. Dealt with by Immigration through Djakarta.

AIRPORT: Distance from airport about 7 miles. Regular airline "Garuda Indonesian Airways" (GIA). Four flights per week from Ambon to Djakarta.

TIME: Local time GMT plus 10 hours.

HOLIDAYS: Port open for 24 hours even in holidays.

POLICE/AMBULANCE/FIRE: Police and Port Health at Port. But when necessary to use fire brigade call by connecting to "Burgomaster".

TELEPHONES: Can place telephones on board.

SHORE LEAVE: All crew members allowed ashore with permission of Immigration.

AUTHORITY: Ambon Port Administration, tel. 2457, Ambon, Indonesia.

ARDJUNA: 05.54 S. 107.57 E.

LOCATION: Ardjuna Terminal is located offshore North-west Java about 20 miles from the nearest point on the coast of Java.

The exact position of the Single Buoy Mooring system is Lat. 5° 54′ 01″ South, and Long. 107° 56′ 49″ East. The port is about 88 miles East–North-east of Djakarta.

DOCUMENTS: Crude oil loading documents will be prepared by the Ardjuna Documentation clerks prior to and during loading operations, to expedite their final completion. When the tanker has been loaded, the documents shall be completed and final clearance formalities will be carried out aboard the vessel, either alongside the storage barge or in the anchorage area, as circumstances dictate.

PILOTAGE: Tankers to be moored, anchored or manoeuvred at Ardjuna Terminal will be boarded by the Mooring Master in the close vicinity of the suggested anchorage area.

The Mooring Master will advise the ship's Master on approaches to the berth, mooring, unmooring, tug and mooring launch handling, in all operations within the anchorage or mooring area. All such manoeuvring of ships shall be done only in accordance with the advice of the Mooring Master, subject to the understanding that in all cases and circumstances the Master of the ship being manoeuvred shall remain solely responsible on behalf of his vessel's owners for the safety and proper manoeuvring of his vessel. The ship's Master, or one of his designated and qualified deck officers, must be on the navigating bridge at all times while the vessel is being manoeuvred. Ships are requested to have a pilot ladder safely and securely rigged and ready for immediate use, and long enough to reach the mooring launch. A combination of pilot ladder and ship's accommodation ladder so arranged that personnel can first use pilot ladder until part way up the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard the Mooring Master's equipment. There should be adequate lighting at night. Vessel will provide a lee for the Mooring Master, both when boarding and leaving.

ANCHORAGE: If requested to anchor, the recommended anchorage area is 3 miles North of the SBM in position Lat. 5° 51′ 25″ South, and Long. 107° 56′ 49″ East. Under no circumstances should the export tanker enter the restricted area around the structures without a Mooring Master aboard.

The attention of Masters is drawn to the existence of underwater pipe-lines in the restricted area.

NAVIGATION AIDS: A production platform known as platform EA, is located about 100 ft. North of the flow station in Lat. 5° 54′ 42″ South, and Long. 107° 55′ 28″ East. Flare towers extend about 600 ft. West of the flow station. An additional production platform known as platform EB is located South of the flow station and a submarine pipe-line of about 7,800 ft. connects the flow station and platform EB. The co-ordinates of this platform are Lat. 5° 55′ 59″ South, and Long. 107° 55′ 26″ East. The flow station is located in Lat. 5° 54′ 51″ South, and Long. 107° 55′ 44″ East. These flare towers will be visible at all times, except during poor visibility, assuming there is no interruption in production.

As a possible navigation aid during poor visibility, an aeronautical radio-beacon operating continuously on 199 kHz with an identification code of SE is located on the flow station which is slightly less than 2 miles South-west of the terminal in Lat. 5° 54′ 51″ South, and Long. 107° 55′ 44″ East. Signals from this radio-beacon may be received within a radius of about 40 statute miles

One flashing white obstruction light is located on each of the four outer corners of the flow station which will operate during night-time and in times of poor visibility.

One flashing white obstruction light is located on each of the four outer corners of the production platforms EA and EB which will operate during night-time and in times of poor visibility.

One flashing white obstruction light is located in the middle of the flare bridge which bridge extends outward some 600 ft. from the flow station. This light will also operate during the night and in times of poor visibility.

A flashing white obstruction light is mounted on the rotating deck of the SBM.

MAX. SIZE: Design criteria for this system permits safe mooring of the storage barge with an export tanker of an optimum size of approximately 40,000 dwt.; assuming the following: wind velocity, 40 knots; wave height, 12 ft.; tide, 3·9 ft.; current negligible.

RADIO: It is most import that incoming tankers advise Ardjuna Marine Terminal 72 hours before estimated time of arrival. Cable address: ARDJAK, Djakarta. Telex number: 011–4379 Djakarta.

The following information should be included in the message:

1. Name of tanker and radio call sign;
2. Cargo requirements;
3. De-ballast time;
4. Maximum loading rate;
5. If there is any sickness aboard;
6. Tanker draft, ETA;
7. Last port of call;
8. Clean bill of health;
9. If cholera inoculation or smallpox vaccination required;
10. Distance in feet from amidships of tanker's loading manifold.

Confirm ETA 24 hours before arrival. Masters are recommended to use VHF system when they come within radio range of Ardjuna Marine Terminal, particularly when approaching the port. Ardjuna Marine Terminal is equipped with two VHF/FM radio-telephone sets with output power of 26 watts and continuous watch is maintained on Channel 16 (156·800 mHz) and frequency 157·700 mHz, radio call sign 8GJJ298. Tankers approaching the Ardjuna Marine Terminal should make initial contact on Channel 16 and will switch to frequency 157·725 mHz upon request by Terminal. Frequency 157·725 mHz, radio call sign 8GJ 212, will be reserved by the oil tanker and Terminal for inter-ship communications in mooring and while loading; this frequency will not be used for general purpose unless clearance is obtained from the Terminal; this is required because of safety.

High Frequency: Single Sideband Radio Telephone (2nd choice). A voice message from incoming tankers may be relayed by HF/SSB. Atlantic Richfield Indonesia, Inc., located in Djakarta, Indonesia, is inter-connected to the Ardjuna Marine Terminal via local communications system and maintains a continuous watch on HF frequency 7,320 kHz, call sign 8GJ9.

PRATIQUE: International quarantine signals must be displayed by all vessels approaching Ardjuna. These signals shall be displayed continuously until pratique is granted. Indonesian Customs, Police, Harbour and Immigration officials will board the vessel as soon as possible after arrival to grant clearance and pratique.

MOORING: Under normal conditions 14 lines are used to moor a vessel as follows:

Forward: 3 headlines, 2 breast lines and 2 springs;

Aft: 3 stern lines, 2 breast lines and 2 springs.

Three-inch circumference messenger lines, 240 ft. in length, are available for hauling lines to the stoage barge.

Delays to vessels using Ardjuna Marine Terminal due to the port being closed because of bad weather conditions shall not be computed as used lay time when compiling vessel's turn around time.

LOADING: Ardjuna Crude Oil of approximately 37·0 degrees API at 60° F. is available at the storage barge. After a vessel has berthed and pratique has been granted, a Terminal official will board to discuss loading arrangements. Before any crude is loaded, all ship's scuppers on main decks must be plugged and cemented oil tight. Approved mechanical means of closing scuppers may be accepted. The vessel's cargo tanks are inspected by Ardjuna officials and, when satisfactory, a dry certificate will be issued before loading operations commence.

An average loading rate of 12,500 to a maximum of 15,000 barrels per hour can be achieved at the storage barge. Raising, lowering, connecting, tending and disconnecting of oil loading hoses will be performed by the ship's crew, directed by a responsible officer as required by the storage barge cargo supervisor. Loading of export tankers is through two 10-in. hoses. The weight of each hose is approximately 2 tons. All ships using Ardjuna Marine Terminal must be able to connect their manifold to the 10-in. hoses. Masters are reminded it is the ship's responsibility to provide such reducers as may be required to make the connection.

Request for the Terminal to stop the flow of oil cargo at a predetermined tonnage must be made in writing. The request must include the statement by the ship's Master that the Company will not be held responsible for any error and that in case of the vessel being overloaded the excess cargo cannot be pumped back to the storage barge. Ship's Master will also be held responsible for any oil spills caused by this request.

TUGS: One tug to assist berthing and unberthing. A mooring launch will be available to pass line to the storage tanker on berthing.

BERTH DESCRIPTION: The Ardjuna Marine Terminal offices are located on board a 55,000 dwt. storage barge of Liberian registry. The storage barge is 790′ 0″ LOA and has a breadth of 94′ 0″.

Ardjuna Marine Terminal utilises a single buoy mooring system. The storage barge is permanently moored to the buoy. Necessary fenders are provided on the starboard side of the storage barge which is the mooring side.

The SBM has multiple anchor legs and is designed to permit a 360° rotation of the storage barge and export tanker about the SBM while handling cargo both from the flow station to the storage barge and/or from the storage barge to the export tanker. Water depth is approximately 145 ft. below mean sea level.

EQUIPMENT: A vessel must have both bower anchors in good working condition and in such sizes and amounts as to meet either "Lloyds" or "A.B.S." standards, although they may be in fact classified by other societies. It is strongly recommended that anchors have proper anchor buoys attached to each anchor.

All vessels must carry suitable stoppers for all Manila or synthetic lines for mooring use.

Vessels to have suitable winches or capstans in good operating condition. Constant tension type winches may not be used except when they can be solidly locked and the constant tension feature not used.

To assist in vessel's turn around, tanker should have all necessary booms and cargo gear rigged and ready before ship is boarded by Mooring Master. Vessels which may consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

BALLAST: No facilities are available for disposal of dirty ballast. It is the responsibility of the Ship's Master to see that no oil of any kind is pumped or spilled overboard from his ship.

As soon as practical after arrival, all tankers will be inspected by an Ardjuna Marine Terminal official for dirty ballast. During discharge of ballast similar inspections will continue.

If evidence of oil appears at any of these inspections, the ship will be rejected and will not be accepted again until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If, during inspection, or during progress of loading, it is revealed that ship's tanks are not tight, or that oil is leaking from the ship, the ship may be rejected or refused further loading.

A tanker must have sufficient ballast for safe handling having due regard to existing weather and sea conditions. Through a careful watch of the weather and sea conditions, frequent exchange of information between ship and Terminal, and by a knowledge of the behaviour of his own ship, a ship's Master may come to the Terminal with a minimum ballast and thus lessen any possibility of infringement of sea pollution regulations.

In addition to the lights usually displayed, vessels in the moorings discharging ballast or loading cargo during darkness will brilliantly illuminate the sea around the ship, so that any pollution will be noticeable.

Tankers equipped with a separate system of ballast tanks will be allowed to discharge ballast, and load oil simultaneously, providing approval is first obtained from the company Marine Superintendent.

FRESH WATER: No fresh water is available.

FUEL: No bunkers are availalbe.

MEDICAL: No clinic is available.

CONSULS: There are no consulates available at Ardjuna Terminal. However, there are many embassies and consulates represented in Djakarta about 80 miles South-west of the Terminal.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition and possibly other items have to be locked up under Customs' seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed to bring in 200 cigarettes or the equivalent in grams of tobacco or cigars.

Special allowances are made for the Master under special circumstances.

REPATRIATION: No crew changes. If emergency conditions prevail, for humanitarian reasons exceptions to the foregoing may be permitted. All expenses incurred will be for ship's account.

TIME: Ardjuna time is GMT plus 7 hours throughout the year.

SHORE LEAVE: Not allowed.

FIRE-FIGHTING EQUIPMENT: Fire-fighting equipment such as salt water hoses, fire hoses, on a reel and fire extinguishers will be available on the storage barge.

REGULATIONS: The ship's Master is responsible to ensure that no communications by radio is allowed within the terminal area. Unauthorised radio communications will be cause for cessation of all operations, except clearing of the berth, and vessel's Notice of Readiness will be immediately nullified. No repairs are to be made while berthing or unberthing, or alongside the storage barge. The Indonesian Flag must be flown throughout the vessel's stay in port.

AUTHORITY: P. M. Pertamina, Djalan Permina No. 2, Djakarta, Indonesia. P. N. Pertamina, the Indonesian State Oil Company, handles all agency matters for tankers

TERMINAL OPERATOR: Atlantic Richfield Indonesia, Inc., 47 Djalan Sriwidjaja Raya, PO Box 63/DKT, Djakarta, Indonesia.

BALIKPAPAN: 01.13 S. 117.00 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.

Seaworthiness Certificate.

Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Loading Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
10 Crew Lists and Passenger's Lists.
Ship's Articles.
2 Stores Lists.

PILOTAGE: Compulsory pilotage. Application for Pilots can be made via Radio Station or the Signal Station on Tokong Hill Vessels arriving by night should anchor off the outer buoy and give their call sign to the Signal Station. Pilot boards in position 1° 19′ 30″ S. 116° 54′ 30″ E. Vessels leaving should order a Pilot at least 6 hours prior to departure and when leaving between 06.00–12.00 application should be made before 20.00 the preceding day. If vessel's draft exceeds 70 dm. same should be mentioned in the pilot's cable application.

APPROACH: The surrounding land is in general low with few conspicuous hill rows as background. Only the high spit on which Balikpapan is built can be used as a landmark with the regular cone-shaped hill Tokong.

RESTRICTIONS: Mooring and unmooring is restricted to daylight hours only.

MAX. SIZE: Tankers: Shell normally permit maximum LOA of 750 ft. Drafts are restricted by the bar where the depth below chart datum is 25 ft. 3 in. Minimum keel clearance required is 1 ft. 3 in. Sailing drafts depending on rise of tide up to a maximum of 33 ft. salt water.

HEALTH: Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.

TUGS: One small tug is available.

BERTHING: Dry-cargo jetty 1: berth length: 240 metres with depths alongside 75 dm at LWS. Combination dry cargo and oil: berth length: 300 metres depth 75 dm at LWS

TANKERS: Jetties 3, 4, 5, 6, 7, and 8 are oil berths. When alongside vessels should keep two wires ready over the water-side that vessels can be towed away in case of emergency.

STEVEDORES: Working hours: 07.00–20.00 Monday–Friday. 07.00–15.00 Saturdays. 07.00–15.00 overtime if required.

FRESH WATER: Available in limited quantity.

FUEL: Available at the berth 200 tons/hour. Coal not available.

PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew-members should be in possession of a shore-pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AUTHORITY: Department of Sea Communications.

BANJUWANGI: 08.13 S. 114.23 E.

DOCUMENTS: Customs and Harbour Master requires:
Crew List.
Passenger List.
Customs Documents.
Health Certificate.
Port Clearance.
Harbour Report.
Derat. Certificate.
Radio Certificate.
Certificate of Registry.

PILOTAGE: Not necessary because anchorage open.

ANCHORAGE: Position: Lat. 8° 12′ 8″ S. Long. 114° 23′ 16″ E. Depth 25–30 metres.

MAX. SIZE: No restrictions, vessels must be anchored outside harbour.

HEALTH: All vessels boarded by Harbour Quarantine on arrival.

RADIO: Name: Department of Sea Communication. Call Sign: 8 AD 5 with freq. 8110 kc/s. Shore radio station only used for district contact (used by Department of Sea Communication).

TUG BOATS: Two tug boats belongs to P.N. Djakarta Lloyd Banjuwangi Branch.

BERTHING: Distance 500 to 750 metres from lighthouse. Anchorage berths only.

STEVEDORES: 6 gangs available. P.N. Djakarta Lloyd Banjuwangi Branch. One gang consists of 13 labourers, 1 mandor, 1 tallyman, 2 winch drivers, 1 commander.

MEDICAL: Arranged by Department of Health.

FRESH WATER: Available; delivery by barge. 200 tons p/day. After work hours 50% extra. At night 100% extra. On Sundays and holidays 200% extra.

FUEL: None available.

GANGWAY/DECK WATCHMEN: None available from shore.

OPENING/CLOSING HATCHES: Arranged by stevedores.

DEVELOPMENTS: A new harbour under construction about 8 km. North of Banjuwangi harbour with alongside-berths. Expected completion 1974.

CUSTOMS ALLOWANCES: 50 cigarettes each crew member. Packs or tins of tobacco must be open before going ashore. Wine and/or spirits: Enough for own use, if more required must pay import duties.

CARGO GEAR: Ship's gear used. Cargo loading on board by lighters.

IDENTIFICATION CARDS: Required.

CONSULS: No local representation.

REPAIRS: No facilities.

REPATRIATION: Not possible.

TIME: GMT plus 7 hours.

HOLIDAYS: On Sundays and holidays no work available, but if necessary, work can be arranged. No work when raining.

POLICE/FIRE/AMBULANCE: Police and ambulance available. No fire brigade.

TELEPHONES: No facilities for placing telephones on board.

SHORE LEAVE: Allowed.

DELAYS: Possible. During loading if it rains.

AUTHORITY: Penguasa Pelabuhan, Djalan Pelabuhan Banjuwangi. Tel. Bwi. 201.

AGENT: P. N. Djakarta Lloyd. Djl. Pelabuhan 32, P.O.B. 7. Port Banjuwangi.

BELAWAN: 03.48 N. 98.43 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbour-master.
Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.
2 Stores Lists.

RESTRICTIONS: Bar is excessively silting and continuous dredging is necessary to keep the shallowest part at 8 metres at LWS. Narrowest part of channel is 50 metres wide.

Outer roads about 600 metres square marked by light buoy. No pilot light vessel. This roadstead is approx. 600 m. wide, the centre of which is the range-line of the swept channel. This channel is provided with buoys and beacons.

PILOTAGE: Compulsory pilotage for vessels over 500 M3 gross, consisting of sea and harbour (docking) pilotage; working hours 06.00–17.00 W.I.T. Pilots must be ordered by the respective Agents at least six hours in advance of the time their service is required. Vessels will not be taken alongside wharf unless the vessel can be berthed before 16.00. Incoming sea pilot embarking at anchorage when berth has been alloted. Harbour pilot boarding on passing harbour limits. Outward harbour & sea pilot will board vessel alongside wharf, while harbour-pilots will disembark at harbour limits and sea pilot at the anchorage in outer roads.

TUGS: Two tug-boats, "Laut Timor" and "Asta", both of 650 h.p., owned and operated by P.N. Tunda Bara (State owned), assist in mooring and unmooring, towing of lighters, supply steam, etc. The "Brahmayuda" of 350 h.p. is owned and operated by the Harbour Board and used in cases of emergency only.

RADIO: Coastal Radio Station: Call sign PKT; Class A1, Frequency 8714, A2, Frequency 8754.4.

BERTHING: *Ocean Quay:* Depth alongside 8.0 to 8.50 metres. *Old Belawan:* Depth alongside 6.0 metres.

Mooring buoys: There are two sets of moorings laid in the river i.e. in Old Belawan, but mooring is subject to the following conditions: approval of Harbourmaster who views each case separately from the point vessel's draft and the tide in the river.

If granted, the following ropes must be used both fore and aft: 2 good manilla ropes, 1 strong steel wire with shackle complete, 1 slip wire.

STEVEDORES: Working hours: Monday–Thursday 08.00–12.00, 13.00–16.00. Friday 08.00–11.00, 13.00–16.00. Saturday 08.00–12.00, 13.00–15.00. Overtime to be applied with authorities concerned is usually granted: on working-days during meal-hours, from 16.00–20.00 and occasionally till 22.00 hours; on Sundays and holidays, except Independence Day, 1st Ramadhan, Christmas and 1st January.

FRESH WATER: Handled by the Harbour Board. Artesian wells all along the Ocean quay with a loading capacity of about 10 tons

per hour. The water is regularly laboratory checked and declared drinkable but boiling before use remains recommended.
FUEL: Coal not available. Oil, at 5 points on the quay alongside go down 18 and 19 for Stanvac diesel and marine fuel oil, applications for which must be made 2 weeks in advance. Pumping capacity about 60 tons per hour.
REPAIRS: Slipways available for small craft only. Machine-shops available for minor repairs. Radio repairs available, viz. the Post Telegraph and Telephone Office. Electronic repairs not available.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AUTHORITY: Departmeen Perjubungan, Direktorat Djendral Perhubungan Laut.

AGENT: P. N. Djakarta Lloyd, Medan Branch Office, Djl. Kesenian No. 4, Port Medan/Belawan.

BIMA: 08.25 S. 118.42 E.

DOCUMENTS:
6 Crew Lists.
6 Vaccination Lists.
6 Stores Lists.
6 Passenger Lists.
PILOTAGE: None available.
ANCHORAGE: 300 metres off the quay in depths of 16 metres.
RESTRICTIONS: None, vessel may enter harbour day or night.
MAX. SIZE: Not limited at anchorage.
RADIO: Coastal Radio Station, cable address Pelni Bima by Post Office.
TUGS: No tug-boat available.
BERTHING: Entering and sailing allowed after dark. No berthing facilities except for very small ships.
STEVEDORES: Ordered by Agent. No work allowed on Muslim holidays, New Year and 17th August.
MEDICAL: One government hospital available.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: None available, police and Customs officers posted on board.
OPENING/CLOSING HATCHES: Carried out by stevedores.
AIRPORT: Flights from Bima to Sumbawa, Ampenan, Bali. By AOA Zamrud (Dakota) every Sunday, Tuesday, Thursday and Saturday. Aviation Corporation.
TIME: GMT plus 8 hours.
HOLIDAYS: Muslim holidays, New Year, 17th August.
TELEPHONES: No phone connections between ship and shore available.
SHORE LEAVE: Crew members are allowed to go ashore and arranged by Agents.
DELAYS: One motor-boat, four lighters each of 15 tons and one lighter of 25 tons. Loading general cargo live buffaloes and fodder. For heavy cargo max. 7 tons each lift can be handled through lighters.
AGENT: Pelni Bima. Nusatenggara Barat Indonesia. Cable address: Pelni Bima. Tel. Office No. 46. Residence: No. 7.

BITUNG: 01.26 N. 125.12 E.

PORT LIMITS: The area between limits:
125° 10′ E. 125° 13.5′ E.
01° 25′ N. 125° 10′ E. to coastline of Lembeh Isalnd.
01° 27′ N. 125° 13.5′ E. to coastline of Sulawesi.
Coastline of Lembeh Island between lat. 01° 25′ N. 125° 13.5′ E.
Coastline of Sulawesi between 125° 10′ E. and lat. 01° 27′ N.
DOCUMENTS:
4 Crew Lists.
4 Lists Passengers in Transit.
4 Lists Passengers Disembarking.
3 Cargo Lists.
3 Provisions Lists.
1 List of Articles new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Ship's Register.
International Vaccination Certificate for Crew and Passengers.
Health Book/Maritime Declaration of Health.
Deratting Exemption Certificate.
PILOTAGE: Contact Coastal Radio Station Bitung (call sign PKM), telegram address: Port Administration Bitung; advance notice of ETA 24 hours. Pilot boat: motor launch, light grey. Requiring a Pilot: flag, sound and Morse Signal: "G" anchorage for vessel awaiting a Pilot: the area between: 01° 26.3′ N., 125° 10′ E.; 01° 25′ N. 125° 10.8′ E. and 01° 24.1′ N., 125° 07.1′W.; 01° 24.1′ N., 125° 09.9′ E.
ANCHORAGE: The area between coast of Lembeh Island and coast of Sulawesi: 01° 27′ N., 125° 12.3′ E.; 01° 26.2′ N. ,125° 13.5′ E. and 01° 26.3 N., 125° 10′ E.; 01° 25 N., 125° 10.8 E. Depths: 42 ft. to 114 ft.
RESTRICTIONS: No restrictions night entry.
MAX. SIZE: Draft alongside pier, maximum 32 ft.
HEALTH: Vessels coming direct from other countries or coming from infected port: "Q" flag to be flown. Pratique procedure and action necessary to obtain pratique according to the Int. Sanitary Regulations.
RADIO: Bitung Radio/PKM for vessels to route ETA cables to Agents, receivers, etc.
TUGS: None available.
BERTHING: Depth alongside pier 18 to 34 ft. dependent location.
STEVEDORES: Arranged by handling Agent.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required aboard. Vaccination/fever certificates required, 3 copies.
TANKERS: One oil jetty for domestic tankers.
DENSITY: About 1030.
FRESH WATER: Available from hose connections on the pier, at a rate of 100 tons per hour, or by barge.
FUEL: Not all grades fuel available. Diesel and marine lubricants can be supplied. 48 hours notice required.
DEVELOPMENTS: Extension of pier to total length of 1,821 ft. to be completed 1975/1976.
REPAIRS: Some deck and minor engine repairs are possible at Bitung dockyard. Radar and electronic repair available, but not for big repairs.
GANGWAY/DECK WATCHMEN: Not needed.
OPENING/CLOSING HATCHES: Normally by crew/stevedores, otherwise according charter party.
SHIP CERTIFICATES: Registered Tonnage Certificate and all certificates normally required to be on board.
CUSTOMS ALLOWANCE: 100 cigarettes or 20 cigars or 100 gram. tobacco each crew member; 1 bottle wine or spirits for each crew member.
CARGO GEAR: Loading and discharging by ship's own derricks, Shore cranes capacity 15 and 35 tons.
IDENTIFICATION CARDS: Shore pass issued by the Immigration Office for crew members at Agent's request.
CONSULS: Philippines only.
REPATRIATION: Facilities available.
AIRPORT: About 50 km. from port of Bitung. Regular airlines: "Garuda" seven flights a week, "Mandala" two flights a week and "Zamrud" three flights a week.
TIME: Local time GMT plus 8 hours, permanent.
HOLIDAYS: New Year's Day; Idul Adha; 1st Muharam; Ascension Day; Birthday of Prophet Mohammad; Good Friday; Proclamation Day (August 17); Ascension Day of Prophet Mohammad; Idul Fitri and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 107; Ambulance 24; Fire 111.
SHORE LEAVE: Crew members are allowed ashore with a shore pass issued by the Immigration Office.
AUTHORITY: Port Administrator, Port Administration Bitung/Manado, Bitung. Tel. Bitung 60.

CINTA TERMINAL: 5.30 S. 106.14 E.

DOCUMENTS: The following documents are required for immediate inspection by the Terminal Officials:
Maritime International Declaration of Health.
Valid Deratisation or Exemption Certificate.
Crew Lists.
Passenger List, if any.
Smallpox Vaccination Certificates for all crew members or passengers within three years.
Certificates of Inoculation against any communicable diseases.
Valid Passports and/or Seaman's Certificates for all crew members or passengers.
Notice of Readiness.
Indonesian Consular Clearance.
1 Crew Declaration of Personal Belongings.
1 Ship's Stores Inventory.
6 copies of Cargo Manifest for Cinta Terminal loading.
1 Copy of Cargo Manifest for Transit Cargo with a Summary.
1 Copy of Passenger Manifest.

Clearance from the last port of call will be required by the Government Authorities. Crew Lists and Crew Declaration of Personal Belongings must be on the approved Indonesian documents. Vessels are advised on their initial visit to the port to obtain sufficient forms for future visits.

In the normal course of events, Cinta Terminal acts as tanker agent and prepares all crude oil documents. No charges are made for these services. A tanker will be considered clear to depart Cinta Terminal when the crude oil loading documents and his outward clearance certificate have been delivered to the Master of the vessel.
RESTRICTIONS: Weather permitting, Cinta Terminal will operate on 24 hours per day, 7 days per week. Tankers will be berthed during daylight hours only and unmoored on 24 hours basis provided the berth is not occupied and/or storage is not critical.
EQUIPMENT: A vessel must have both bower anchors and ground tackle in good working condition and in such sizes and amounts as to meet either "Lloyds" or "A.B.S." standards, although they may be in fact classified by other societies. It is strongly recommended that anchors have proper anchor buoys attached to each anchor.

All vessels must carry suitable stoppers for all Manila or synthetic lines for mooring use.

Vessels to have suitable winches or capstans in good operating condition on the forecastle deck. Constant tension-type winches may not be used except when they can be solidly locked and the constant tension feature not used.

PILOTAGE: Pilotage is compulsory within the Terminal limits. Vessels to be moored at Cinta Terminal will be boarded by Cinta Terminal Mooring Master in the anchorage area. The Mooring Master will advise the ship's Master on approaches to the SBM, mooring, unmooring, connection and disconnecting hoses, and all other operations within the Terminal area. Vessels are requested to have a pilot's ladder, safely and securely rigged, ready for immediate use and long enough to meet the Mooring Master's launch. Vessels will provide a lee for the Mooring Master, both when boarding and leaving. Also a light line should be ready to take aboard the Mooring Master's portable radio.

ANCHORAGE: Position 5° 29′ 50″ South, 106° 14′ 30″ East, represents the centre of a circle with a radius of approximately 1 mile which must be used by vessels required to wait at anchor. Anchoring within the Terminal area is prohibited. Mooring Masters will board arriving tankers in the anchorage area.

The anchorage area is South-west of the SBM with water depth of 18 to 20 fathoms. Holding ground is fairly good. Area is large enough for sufficient manoeuvring and swinging room for several vessels.

NAVIGATION AIDS: The SBM is fitted with a 5 nautical mile white flashing light; flashing at a rate of 60 flashes per minute. The SBM is located in Lat. 5° 28′ 16″ South and Long. 106° 14′ 08″ East and bears 318° True, approximately 51 nautical miles from the Port of Djakarta. The SBM is also equipped with a foghorn having a 2 second on and 18 second off sequence.

A 528 ft. long tanker *Wabasha* is used for storage of crude oil and for accommodation and headquarters of Cinta Terminal personnel. It lies permanently anchored at 5° 27′ 39″ South, and 106° 14′ 44″ East on a line bearing approximately 45° East of North and 5,300 ft. from the SBM. The vessel shows lights and shapes as prescribed in the International Regulations for Preventing Collisions at sea for vessels engaged in underwater operations. The vessel is also equipped with a foghorn with 2 seconds on and 18 seconds off sequences.

Two permanently fixed oil producing structures are located at 45° East of North line. Platform "B" rises approximately 65 ft. above water and located at 5° 27′ 01″ South and 106° 15′ 22″ East and 5,300 ft. from the storage tanker. Platform "A" is an identical structure but equipped with a heliport and is located approximately 4,000 ft. further along said 45° East of North line from the foregoing at 5° 26′ 23″ South by 106° 15′ 50″ East. The above structures are equipped with one 60 flash per minute white light on each corner and a continuously sounding fog horn operating 2 seconds on and 18 seconds off.

RADIO: Direct communication by radio telephony between Cinta Terminal (call sign 6ZUD) and incoming vessels will be by single side-band simplex operation in the 4–6–8–12 mHz bands, Maritime Mobile Service in the 2 mHz bands and by International Marine VHF Channel 14 (156·7 mHz). Radio station operates 24 hours daily.

All communications between ships and Cinta Terminal will be by way of this Station, except should a vessel be unable to contact them she should send messages to Radio Singapore. It is most important that ships establish communications with the Terminal not less than 72 hours prior to arrival at the Terminal, giving estimated time of arrival. Further ETA information should be sent when the vessel is 24 hours, 12 hours and 4 hours distance or any time a change of one hour in original ETA occurs. These messages should specifically state whether ETA is given in GMT or local time.

PRATIQUE: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Cinta Terminal area. These signals shall be displayed continuously until Pratique is granted. By day the flag of Indonesia should be flown throughout the vessel's stay in port. The boarding officials will attend the incoming vessel from the Cinta Terminal launch.

NOTICE OF READINESS: After arrival in the anchorage area and when the tanker is in every respect ready to load, the Master may tender his Notice of Readiness. Notice of Readiness will not be accepted during periods when the Terminal is closed. The Terminal is "closed" when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the Terminal will rest with the Terminal Superintendent. Tenders by vessels to load crude oil cargo will be normally accepted and berth assigned to vessels in chronological order of arrival provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast (if any), and have cargo tanks in fit condition to receive cargo. Also they must be in all respects properly equipped and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

TUGS: Tugs and/or launches may assist in berthing vessels. These are under the direct supervision and control of the Mooring Master.

BERTH DESCRIPTION: The single point mooring buoy berth (SBM) is 11 metres in diameter and designed to handle tankers in the 50,000 dwt. class, or larger, during reasonable weather. The buoy is equipped with dual 12-in. floating hose with ASA 15-lb. flanged connections. Both strings must be taken aboard. Loading rates will be in the 15,000 barrel per hour range. The SBM is also provided with two permanently attached 12-in. circumference synthetic fibre floating mooring lines. These lines should be held under tension by the vessel at all times.

The Terminal and Production Administrative Offices are located on board the 42,000 dwt. crude vessel *Wabasha* permanently moored approx. 5,300 ft. from the SBM. The nearest port with facilities is Djakarta, approximately 51 nautical miles South-east.

MOORING: Tankers are requested to have ready on the forecastle head the following:

(*a*) Messenger lines on the forecastle head for bringing 2 mooring lines aboard from the SBM (minimum 6-in. circumference).
(*b*) Mooring winches on forecastle head for handling two 12-in. circumference synthetic fibre floating mooring lines from the SBM.
(*c*) Adequate chafing gear to prevent damage to mooring lines
(*d*) Derrick rigged and ready to pick up from launch, mooring shackles, nylon stops and hose connection gear on the port side midships.

On the near approach to the buoy a launch will attach a ship's line to one of the Terminal's floating mooring lines. This will be hove aboard and secured to the towing brackets, if the ship is so fitted, or otherwise secured by a ship's mooring wire and nylon stop previously passed aboard. The same operation will be repeated with the second mooring line.

The Mooring Master may require the vessel to unmoor at any time he deems it necessary for the safety of the vessel or mooring buoy or both, or infringement of the Terminal regulations.

HOSES: The Mooring Master along with a ship's officer will direct the ship's crew in the raising, lowering, connecting and disconnecting the oil loading hoses as well as all other labour pertaining to the loading of crude. The Terminal will not provide any labour for work done aboard the vessel.

Vessels must be adequately equipped with boom, blocks, tackle, wire runners and sundry equipment on the port side to hoist the floating hoses from the sea to the loading position. (5 tons minimum hoist size required.) Vessel's loading manifolds should be prepared for two 12-in. ASA 150-lb. flanged hose connections prior to vessel's arrival at Terminal. Where no crossover valves exist on loading manifolds it is recommended that loops between loading lines on the starboard side of these manifolds be fitted. 8-in. hose connections to be removed; also, if necessary, "Y" pieces removed so that maximum flow through the 12-in. cargo hoses will not be reduced. To assist in vessel's turnaround, tankers should have all necessary booms and cargo gear rigged and ready before ship is boarded by Mooring Master.

Vessels which may consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. A common way to do so is to rig a second topping lift on the boom.

LOADING: The maximum rate will be 15,000 barrels per hour (2,030 long tons per hour). Loading will commence with one pump; when the vessel advises that the cargo is flowing into the tanks the loading rate will be increased until the desired rate has been reached. Vessels shall not close down against the incoming oil flow. Vessels will be held liable for damages resulting from failure to observe this precuation. The vessel must give 30 minutes notice to *Wabasha* before starting to "Top-off" and shall advise if a decrease in loading rate is desired. The vessel must give 15 minutes notice to *Wabasha* prior to the completion of loading, at which time *Wabasha* may reduce to one pump.

All cargo tank openings and pressure vacuum relief valves must be closed immediately after ullages and samples have been taken.

BALLAST: It is the responsibility of the ship's Master to see that no oil (crude, bunkers, diesel or bilge) or dirty ballast is pumped or spilled overboard from his ship while in the area. Drip pans should be used, especially when disconnecting hoses, in order to prevent spillage overboard.

Before loading commences all overside scuppers shall be made oiltight. At Cinta Terminal there are no slop tanks or facilities for receiving dirty ballast. Tankers must arrive with clean ballast. In the event a tanker does have dirty ballast it will not be allowed to be pumped overboard.

A vessel must have sufficient ballast for safe handling, having due regard to existing weather and sea conditions. Through careful watch of the weather and sea conditions, frequent exchange of information between ship and Terminal, and by a knowledge of the behaviour of his own vessel, the ship's Master may come to the Terminal with a minimum of ballast and thus lessen any possibility of infringement of sea pollution regulations.

Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, provided approval is first obtained from the Company Mooring Master and provided Government Petroleum Inspector agrees to do so.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No repairs are to be made while berthing or unberthing, or in the berth. All engines to be on 30 minutes standby and steam on deck at all times.

MEDICAL: At Cinta Terminal, medical and dental services are not available. In emergencies requiring hospitalisation, the patient will have to be flown by helicopter to Djakarta. All expenses will be charged to the ship owner.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and possibly other items will be locked up under customs' seal from time of arrival of ship at the Terminal until the time of leaving territorial waters.

Each person is allowed 200 cigarettes or the equivalent in tobacco or cigars. Each man is allowed one litre of beer or half litre of wine per day. Special allowances are made for the Master under special circumstances.

IDENTIFICATION CARDS: Visitors must obtain a Special Pass from Indonesian Government Officials located in the Terminal and from the Company's Mooring Masters. It is recommended that visitors be restricted to a minimum due to hazards involved.

TIME: Indonesian local time is GMT plus 7 hours.
SHORE LEAVE: Shore liberty will not be granted except in cases of extreme emergency. Crew members cannot pay off or leave vessel at Terminal.
GENERAL: Safety rules and regulations are strictly enforced. The safety requirements are based upon the provisions of the Code of Safe Practices currently accepted by the Oil and Tanker Industries.

Provisions, spare parts or stores of any sort shall not be loaded from or discharged into any craft while the tanker is in or near the berth.

When a Mooring Master and his launch crew are assigned to a ship on business, it is expected that the ship will supply them with meals at the same time and in the same manner as comparable with personnel of the ship. No special meals or special foods will be required. The Terminal will keep this item to a basic minimum. The ship should also provide shelter and smoking facilities in the same manner as meals. All communications between Terminal personnel assigned to a ship and ship's personnel should be through the Mooring Master.
AUTHORITY: Independent Indonesian American Petroleum Company, PO Box 2759, Djakarta, Indonesia. Cables: IIAPCO Djakarta.

DJAKARTA (Tandjong Priok): 06.10 S. 106.50 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbour-master's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.
IMMIGRATION: Vessels arriving from abroad with passengers must hoist the N Flag. Masters have to supply the boarding Immigration Officer with Passenger's List of: (*a*) disembarking. (*b*) transhipping. (*c*) through passengers.

No persons are allowed on board until the vessel has been examined and the N Flag taken down. Passengers must be in possession of a valid visa: visitor's, entry or a transit visa. Those not having a visa may at the discretion of the Immigration Officer, obtain a landing permit. Members of the crew including the Master must appear in the Articles, in order to get shore permits.
PILOTAGE: Compulsory. Pilots will board the vessel at the Outer Anchorage, from 08.00–18.00. Application for Pilots should be made before 16.00 hrs. via the Harbour-master. Vessels could order a Pilot via the above radio station c/o Harbour-master Tg. Priok also mentioning particulars as tug-boat assistance, quarantine, Immigration etc., and the Harbour-master will notify the respective services.
BOARDING AREA: Harbour Pilots, Quarantine Officer and Immigration will board the vessel at the Outer roads.
RADIO: Coastal Radio Station Call sign PKI Class A1, A2, A3; call sign PKZ Class A3.
TUGS: Tugs are operated by the State-owned P.N. Tunda Bara, Cable address: "Coaltug", which also handle the mooring facilities.
BERTHING:
Outer Harbour: 7 berths (mooring buoys) for ocean going vessels. Coaster Harbour only for coasters.
1st Inner Harbour only for ships for the Interinsular Trade.
2nd Inner Harbour (West side), Berth length 1,000 metres with depths of 87 dm. at LWS.
2nd Inner Harbour (East side), berth length 760 metres with depths alongside of 87 dm. at LWS.
North End Coal wharf Tunda Bara berth length 300 metres for loading/discharging of coal, equipped with 4 transporters with rippers.
North strip between 2nd and 3rd Inner Harbour: Shell operated Tanker Terminal with depths of 73 dm. at LWS.
3rd Inner Harbour (West Side), berth Length: 530 metres with depths of 87 dm. at LWS.
North of Godown 304 is the Passengers Terminal "Samudera Pura". The Southern and Eastern sides of the 3rd Inner Harbour are the terminals of the Indonesian Navy.
LIGHTERAGE: A fleet of 78 lighters owned by Messrs. Tri Daya having a capacity of 8,000 tons including flat-tops 2 of 350 and 2 of 150 tons.
STEVEDORES: *Working hours:* Monday–Thursday 08.00–12.00 hours, 13.00–16.00 hours. Friday 08.00–12.00 hours, 13.30–16.00 hours. Saturday 08.00–12.00 hours, 12.30–14.00 hours. Overtime allowed 14 hours per week.

Speed per gang per hour: 15 to 20 tons for general cargo.
FRESH WATER: Water supply is handled by the Harbour Board. Water can be obtained via pipelines to the wharves. Daytime speed is very low due to low pressure. At night a speed of 15 tons/hour can be achieved and by water barges a speed of 25 tons/hour.
FUEL: Fuel can be obtained to all berths of the 2nd and 3rd Inner Harbour Shell pipelines. Bunkering by means of oil-barges can also be arranged.
REPAIRS: Dry-docking/Repairs: Dry-docking and repairs are carried out by the State-owned P.N. Dok. There are 2 floating docks of 6,000 tons each and 1 concrete floating dry-dock of 800 tons and a slipway for coasters.

Electronic Repair Shop: Repair of electronic navigational aids and radio can be carried out by experts.

Repair and Testing of Navigational Instruments: Carried out by experts of the Hidral (Hydrography of the Indonesian Navy) and those of the P.N. Pelni workshop. Compass can be adjusted by an expert of the above-mentioned Hidral. Testing and issuing of certificates for navigational lamps by the Pelni workshop.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AGENT: Head Office: P.N. DJAKARTA LLOYD, Djl. Hadji Agus Salim 28, Djakarta.

P.N. DJAKARTA LLOYD, Tandjung Priok Branch Office, Djl. Ambon 1, Port Tandjung Priok.

DUMAI: 01.41 N. 101.27 E.

DOCUMENTS:
Maritime International Declaration of Health.
Valid Deratisation or Deratisation Exemption Certificate.
12 Crew Lists.
12 Passenger Lists (if passengers carried).
Smallpox Vaccination Certificates for all crew members and passengers.
Certificates of Inoculation against any communicable diseases.
Valid Passports and/or Seamen's Certificates for all crew members and passengers.
Quarantine Certificates if expired, can be renewed.
PILOTAGE: The Dumai crude oil loading installations can be reached by deep draft vessels by proceeding from Malacca Strait into Bengkalis Strait and following a buoyed channel on a Southerly course for a distance of 22 miles to the junction of the Rupat Strait. Vessel must make a turn of approximately 180 degrees to enter the Rupat Strait and thence Westerly for a distance of 33 miles to Dumai. The Bengkalis and Rupat Strait fairways have been wire-dragged clear to a depth of 16 metres (52·5 ft.) LWS. Approach channels marked by lighted radar reflecting beacons and buoys. Channel Pilots are not provided. However, vessels above 225 cubic metres (gross) are subject to pilot fees. Mooring Masters moor, unmoor and supervise the movements of all vessels in the vicinity of the wharves.
ANCHORAGE: The Dumai general anchorage area is North and West of oil wharves. Minimum depth of water in this area 43 ft. 35 ft. shoal spot to East of general anchorage should be noticed. Holding ground in anchorages considered good, bottom clay. Area large with sufficient manoeuvring and swinging room for several vessels of size to be accommodated at oil wharves.
MAX. SIZE: Length: 1,000 ft., draft 54 ft.
ETA ADVICES:
1. Proceeding direct from ports other than Palembang and not stopping at Singapore en route:
   (*a*) Radio 96 hour ETA to "Calpaking Dumai" (include operational data).
   (*b*) If any time this estimated arrival time changes by 2 hours, send an amended ETA message immediately.
   (*c*) 24 hours before arrival, *confirm* or *amend* the ETA message regardless of any change from the last advice.
2. Proceeding from Singapore:
   (*a*) Prior to arrival at Singapore, radio 96 hour ETA Dumai (include words ("From Singapore") to "Calpaking Dumai" predicted on estimated time of stay at Singapore.
   (*b*) At Singapore, when departure time from Singapore is known, confirm or amend the ETA to "Calpaking Dumai" through your Singapore ship's Agent.
   (*c*) Immediately upon departure from Singapore, and when able to use the vessel's radio legally, again *confirm* or *amend* the ETA to "Calpaking Dumai".

RESTRICTIONS: All vessels inbound to Dumai from the time abreast Raleigh Bank light buoy until anchored off Dumai Terminal must display the following recognition signals.

By day: The International Code Flag hoist "CAL" flown from a single hoist from the signal yard.

By night: A red light 6 ft. above a white light both visible all around the horizon at a distance of not less than 2 miles.

Vessels should be prepared to answer identification queries from Indonesian naval patrol crafts. The foregoing is subject to change.
RADIO: There is a Government coastal radio station at Dumai. Any message for Dumai Terminal should be sent through this radio station which operates as follows: Name: Dumai Radio. Call Letters: "PKP".

A CPI operated VHF station is maintained 24 hours a day, and is

available for information concerning vessels' port activities. Channel 12 is utllised only. Frequencies: 156·6.

HEALTH: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dumai. These signals shall be displayed continuously until pratique is granted. These signals are: Sunrise to Sunset, Quarantine flag "Q". Sunset to Sunrise, Signal lights (red over white). The boarding officials attend the vessels alongside the wharf and normally do not board vessels at the anchorage.

TUGS: Mooring and unmooring assistance is provided by two 1,500 h.p. diesel electric tugs which stationed in the immediate vicinity of the wharves. While rendering assistance the tug-boats are under orders of the mooring master on duty.

BERTHING: At Dumai there are four wharves. Three wharves are utilised for loading of crude oil only and referred to as Oil Wharf No. 1, Oil Wharf No. 2 and the T–2 Wharf respectively. The fourth wharf is utilised to handle general cargo. However, this wharf is also equipped to handle crude oil as well as refined products.

(*a*) Oil Wharf No. 1 is located in approximate position latitude 1° 41′ 14″ N., longitude 101° 27′ 1″ E. The basic design is for 84,000 dwt. vessels but it is capable of receiving 100,000 dwt. vessels under favourable weather and sea conditions. In terms of vessel's size this would be a LOA of approximately 940 ft. and a draft of 48 ft. The least depth at the face of the wharf is 51 ft. (MLWS). The overall length of the wharf is 1,170 ft. between dolphins.

(*b*) Oil Wharf No. 2 is located in approximate position latitude 1° 41′ 14″ N., longitude 101° 28′ 7″ E. The basic design is for 150,000 dwt. vessels. In terms of vessel's size and design this would be a LOA of approximately 1,008 ft. and a draft of 54 ft. The least depth at the face of the wharf is 57 ft. (MLWS). The overall length of the wharf is 1,210 ft. between dolphins.

(*c*) The third oil wharf, referred to as the T–2 Wharf, is located between Oil Wharf No. 1 and the Cargo Wharf. The T–2 Wharf is utilised mostly for handling crude oil to inter-insular vessels. The basic design of the T–2 Wharf is for 16,500 dwt. vessels, but it is capable of receiving 28,000 dwt. vessels. In terms of vessels' size this would be a LOA of approximately 625 ft. and a draft of approximately 34 ft. The least depth of the wharf is 36 ft. (MLWS). The overall length of the wharf is 680 ft. between mooring dolphins.

(*d*) The Cargo Wharf is located in approximate position latitude 1° 41′ 14″ N., longitude 101° 27′ 4″ E. The basic design of this wharf is for 16,500 dwt. vessels; however, under favourable weather and sea conditions this wharf will be capable of receiving vessels up to 23,000 dwt. In terms of vessels' size this would be a LOA of approximately 600 ft. and a draft of 33 ft. The least depth of the wharf is 34 ft. (MLWS). The overall length of the wharf is 750 ft. between dolphins.

There are Chicksan units on the Oil Wharves Nos. 1 and 2 for use in loading tankers. These units are equipped with four 12-in. aluminium pipe loading arms which are U.S. Standard flanged, faced and drilled. Loading, including topping off, is under pressure from pumps ashore. The maximum average loading rate is approximately 50,000 barrels per hour. There are two 10-in. cargo hoses for use in loading tankers at the T–2 Wharf. The hoses are U.S. Standard flanged, faced and drilled. The hoses are swung on board by the wharf's derricks and by assistance of the vessel's derrick. The maximum average loading rate is approximately 18,000 barrels per hour. On the Cargo Wharf, if required, on short notice there are two 10-in cargo hoses for use in loading tankers. Both are U.S. Standard flanged, faced and drilled. Hoses are swung on board by ship's gear and with the assistance of a mobile crane on the wharf. Loading, including topping off, is under pressure from pump house ashore. The maximum average loading rate at this wharf is approximately 18,000 barrels per hour.

Hose handling and Mooring Lines

Wharf crews and launch crews are on duty to handle loading arms and/or oil hoses and mooring lines on the wharf. Mooring lines on board vessels will not be handled by CPI personnel. Rat guards must be rigged on all mooring lines.

BALLAST: There are no shore facilities at Dumai for disposal of dirty ballast water. Vessels should arrive with sufficient clean ballast water to enable safe manoeuvring under prevailing weather conditions. All ballast water must be pumped overboard after arrival at berth, and prior to loading, unless "load on top" procedures apply. If, after arriving alongside, a vessel is found to have oily ballast water on board, such vessel will be sent to sea to accomplish the necessary tank cleaning. A new Notice of Readiness to load must then be tendered.

FRESH WATER: Available in limited quantities at all wharves.

FUEL: Not available.

MEDICAL: The port health doctor has only limited facilities for medical treatment. If the services of more complete and/or specialised medical assistance are needed or emergency cases arise on board tankers calling at Dumai, the port health doctor might refer such cases to CPI hospital facilities. However, Masters of all vessels bound for Dumai are requested, if possible, to call at Singapore for medical assistance.

REPAIRS: No repairs shall be carried out to the main propulsion machinery and/or essential auxiliaries while alongside. The vessels' main propulsion machinery shall be in readiness for instantaneous use on short notice.

CUSTOMS: Ships' bonded stores will be sealed by the Indonesian Customs officials on arrival and will remain sealed until the vessels leave Indonesian waters.

WATCHMEN: Strongly suggest that all Masters of tankers calling at Dumai maintain a close security watch while at anchor as well as when alongside the wharves. It is further recommended that on board the tankers unoccupied rooms should be securely locked and port holes closed before vacated.

TIME: GMT plus 7 hours all year round.

REPATRIATION: Due to stringent Indonesia Government regulations, normally no passengers and/or crew members from any vessel are allowed to disembark for repatriation purposes.

SHORE LEAVE: Shore liberty may normally be granted to ship's officers and crew after clearance of the vessel by harbour authorities, except between 2200 hours and 0600 hours. Recreational facilities are not available for seagoing personnel at present and few facilities exist in the village of Dumai. Personnel proceeding on shore liberty should be provided with ship's pass and advised that the CPI compound is out of bounds with the exception of the road from the wharves to the village road.

GENERAL: While alongside, vessels must have the eye of towing (fire) wires lowered to the water's edge from offshore bow and quarter for emergency use. The eye of the wire should be painted white.

AUTHORITY: Caltex Pacific Indonesia (CPI).

KIDJANG: 00.53 N. 104.37 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:

Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Stores List.

RESTRICTIONS: Vessels with destination Kidjang should call at Tg. Pinang first for a Pilot or at Tg. Tilli at about 00° 48′ 12″ North and 104° 35′ 30″ East, slightly South of Tg. Pinang Roads. Fairway East of Tg. Tilli 5.6 metres and Kelong Strait 7.4 metres at LWS.

PILOTAGE: Compulsory pilotage. Pilot stations are in Tg. Pinang Roads or off Tg. Tilli. Vessels should arrive at Tg. Pinang preferably between 06.00 and 12.00. Application should be made 48 hours prior to ship's arrival via radio station addressed to the Agency, mentioning ship's ETA pilot station and draft.

MAX. SIZE: Vessel: Length maximum 160 metres and draft maximum 32 ft.

RADIO: Coastal Radio Station: Refer to Tg. Uban Radio, cables for Tg. Pinang can be sent via Tg. Uban Radio call sign PKI.

HEALTH: A 3rd Class port and can only be called at after obtaining a free pratique at one of the 1st Class Ports.

Vessels arriving from abroad have to fly the Q Flag (Yellow Flag) until boarded and released by the Quarantine Officer. Masters have to fill in the Quarantine Form and signed by him and the Ship's Surgeon, if any, and produce the following:

Health Book or Bill of Health.
Deratisation (Exemption) Certificate.
Valid International Vaccination Certificates of Crewmembers and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.

During the time that the Q Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

TUGS: Tug assistance not available.

BERTHING: Vessels are moored alongside 2 jetties on dolphins, with 4 good manilla fore and 4 ft. At springtide a Hercules wire is available. Shifting only during slack tide.

STEVEDORES: Working hours: Loading to be effected with customary quick dispatch on clear working days, whereby Sundays, Holidays, governmental, local holidays and Saturdays between noon and midnight and Mondays between zero a.m. and 8 a.m. are always excepted.

Overtime. At Master's request, work on Sunday, holidays, governmental, local holidays and Saturday between noon and midnight and Mondays between zero a.m. and 8 a.m. can usually be arranged.

Working capacity: Loading capacity by conveyor belt, 200–350 tons/hour.

FRESH WATER: Not available.

FUEL: Not available.

SHORELEAVE: Crew members are not allowed to leave Kidjang and have to report back aboard at 23.00 hours. Identification cards must be carried along. It is prohibited to lower the boats with the purpose of visiting the other islands, fishing, etc.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than

Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AUTHORITY: Dept. of Sea Communications.

LABUANTRING BAY: 08.44 S. 116.04 E.
AMPENAN: 08.34 S. 116.04 E.

DOCUMENTS:
Health Certificate.
1 Vaccinations List (Smallpox and Yellow Fever, Cholera/Typhus).
9 Crew Lists.
7 Passenger Lists (landing/transit).
4 Lists of Personal Effects.
7 Ship's Store Lists.
2 Cargo Manifests (discharge/transit).
4 Dangerous Cargo Lists.
1 Stowage Plan; all to be signed by Ship's Master and/or Chief Officer.
PILOTAGE: Normally not provided. When Pilot required, vessel must request via Agent or via Ampenan Radio at least 24 hours before arrival. Pilot service will then be given by Harbour Master from Ampenan to Labuantring Bay.
ANCHORAGE: Overseas vessels not familiar enter Labuantring Bay, normally calling Ampenan awaiting particular information and/or Pilot to enter Labuantring Bay (outer buoy). Good holding ground in about 16 metres. Vessels with a draft of more than 6 metres must keep clear from channel to inner harbour. Navigating in channel without Pilot may cause difficulties; channel equipped with buoys, depth approx. 7 metres.
APPROACHES: When approaching Ampenan, harbour is marked by light tower. Excellent holding ground in about 16 metres.
RESTRICTIONS: Vessel may enter Ampenan and Labuantring Bay (outer buoy) day and night. Vessel not visited by port authorities between 18.00 hours to 07.00 hours (local time), exceptional cases allowed. Vessels are not allowed enter into inner harbour (Labuantring Bay) after sunset.
BERTHING: Length of quay at Labuantring Bay approx. 40 metres. Vessels with a length of less than 100 metres and a draft of less than 6 metres may berth safely. Berthing at Ampenan (anchorage) for all sizes of vessel.
WEATHER: November till April rainy season. Quite heavy winds and rain can affect cargo work.
HEALTH: Pratique granted by port doctor after boarding vessel. Vessels from an infected port have to hoist "Q" flag. If any suspected disease or fever on board, necessary inform Agent by cable or via radio station. Treatment of crew members for illnesses other than quarantinable diseases arranged by Government's practitioners through ship's Agent.
TUGS: One tugboat of 125 h.p. Two motor launches only, for cargo handling purposes.
RADIO: Ampenan Radio. Call sign PKD 9. Freq. 500 kc/s. and 430 kc/s. Qtu: 0000z–0100, 0500z–0600; except Friday and Saturday: 0000z–0100z, 0900z–1000z. Sunday and holiday closed.
MEDICAL: Cable or radio before arrival if medical assistance necessary on entry. Government's hospital facilities available. Some specialised surgery is not. Smallpox vaccination and Yellow Fever Certificates inspected on arrival.
TANKERS: Berthing at Ampenan.
FRESH WATER: Not available.
FUEL: Not available.
SHIP'S CERTIFICATES: Registered Tonnage Certificate, Load-Line Certificate, Safety Radio Certificate, Safety Equipment Certificate, Light dues Receipt, Deratisation Certificate, Clearance from previous port, all to be shown on arrival.
IDENTIFICATION CARDS: All crew's passports must be certificated by Immigration Officer on arrival, whereafter to be used as shore passes.
WATCHMEN: Usually employed during loading and discharging operations.
CARGO GEAR: Wire and rope-slings, nets and net-slings, lighters all supplied by stevedores except rain-tents. No shore cranes available. Loading and discharging usings ship's derricks.
STEVEDORES: Ordered by Agent. To enable Agent ordering necessary gangs, vessel must give accurate ETA at least 24 hours in advance. Working on Sunday and holidays allowed by agreement in exceptional cases.
OPENING/CLOSING HATCHES: Normally carried out by stevedores; ship's crew may if required by vessel to do so.
CUSTOMS ALLOWANCES: No restrictions. Custom's Officer supervises opening and resealing of bond.
CONSULS: None available locally.
AIRPORT: Served by regular airlines to Bali and Java.
TIME: GMT plus 8 hours.
HOLIDAYS: 1st January; Independence Day (17th August); Christian, Islamic and Balinese holidays as appointed by the Indonesian Government.
GENERAL: Vessels should not use ship's radio station. Harbour Police and Customs' guards on board during ship's stay in harbour.
SHORE LEAVE: Crew allowed ashore; passports required whilst ashore.
DELAYS: Normally minimal.
AGENTS: P.N. "Pelajaran Nasional Indonesia" (PELNI), 192 Djalan Pabean, Ampenan, Nusa Tenggara Barat, Indonesia. Tel. Ampenan 94–101–160. Cable: Pelni Ampenan.

MACASSAR: 5.05 S. 119.24 E.

DOCUMENTS:
Certificate of Registry.
Crew List.
Log Book.
Certificate of Seaworthiness.
Certificate of Plimsoll Mark.
Radio Certificate.
Health Certificate.
Equipment Certificate.
Shipping documents as follows:
Manifest of Cargo.
Bills of Loading.
Charter Party (if necessary).
PILOTAGE: Compulsory for all vessels, who have to use Port Administration's tug-boat. To order Pilot contact Makassar Radio, call sign PKF. Besides, Agent contacts the Harbour Master (Inspektur Keselamatan Pelajaran). Pilot boards vessel at anchorage, about 1 mile off shore. Exact area where vessel waits for Pilot or anchorage is between Lae-Lae Island and Samalona Isalnd. Depth of anchorage is 3 fathoms.
RESTRICTIONS: Every ship needs commission from Dit. Dken. Perhubungan Laut (General Directorate of Sea Communication) to enter Makassar Harbour. When ship has no permission, Agent must apply to Port Authority and give details of ship, i.e. name of vessel, nationality, name of shipping enterprise, ETA, ETD, last port of call, next port of call, loading or discharging and aim of entry. No entry after 18.00 hours.
MAX. SIZE: No limit on length or breadth. The port consists of two bases; (1) Soekarno Base 1,360 metres long. (2) Hatta Base, 550 metres long. Draft at Soekarno Base 8.0 metres. Draft at Hatta Base 9.0 metres. Besides these bases there is a special pier for oil carriers outside main port area not far from Soekarno base.
HEALTH: Every vessel must have a certificate of health on board. When vessel enters a member of Port Health Authority boards. If there is any disease on board the vessel must go to quarantine area.
RADIO: Macassar Radio with call sign PKF.
TUGS: One tug "Anggada VII". Used for vessels of 5,000 dwt. or over, and four tugs of smaller size.
STEVEDORES: Stevedoring by shipping enterprise or shipping enterprise agent. Capacity for discharging about 20 tons every gang/hour. No heavy cranes.
MEDICAL: Doctor and clinic available.
FRESH WATER: Ground-pipe with 10 ton/hour capacity. Barge with machinery pump 25 ton/hour capacity.
FUEL: Fuel capacity in a day 400 tons.
DEVELOPMENTS: In near future, Macassar to have bonded warehouse.
GANGWAY/DECK WATCHMEN: There are no special deck watchmen services but can be arranged through Agent.
OPENING/CLOSING HATCHES: Work carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco – only sufficient for personal use. Wine and/or spirits – none permitted out of bond.
CARGO GEAR: Local regulations comply with Bureau of Classification with which vessel registered.
IDENTIFICATION CARDS: Identification cards needed by Immigration Office.
CONSULS: None available locally.
REPAIRS: Minor deck or engine repairs possible.
AIRPORT: Macassar Airport, called "Mandai Airport". Distance from town about 23 km. Services (1) Macassar – Kendari and (2) Djakarta – Surabaja – Macassar – Manado three times a week.
TIME: Middle Indonesian Time. GMT plus 8 hours.
HOLIDAYS: Every Sunday; New Year (1st January); Idul Adha (27th February); 1st Muharam 1389 H. (19th March); Isa Almasih (15th May); Maulud Muhammad (29th May); Sancta Maria (15th August); Proclamation Day (17th August); Mikradj Muhammad (9th October); Idul Firit (11th and 12th December); Christmas Day (25th December). Work can be arranged at overtime rate.
POLICE/FIRE/AMBULANCE: Police, Fire 4306; Ambulance 7227.
TELEPHONES: No arrangements exist for placing telephones on board.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Caused by rain; no mechanical equipment for cargo handling.
AUTHORITY: Departemen Perhubungan, Direktorat Djenderal Perhubungan Laut, Port Administrator Macassar. Address: Pangkalan Soekarno Macassar. Tel. 6988, 6966.
AGENT: P. N. Djakarta Lloyd, Djl. Pankalan Bung Karno, Port Makassar.

MUNTOK: 02.04 S. 105.10 E.

DOCUMENTS:
Register Book.
Load-line Certificate.
Deratization Certificate.
Harbour Report.
Radio Certificate.
Nationality Certificate.
Safety Equipment Certificate.
Port of Call List.
Last Port Clearance.
Light dues Payment.
Health Book.

6 copies Crew List.
3 copies Store List.
6 copies Passenger List (if any).
Navy Book.
Next Port Manifest from every port.
Vaccination Certificate.
All loading Custom paper from every port.

PILOTAGE: Not available.
ANCHORAGE: Safe anchorage in 10 m.
RESTRICTIONS: None.
MAX. SIZE: 2 m. draft at quays length 100 m., breadth 30 m.
RADIO: Not available.
TUGS: 7 tugboats available for communication between shore and ships, with capacity 340 h.p. each.
BERTHING: Anchorage 165° Tg. Kalian, 2 miles from shore. Only small vessels draft 7 ft. alongside quays.
STEVEDORES: Ordered by Agent.
MEDICAL: Facilities available.
TANKERS: None.
FRESH WATER/FUEL: None.
CUSTOMS ALLOWANCES: 200 cigarettes per man; 1 bottle per man.
IDENTIFICATION CARDS: Not necessary.
CONSULS/REPAIRS/DRYDOCKS: None.
AIRPORT: None.
HOLIDAYS: On Moslem holidays, no cargo work.
SHORE LEAVE: After permit by Chief of Police.
REGULATIONS: Customs, Harbour Master, Police Maritime, visit ship on arrival.
DELAYS: Delays due shortage lighter space.
AGENT: P. N. Djakarta Lloyd, Muntok Branch. Port Muntok.

PALEMBANG: 02.59 S. 104.45 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.
Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
10 copies Crew List.
6 copies Passenger List.
2 copies Ship's Articles.
2 copies Store List.
Maritime declaration to be completed by Master upon arrival, obtainable from boarding Quarantine officer, or via Agency.

PILOTAGE: Compulsory, consisting of Outer (River) and Harbour Pilot. Applications should be cabled to pilot vessel via Palembang Radio Station. Pilot vessel located at station position 02° 11′ 08″ S. 104° 57.03″ E.

Vessels arriving in afternoon and unwilling to navigate the river in darkness should not hoist the pilot signal. The signal station is at the aforementioned pilot vessel, which answers the pilot signal as follows:
By night:
A flare-up light slightly over the railing, or waving with a white light means: Pilot will soon board the vessel. One red light vertical over a white light means: No pilot available, vessel allowed to proceed until Pilot is met.
By day:
1. The international flag signal KYS from the International Code of Signal meaning: Pilot unable to attend due to motor defect or heavy seas. The Pilot can be picked up by ship's motor-boat.
2. The flag signal KKO meaning: No pilot available, vessel allowed to proceed until Pilot is met.

Use of Harbour Pilot in Palembang is compulsory.

ANCHORAGE: *Musi Bar:* anchorage position 2° 08′ 30″ S. 104° 58′ 30″ E., in depth of 9 fathoms, used for topping up ocean tankers from river craft.

RESTRICTIONS: Palembang is 54 miles upstream. The main entrance is the river arm between Tg. Tjarat and Tg. Gedeh.

Depths from sea to Palembang:

Outer Bar	43 DM at mean level
For incoming vessels Channel East of Pajung	50 DM ,, ,, ,,
for outgoing vessels Channel West of Pajung	50 DM ,, ,, ,,
Channel South of the light-buoy South of Pajung	53 DM ,, ,, ,,
Bar of Kupang	50 DM ,, ,, ,,
Bar downstream of Kampung-Peradjen (9 miles from Palembang)	50 DM ,, ,, ,,
Bar downstream of S. Lais (opposite Kundur)	50 DM ,, ,, ,,

Incoming ships have priority in passing the Outer Bar from 2 hours to 1 hour prior to HW. From 2 hours to 45 minutes prior to HW, outgoing ships have to wait between Tangjung Gedeh and Tandjung Tjarat.
Channel East of Pajung for incoming ships.
Channel West of Pajung for outgoing ships.

RADIO: Call sign PKC.
Time operating (GMT). Frequency 500/448 Kc.; 0000/0100, 0400/0500, 0800/0900, 1200/1300. Frequency 8706 Kc.: A.I 0100/0200, 0500/0600, 0900/1000, 1300/1400. Frequency 8799, 2 Kc.: A.III 0200/0230, 0600/0630, 1000/1030.
VHF Channel 16, 20, 22, 26 and 28. Time operating (local time) 0700/1330, 1500/1730, 1900/2100,
VHF – Direct Pilot Master Channel 12 and 14. Time operating (local time): 0800/1600.

HEALTH: Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port. The provisional free pratique is only valid for this port, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: One tug-boat, capacity 350 h.p., owned by P. N. Djakarta Lloyd, Palembang.
BERTHING: Anchorage in the vicinity of the quay, see chart for prohibited anchorage.
Harbour board quay: Berth length 350 m., depth alongside 6 m., depth front/middle 6/8 m.
Pusri wharf (fertiliser plant) Left Bank: Berth length 150 m., depth alongside 5 m. Operated by P. T. Pupuk Sriwidjaja, Palembang.
Coal Wharf – Kertapati quay (Right Bank): Berth length 250 m., depth alongside 6 m. Situated 2·7 miles upstream from Harbour board quay.
TANKERS: Pladju Terminal (Right Bank): Downstream of Harbour Board quay operated by P. N. Pertamina Unit II (Pladju) (ex-Shell).
Sungai Gerong Terminal (Right Bank): Downstream of Harbour Board quay, operated by P. N. Pertamina Unit II Sungei Gerong (ex-Stanvac).
STEVEDORES: P. N. Djakarta Lloyd Terminal Department, Palembang. Working hours: Monday/Friday, 0800–1200 and 1300–1600. Saturday, 0800–1300. Overtime, Monday/Friday, 1600–1800. Saturday, 1300–1800. Gangs capacity: average 15 tons per hour.
FRESH WATER: Obtainable at berth.
FUEL: Obtainable at P. N. Pertamina Unit II Pladju provided payment is arranged in advance through their Head Office in Djakarta.
REPAIRS: No facilities.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: For all vessels coming direct from Singapore and Hong Kong all crew cabins will be checked through on arrival.
CUSTOMS/NAVY REG.: Upon vessels arrival/departure, boarding team will come on board consisting of:
2 Navy Officers.
2 Customs Officers.
2 Health Officers (in case vessels coming from infected ports or abroad).
2 Immigration Officers (in case vessels coming from abroad only).
3 Clerks from Agents.
Nobody allowed on board until this team declares the vessel cleared.
AGENT: P. N. Djakarta Lloyd, Palembang Branch Office, Djalan Pasar No. 158, 16 Ilir, Palembang.

PANARUKAN: 07.42 S. 113.56 E.

DOCUMENTS:
Port Clearance.
5 B/Model/Customs Clearances.
Customs papers.
Store List.
Crew List.
Passenger List.
Light Dues Certificate.
Seaman's Book and Health Certificate.
Ship's Registry.
Load-line Certificate.
Safety Radio Certificate.
Deratting Certificate.
Certificate of Nationality.
Tonnage Certificate.
Suez Canal Certificate.
Dispensation for Deck and Engineer Officers.

PILOTAGE: Nil.
ANCHORAGE: With bearings: Patjaron Hill, 275°; white light, 128°; red light, 187°. This anchorage leaves ship 300 metres from 20 metre line and over 500 metres from 7½ metres patch.
RESTRICTIONS: No restrictions, vessel may enter and leave port at any time.
MAX. SIZE: In anchorage position draft permissible up to 15 metres.
HEALTH: Pratique will be arranged by Sourabaya Agent and especially if the ship is just coming from a country suspected of special disease or fever, otherwise pratique is automatic and a quarantine doctor from Sourabaya boards. When vessel coming from domestic port, pratique is not necessary.

RADIO: (*a*) Coastal station: Call sign, PKD 2; medium wave, 500 kc/s.; WF, 474 kc/s.; working hours GMT, 00.00–01.00, 04.00–05.00. (*b*) Fixed station: Call sign, 8 AD 3; short wave, 8 Mc/s.; working hours GMT, 01.00–04.00, 05.00–06.00.
TUGS: Tugs join vessel at anchorage position. Vessel can use tug's lines and the Agent will arrange. Usual charge for use of tug's lines.
BERTHING: There are no berths alongside quays.
STEVEDORES: 24 hours before ETA advice needed to arrange gangs.
MEDICAL: Hospital facilities available, vaccination/fever Certificates for crew can be issued by authority.
FRESH WATER: No facilities.
FUEL: No facilities.
GANGWAY/DECK WATCHMEN: Available, consist of security team of P.N. Djakarta Lloyd Panarukan Branch.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: No restriction as long as goods remain on board ship.
CARGO GEAR: All gear supplied by stevedores except rain tent.
IDENTIFICATION CARDS: Needed if crew going ashore.
CONSULS: No local representation.
REPAIRS: No facilities.
TIME: GMT plus 7 hours.
HOLIDAYS: Sundays; 1st January; 17th February; 9th March; 7th May; 18th May; 15th August; 17th August; 28th September; 30th November; 1st December; 25th December. Work cannot be arranged on 30th November and 17th August but on other holidays cargo work can be arranged.
SHORE LEAVE: Can be arranged.

AGENT: P.N. Djakarta Lloyd, Tjabang Panarukan, Port Panarukan, Java, Indonesia. Tel. Panarukan 8–10–15; after office hours, Situbondo 29–47–159. Telegraphic address: Djakarta Lloyd, Panarukan.

PANDJANG (Teluk Betung): 05.27 S. 105.19 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbour-master.
Pilot's Certificate.
Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Ships Stores Lists.
PILOTAGE: Pilots are in Government Service. Pilot signals according the International Code of Signals. Pilots can be ordered direct by cable to the Harbourmaster or via the ship's Agents.
Harbour pilots available (2) from 08.00 to 14.00 daily, and till 17.00 upon request. Rules are that incoming vessels are served first.
HEALTH: A 3rd Class port and can only be called at after obtaining a free pratique at one of the 1st Class Ports.
Vessels arriving from abroad have to fly the Q Flag (yellow flag) until boarded and released by the Quarantine Officer.
Masters have to fill in the Quarantine Form and signed by him and the ship's surgeon, if any, and produce the following:
Health Book or Bill of Health.
Deratization (Exemption) Certificate.
Valid International Vaccination Certificates of Crew members and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.
During the time that the Q Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.
RADIO: Coastal Radio Sation, Pandjang Radio, call sign PKC 4, operating 24-hr. Radio telegraphy service.
VHF radio service operating on Channels 9 and/or 16, from Monday to Thursday, 0800 hours to 1330 hours, local time. Friday, 0800 to 1100 hours local time. Saturday, 0800 to 1200 hours local time.
TUGS: There are two tug-boats. One owned by PT. Trikore Lloyd and the other owned by PN. KA. Both can be hired.
BERTHING: Quay on the South side with a length of 160 metres and a minimum depth of 7·90 metres LW alongside.
Quay on the East side with a length of 110 metres, and a minimum depth of 6 metres LW alongside. This quay is used by PN. KA vessels that serve the Pandjang to Merak route as ferry-boat service.
Quay on the West side with a length of 75 metres, and a minimum depth of 4·50 metres LW alongside.
Nagah Berlian Quay on the East side with a length of 20 metres, and a minimum depth of 3 metres LW.
Ocean vessels can be berthed at 3 buoys in the Inner Harbour.
LIGHTERAGE: 3 lighters of 100 tons capacity owned by the P.N. DKA can be hired.
STEVEDORES: 18.00–12.00 (13.00 on Saturdays), 13.00–16.00. Overtime possible after granted by the Authorities concerned. *Gang's capacity* average 20 ton/hour.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: There is a port doctor.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agent about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AGENT: P. N. Djakarta Lloyd, Pandjang Branch Office, Djl. Jos Sudarso Pelabuhan, Port Pandjang.

PANGKALAN SUSU: 4.07 N. 98.13 E.

PILOTAGE: Pilot obtainable.
TUGS: Two tugs available, each of 400 h.p.
ANCHORAGE: Suitable anchorage for vessels up to 40,000 dwt. at outer bar.
BERTHING: Alongside wharf max. draft 5 metres, overall length 95 metres. Depth at low water spring 3 metres.
TANKERS: Pertamina/Japanese Terminal: A single buoy mooring situated 17 km. offshore in 15 metres depth of water. Mooring designed for vessels up to 150,000 tons. Loading rate 3,000 tons per hour.

PANGKALBALAM: 02.06 S. 106.08 E.

DOCUMENTS:
Register Book.
Load-line Certificate.
Deratization Certificate.
Harbour Report.
Radio Certificate.
Nationality Certificate.
Safety equipment Certificate.
Port of Call List.
Last Port Clearance.
Light dues payment.
Health Book.
6 copies Crew List.
3 copies Store List.
6 Copies Passenger List (if any).
Navy Book.
Next Port Manifest from every port.
All loading Custom paper from every port.
Vaccination Certificate.
PILOTAGE: Not available.
ANCHORAGE: Safe anchorage at green buoy, 10 m.
RESTRICTION: No night entry. No anchoring at Eliot (red buoy).
MAX. SIZE: Length 140 m., breadth 30 m. Only steamers drafted 8 ft. allowed to discharge
alongside the quays.
RADIO: Port radio station. Working times 08.00–1300 except Sunday. Call sign PKC 7.
TUGS: 1 tugboat available owned by PN Djakarta Lloyd for communication between shore and ships. Capacity 120 h.p.
BERTHING: Near green buoy, and as near as possible to shore. Sounding 10 m. Only small vessels 8 ft. draft alongside quays.
STEVEDORES: Ordered by Agent.
MEDICAL: Facilities available.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle per man.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None.
REPAIRS/DRY DOCKS/REPATRIATION: None.
REPATRIATION: Not available.
AIRPORT: Airport service by regular airlines 6 times per week.
HOLIDAYS: On Moslem holidays, no cargo work.
POLICE/AMBULANCE/FIRE: Police 386SM; Ambulance 444 Otm; Fire 39 LB.
SHORE LEAVE: After permission by Chief of Immigration.
PORT REGULATION: Every ship on arrival must be passed by; Customs, Harbour Master, Police Maritime, Health service and Chief Immigration.
DELAYS: Due shortage of lighter space.

AGENT: PN. Djakarta Lloyd, Pangkalpinang Branch.

PULAU SAMBU: 01.09 N. 103.54 E.

DOCUMENTS: Upon arrival ships have to fill in the following forms:
Harbour Report (obtainable from the Boarding Pilot).
Pilot Certificate.
Also required from the Masters are:
Six copies of Crew List.
One copy Stores List.
One copy Personal Effects List.
PILOTAGE: Pilots are in Government Service. Pilot signals according the International Code of Signals. Pilots can be ordered direct

by cable to the Harbourmaster or via the ship's Agent. Pilot boards in position 1° 10′ 38″ N., 103° 52′ 12″ E.

RADIO: Vessels calling at Pulau Sambu for bunkers should communicate with PKC 2 Pladju Radio or Tunasix Singapore, or direct with Sambu Radio PKJ 51 (A3 Radio Telephone) and VHF Channel 19.

HEALTH: Vessels arriving from aboard have to fly the Q Flag (yellow flag) until boarded and released by the Quarantine Officer. Masters have to fill in the Quarantine Form and signed by him and the ship's surgeon, if any, and produce the following:

Health Book or Bill of Health.
Deratization (Exemption) Certificate.
Valid International Vaccination Certificates of Crew members and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.

During the time that the Q Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

TUGS: Available.

BERTHING: Pulau Sambu has an excellent location 8 miles South of Singapore and approximately 3 miles from the International waterway. It has two deep water jetties with a maximum depth of 36 ft., a maximum length of 440 ft., and the length of the navigable channel is 1,500 ft.

FUEL: Ideally, it is necessary to advise suppliers of bunkers required at least fifteen days before the ETA of the vessel. The authorities at Pulau Sambu also require the vessel to contact them twenty four hours prior to their ETA.

Bunkers available: Fuel Oil, 1000 seconds, and MDO.

CUSTOMS: Masters have to declare all local currency on board. It is strictly prohibited to take local currency ashore. No limitation for foreign currency.

Master should consult the Agent about prevailing Customs regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and fines.

AUTHORITY: Department of Sea Communications.

SABANG: 05.50 N. 95.20 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Stores List.

PILOTAGE: *Approach:*

Vessel should steer on the light of Klah Islet and keep at least one mile offshore, especially of Udjung Masam owing to an inward drift, until the bay is well open. When entering the bay, the light-buoy South of Udjung Lho Me should be kept on port side.

The Signal Station at Peunimpun reports day and night the arrival of ships, by night an unofficial white light, showing all around is shown, visible at a distance of 12 miles. Signals by day with flags according the International Code of Signals and by night by signal lamp.

HEALTH: Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the Port. The provisional free pratique is only valid for this Port, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.

TUGS: A small tug available for mooring assistance, subject advance notice.

BERTHING: The usual anchorage in the inner roads is the North side of the bay, vessels can approach shore until in 32 and 29 metres depth. There is good holding ground. During S.W. or S.S.W. squalls in the West monsoon vessels have to be kept free from the quays by means of the mooring buoys moored off the berths.

Western coal Wharf, usable berth length 140 m. with depths alongside of 7 metres at LWS.

Eastern coal wharf: usuable berth length 150 m. depths 6·8 metres at LWS.

Commercial wharf, usable berth length 100 m. depths 7·5 metres at LWS (length: 220).

At the head of the oil jetty there is a depth of 10 m. at LWS.

FRESH WATER: The water position here is excellent with pipes to all berths with an average loading speed of 25 tons/hour per hose.

FUEL: Available from Pertamina.

REPAIRS: Minor repairs can be carried out at the West end of the Coal Wharf at the repair shop and electrical power station.

CUSTOMS: It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AUTHORITY: Department of Sea Communications.

SEMARANG: 07.01 S. 110.27 E.

DOCUMENTS:

Crew Lists.
Passenger Lists (if any passengers to be disembarked).
Customs Documents.
Health Clearance from last port of call.
Harbour Report forms supplied by Harbour Master.

PILOTAGE: Ships with deadweight of more than 900 tons and with draft of more than 3·5 metres must anchor in roads. To enter the Harbour, Pilot required. Pilot can be applied for by raising "G" flag while ship is anchoring/arriving.

ANCHORAGE: Anchorage 3 nautical miles from coast, where depth 9 metres. For smaller ships safe anchorages 1,900 metres from pier, where depth 5–7 metres.

HEALTH: Vessels arriving must hoist "Q" flag. Work can only begin after inspection of security team boarding vessel upon arrival during working hours.

RADIO: Name, Semarang Radio. Call sign, PKR.

TUGS: Normally tugs join vessel in roads.

BERTHING: Ships anchoring in roads can anchor any time of day. For berthing alongside quays ships with a draft maximum 3·6 metres require Pilot. Entering port guided by a pilot vessel.

STEVEDORES: Necessary to inform Agent exact time of arrival. Labour gangs to be arranged one day before. Also details of cargo to be discharged needed to arrange stevedoring materials, especially for ships anchoring in roads.

MEDICAL: Medical assistance can be given upon ship's arrival. First aid can be given by harbour doctor in harbour area. Serious cases taken to hospitals in town. Four hospitals available. Port Health Officer can issue vaccination/fever Certificates if required.

FRESH WATER: Can be supplied by 100 ton barge once every 2 days. Suggest take on water in Djakarta or Sourabaja.

GANGWAY/DECK WATCHMEN: No gangway/deck watchmen needed.

OPENING/CLOSING HATCHES: Opening and closing hatches done by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes or equivalent in tobacco permitted for each crew member to hold out of bond. Wine and/or spirits, maximum value of U.S. $10.

IDENTIFICATION CARDS: Needed.

CONSULS: No local representation.

REPAIRS: Minor repairs only. Small dock only for repairing vessels no longer than 36 metres.

REPATRIATION: Repatriation of crew members arranged by Agents by contacting Immigration Officer for permits concerned.

AIRPORT: 5 mins. drive from harbour. Domestic flights only.

TIME: GMT plus 8 hours

HOLIDAYS: New Year. (1st January); Independence Day (17th August); Id el Fitr; Christmas Day (25th December).

POLICE/AMBULANCE: Semarang 245 or 726.

TELEPHONES: No facilities for placing telephones on board.

SHORE LEAVE: Crew members allowed ashore.

DELAYS: Normally the speed of loading of bulk cargo is 20–25 tons one gang/hours. Delays by bad weather during December, January and February, where it is impossible to come out of the inner port to ships anchoring on the roads.

AUTHORITY: Administrator Pelabuhan Semarang, Djl. Tambaksari No. 8, tel. Sm. 245–726.

AGENT: P. N. Djakarta Lloyd, Djl. Mpu Tantular No. 23, Port Semarang.

SOURABAJA (Tandjong Perak): 07.12 S. 112.44 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's List.
Ship's Articles.
2 Stores Lists.

PILOTAGE: Pilots are in Government service. Pilot signals according to International Code of Signals. Pilots have to be ordered through Agent or can be obtained through Harbour Master.

Compulsory Pilotage, consisting of sea and harbour pilotage.

Western Channel: The sea Pilot will board the vessel at the entrance of the Western Channel from pilot launch stationed at Karang Djamuang position 06° 55′ 40″ S. 112° 43′ 40″ E. Application for Pilots can be cabled via above radio station and must be received at least 24 hours prior to the ship's arrival at the boarding area, by the Harbour Master of Tg. Perak. Upon arrival at the pilot station by day,

ships should hoist the International Code Flag G and the Ship's International Call Sign. The following local signals regarding Pilots should be observed if shown by the Pilot vessel:

(*a*) By night: a flare-up light (white) or waving a white light above the railing means: pilot will soon board your vessel.

(*b*) By day: the First Substitute over the Code Flag S means: no Pilot available, vessel allowed to proceed until she meets the Pilot. By night: a red light over a white light.

(*c*) By day: 2 black cones one vertical over the other points downwards or by night: 2 green lights one over the other means: no pilots are available for ships of less than 10,000 m^3 gross. If this signal is made by the Pilot, vessels do not have to show the pilot signals.

(*d*) By day: the International Signal GFM or by night: a green light over a white light means: Pilot will board your vessel by row-boat as no motor-boat is available.

Eastern Channel: No pilot vessels. Pilots will board the vessel at the entrance by means of a pilot barge dispatched from Tg. Perak pilot station at the Harbour Master's office.

Sea Pilot will take the vessel up to the Inner Roads, where the Harbour Pilot takes over.

RESTRICTIONS: There are two entrances: Western and Eastern Channels.

Western Channel: used for deep-drawing vessels with least depths mid-channel of 72 dm. at LWS. Distance to Tg. Perak about 23 miles.

Eastern Channel: least bar depths through this channel is 34 dm. at LWS. Distance to Tg. Perak is about 24 miles. Least depths of Jansens Channel is 39 dm. at LWS.

Boarding Area: Harbour Pilots, Quarantine Officer and Immigration will board the vessel at the Inner Roads (anchorage).

IMMIGRATION: (Department of Defence and National Security). Vessels arriving from abroad with passengers must hoist the N Flag. Masters have to supply the boarding Immigration Officer with Passenger's List of: (*a*) disembarking. (*b*) transhipping. (*c*) through passengers.

No persons are allowed on board until the vessel has been examined and the N Flag taken down. Passengers must be in possession of a valid visa: visitor's, entry or a transit visa. Those not having a visa may at the discretion of the Immigration Officer, obtain a landing permit. Members of the crew including the Master must appear in the Articles, in order to get shore permits.

RADIO: Coastal Radio Station call sign PKD. Classes: A1 Frequency 430, 550, 8730, A2 Frequency 430, 500, A3 Frequency 8754, 4.

Pilot station Karang Djamuang is also reachable through radio call sign PKW: frequency 500 kHz. This station can also be contacted by VHF Channels 12, 16.

TUGS: For poor steering vessels and those with deep drafts, tugs assistance is indispensable from light buoy no. 5 till light buoy no. 4 is passed.

Tug-boat assistance is handled by Port Administrator's tugs, consisting of 3 tugs, 2 of 800 h.p. each and 1 of 1,000 h.p.

BERTHING: Anchorage opposite Djamrud Utara, where ships can load and discharge by lighters.

Quays: Djembatan Djamrud Utara	Depths at LWS	5 metres offshore	42 dm.
Djembatan Djamrud Barat		,,	46 dm.
Djembatan Djamrud Selatan		,,	63 dm.
Djembatan Perak		,,	62 dm.
Djembatan Dok Utara		,,	62 dm.
Djembatan Dok Selatan		,,	62 dm.
Djembatan Mirah		,,	18 dm.
Djembatan Intan		,,	32 dm.
Djembatan Berlian Timur		,,	62 dm.
Djembatan Berlian Utara		,,	46 dm.
Djembatan Berlian Barat		,,	65 dm.
Djembatan Nilam		,,	63 dm.

Total berth length of above berths is 5459 metres.

Tanker Terminal:

Government Petroleum Pier	Depth alongside at LWS is	90 dm.
Semampir East	,,	120 dm.
Semampir West	,,	100 dm.

Coal Wharf: Situated at the Southern end of Tambatan Nilam, equipped with 1 transporter and 2 bunker barges with steam operated grippers, owned by P.N. Tunda Bara.

STEVEDORES: Working hours: Monday–Thursday 0700–1200; 1300–1500 hrs. Friday 0700–1100; 1300–1500 hrs. Saturday 0700–1200 hrs. Overtime: Monday–Friday 1500–1700 hrs. Sundays, holidays 0700–1200; 1300–1500 hrs. Night work allowed after permission from the Port Authority.

Speed for gang per hour: 15 tons for general cargo.

FRESH WATER: Supply is handled by the Harbour Board to the berths and by 2 water barges. Present capacity about 400 tons per day for the whole harbour. Priority is for Passengers vessels and application required 48 hours prior to ship's arrival.

FUEL: Fuel can be obtained via pipelines to all berths, capacity up to 300 tons/hour, coal see coal wharf.

REPAIRS: Dry-docking and all sorts of repairs are carried out by the State-owned P.N. Dock. There are floating docks, capable of lifting 15,500, 3,500 and 4,000 tons. There are several slipways for coasters.

Electronic Repair Shop: All sorts of electronic repairs such as radar, echo-sounder, etc., can be repaired by private contractors.

PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AUTHORITY: Port Administration, P.O. Box 103, Tandjong Perak.

AGENT: P. N. Djakarta Lloyd, Sourabaya Branch Office, Djl. Pahlawan 26–28, Port Surabaya.

TANDJUNG UBAN: 01.03 N. 104.13 E.

P.T. Stanvac Indonesia Oil Terminal.

DOCUMENTS:
11 Crew Lists.
Harbour Report (form to be supplied by the Agent).
Maritime Declaration.
Vaccination List.
2 Stores Lists.
2 Bonded Stores Lists.
2 Personal Effects Lists.

PILOTAGE: Agent requests Pilot upon arrival of vessel. 72 hours advance notice of ETA required. Pilot boards vessel in harbour area.

ANCHORAGES: ½–¾ mile opposite oil jetties.

MAX. SIZE:

	Dock no. 2	no. 4	no. 5
Length	800 ft.	650 ft.	650 ft.
Breadth	any	any	any
Draft	34 ft.	33 ft.	32 ft.

HEALTH: Health Officer will board vessel after berthing. No pratique granted, even for vessel after calling at another port in same country.

RADIO: Tandjung Uban Radio – call sign PKJ.

TUGS: No tugs available.

BERTHING: Agent arranges berthing vessel. Dimension of oil hoses used: 6 in. and 8 in. Very limited slop facilities, depending on available ullage.

MEDICAL: Very limited facilities. Only a clinic with experienced wound dresser available. Valid smallpox and cholera certificates for crew members required.

DENSITY: 1.0254.

FRESH WATER: Available ex-pipe-line – 5 tons/hour.

FUEL: Medium fuel oil, viscosity Redwood I, 600–900 seconds; heavy fuel oil, viscosity SSF, 30–40. Prior approval from PT Stanvac Indonesia, Djakarta, required for obtaining bunker fuels.

GANGWAY/DECK WATCHMEN: Port authority provides one safety guard during vessel's stay in port.

CUSTOMS ALLOWANCES: Reasonable quantity allowed to be used during vessel's stay in port.

IDENTIFICATION CARDS: Possession of a valid Seaman's Book sufficient.

REPATRIATION: No facilities available.

AIRPORT: Distance to airport, 60 miles. Served by Garuda Indonesian Airline 3 times a week (Mondays, Thursdays and Saturdays) to Djakarta only.

TIME: GMT plus 7 hours.

POLICE/AMBULANCE/FIRE: Police, tel. 55; Clinic, 37 and 58; Fire, 44 and 13.

TELEPHONES: Agents place telephone on board at no cost.

AUTHORITY: Penguasa Pelabuhan (Port Authority), tel. 53 (office) 57 (home).

TARAKAN: 03.20 N. 117.45 E.

DOCUMENTS: See Djakarta.

PILOTAGE: Compulsory pilotage consisting of sea and harbour pilots. Ships requiring pilot service should notify the harbourmaster at least 24 hours before arriving at outerbuoy. Tide: semi diurnal.

HEALTH: Vessels arriving from abroad direct in one of the 2nd Class Ports have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad from the 2nd Class Port concerned.

RADIO: Call sign: PKO Class A1.

TUGS: Owned by Shell Oil; difficult to arrange for commercial purposes.

BERTHING: Anchorage: two.

Wharf no. 1 – Shell oil jetty; depth LWS 31 ft., length 442 m. not strong. For bunkering oil and water only.

Wharf no. 2 – Shell (commercial) jetty; depth LWS 13 ft., length 454 m.

STEVEDORES: Working hours: 7 hours on normal working days. Overtime can be arranged.

FRESH WATER: Available in very limited quantity. Maximum water supply to vessels per call: 25 tons drinking water, 150 tons boiler water.

FUEL: Only fuel oils and lubricants available. Capacity fuel oil bunkering up to 500 tons per hour.

GENERAL: Port doctor available.

Carrying a camera ashore or even on deck of a ship for photography is strictly prohibited.

PORT SECURITY: Maintained by members of the Indonesian

Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

AGENT: P. N. Djakarta Lloyd, Tarakan Branch Office, Djl. Djendral Sudirman 1/16, Port Tarakan.

TEGAL, Java: 06.55 S. 109.10 E.

DOCUMENTS: Upon arrival, vessels have to produce the following Certificates and Documents, which will remain in the Harbour Master's custody until cleared:
Nationality (Registry) Certificates.
Seaworthiness Certificate.
Tonnage Certificate.
Deratisation (Exemption) Certificate.
International Loadline.
Safety Equipment Certificate.
Safety Constructions Certificate.
Safety Radio-telegraphy Certificate.
Vaccination List.
5 Crew Lists.
2 Stores Lists.
2 Crew Baggage's Declaration.
Last Port Clearance.
Health Book.
Custom Clearance and Custom Documents.
Cargo Manifest and Bills of Lading.
When vessels arrive direct from foreign port, Customs and Harbour Police officials board for search.
PILOTAGE: None.
ANCHORAGES: Tegal roads. Safe anchorages: Lat. 06° 49′ 00″ S. Long. 109° 08′ 07″ E. Lighthouse 210°. Distance 2·5 miles off.
RESTRICTIONS: No restriction night entry, but work is done next day (after 18.00 hours).
MAX. SIZE: Length and breadth no restriction. If draft above 25 ft. will be 2·5 or 3 miles off shore (anchorage on roads).
HEALTH: Maritime Declaration of Health needed from Master, if vessels coming direct from abroad. If vessel comes from other Indonesian ports, automatic free pratique.
RADIO: Coast-to-coast (radio station. Call sign Tegal Radio (fixed station) 8.AC.2. Wavelength 5316 kc/s., 8080 kc/s. VHF: None.
TUGS: Only used for towing lighters to vessels on the roads.
BERTHING: None. Anchorage only.
STEVEDORES: Ordered by Agent. If possible before arrival of vessel, some information mainly concerned with requirements of the Shipmaster advises Agents to arrange gangs and available space for Tegal cargo.
MEDICAL: Normally medical attention for crew to be arranged by Agent at order of Master.
FRESH WATER: Nil.
FUEL: Nil.
GANGWAY/DECK WATCHMEN: Services of watchmen if necessary to be ordered by Master.
OPENING/CLOSING HATCHES: Is carried out by crew – sometimes by stevedores.
CUSTOMS ALLOWANCES: Tobacco, wine and/or spirits not allowed to be taken ashore.
IDENTIFICATION CARDS: Necessary.
CONSULS: None available locally.
REPAIRS: None.
REPATRIATION: Agents arrange necessary repatriation of crew.
TIME: Indonesian Western Time = GMT plus 7 hours.
HOLIDAYS: Only Moslem holidays: Id el Fitr. For 2 days no cargo work can be arranged.
POLICE/AMBULANCE/FIRE: Accident, Police, tel. 10; First Aid for Ambulance (Texin Hospital), tel. 387; Fire Departments (Texin), tel. 17.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore from 08.00 up to 21.00 hours every day. Not allowed to spend night on shore.
PORT REGULATIONS: Crew members not allowed to bring cameras, foreign money, on shore leave.
AUTHORITY: Sjahbander, Djl. Martadinata 4. Tegal.

AGENT: P.N. Djakarta Lloyd Tegal Branch Office. Office address: Djl. Laksamana R.E. Martadinata No. 5, Tegal, Indonesia. Telegraphic address: "Djakartalloyd Tegal". Telephone Office: Branch Director: Tegal 86. Terminal Manager: Utara 850. Shipping Manager: Tegal 539.

TELUK BAJUR: 02.10 N. 117.25 E.

DOCUMENTS: See "Djakarta".
PILOTAGE: Compulsory harbour pilotage. Ships have to wait for Pilot inside the roads limits, anchoring as near the breakwater as possible. Pilot is available each day from 05.00–18.00.
HEALTH: Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port. The provisional free pratique is only valid for the port and the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: One tug-boat (SAMP 8) of 250 h.p. is stationed at Teluk Bajur, the use of which is compulsory for incoming and outgoing ocean-going ships.
BERTHING: A dynamite jetty amidst the breakwater inside the harbour (repairs in progress) No. VII, intended for vessels carrying explosive loads, such as petrol in bulk, etc. Only quay no. II is suitable for ocean-going vessels. Godown No. II-B was destroyed and hasn't been rebuilt yet. Total length of quay no. II is 326 m., with a minimum depth of 78 dm. LWS. Alongside the Harbourmaster's office, forming a right-angle with quay No. II is quay No. III with a length of 96 m. and a minimum of 89 dm LWS. Ships can also berth alongside the coal jetty on the NE side of the harbour, which has a length of 30 m. and a minimum depth of 66 dm LWS.
STEVEDORES: Working hours: 08.00–11.00/12.00; 13.00–16.00/17.00 (in normal times 18.00). Overtime till 21.00.
Gang's capacity: average 13 ton/hour.
FRESH WATER: Available at wharf, officially at a rate of 8 m_3 per hour, unlimited quantity during the wet season (September-April). During the dry season with a maximum of 150 m_3 and a capacity of 4–6 m_3 per hour. Water should be boiled or chemically treated before consumption.
FUEL: Coal not available. Fuel not available.
REPAIRS: Dry dock available for ships up to 150 tons. Machine-workshops for minor repairs available.
MEDICAL: Teluk Bajur has harbour clinic for emergency cases. Hospitals at Padang.
AUTHORITY: Department of Sea Communications.

TJILITJAP: 07.41 S. 109.05 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.
Ship's Stores List.
RESTRICTIONS: Least depths at the bar and in the channel are 70 dm at LWS.
Current: semi-diurnal. By the influence of the Donan River, especially during the rainy season, is the duration of the outgoing current longer than that of the ingoing. In the rainy season the outgoing current can reach 5 knots.
PILOTAGE: Compulsory. The pilot station is in Tjilitjap. Outbound vessels, application for Pilots must be made 2 hours before departure, provided that ships sailing before 08.00, must apply before 18.00 of the preceding day. Ships arriving by night must hoist the pilot signals at daybreak. Pilot signals as in the International Code of Signals until the Pilot boards the vessel or till a central signal is made at the signal yard of the Coastal Light "Gunung Tjimiring", where Tjilitjap will be phoned about approaching ships. The Lighthousekeeper can make the following contra signals:
(*a*) The Indonesian Flag at the signal yard meaning the Pilot is coming out.
(*b*) One black ball over two black cones pointing upwards meaning wait for the next message.
(*c*) Double cones meaning no Pilot available permission granted to enter without.
(*d*) Black ball over a black cone pointing upwards meaning Pilot is not coming out, permission to enter without Pilot until you meet one.
Pilotage by night is not available except in very extraordinary cases. It takes the Pilot one hour from Tjilitjap to sea. If a ship can't enter on the same day 2 black cones pointing upwards will be shown with a black ball in between.
HEALTH: Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: Not available.
BERTHING: Outer roads while waiting for the Pilot during the West monsoon a safe anchorage in 12 m. water. During the S.E. monsoon not a safe anchorage.
Inner roads, under all circumstances a safe Anchorage in 9 m. water in the vicinity of Nusa Kambangan opposite the quays for small crafts and East of Tg. Sodong. Vessels over 80 metres length have to moor due to limited swinging space, current and winds.
Berth length:
Berth I 120 metre depth alongside 70 dm at LWS.
Berth II 146 ,, ,,
Berth III 142,5 ,, ,,
Berth IV 130 ,, ,,
TANKERS: Shell Tanker Terminal: Petroleum jetty with dolphins where tankers of 85 metres length can berth.

STEVEDORES: Working hours Monday–Thursday 07.30–12.00 and 13.00–15.30 and Saturday. Overtime Friday 07.30–11.30 and 13.00–15.30; Sunday–holidays 07.30–12.00 and 13.00–15.30; Night shift 17.00–23.00. Gang's capacity: Loading manganese ore average 15 tons/hour; loading scrap iron average 6 tons/hour; loading copra cake average 10 tons/hour.
FRESH WATER: Water is supplied through pipelines to the wharves, capacity 7 tons/hour.
FUEL: Not available.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents about the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
Ship's Inspection Team: Consisting of members of the Port Authority. This team will search the vessel, after the ship is cleared by the Port Medical Officer. Prior to mentioned search no Cargo handling is allowed. This Team will search the Store Rooms and Cargo Hatches, and subsequently seals the Bonded Stores and Radio Transmitter. Careful attention should be given in making up the Store Lists, as any difference found in the items declared and discovered during the search may lead to difficulties.
SHORE LEAVE: Leaving and entering the Custom's Area the crew is checked on the basis of the Crew's List and Identification cards and searched.
AGENT: See "Semarang."

TJIREBON: 06.41 S. 108.33 E.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Manifest.
Bills of Lading.
Ship's Papers/Certificates.
Health Documents.
PILOTAGE: Not compulsory. Applications made through Agent or to Port Administrator via coast station Tjirebon radio.
ANCHORAGE: Boundaries of port area are coast line, meridian 108° 35′ 30″ E. and the parallels of 06° 42′ 15″ S. and 06° 43′ 41′ 40″ S.
A light buoy on the position of 06° 42′ 10″ S. and 108° 36′ 20″ E. is placed on the guidance line to the entrance of the harbour.
RESTRICTIONS: Tjirebon roads only accessible for ships of 8 m. max. draft, by taking the Tandkung Sanggarong light buoy at port hand. Only ships with 4 m. max. draft can enter Inner Harbour and moor alongside wharves.
All other ships anchor at outer roads. The harbour is open for 24 hours. For vessels entering the harbour, a signal is given from signal station.
HEALTH: Usual international procedures.
TUGS: Tug services available. Order through Agents.
RADIO: Call sign PKZ2. Working freq. 6491·5 kc/s. and 8799·5 kc/s., watching freq. 6265–6285 kc/s. and 8204–8249 kc/s. Working time 0030–0130 and 0600–0700 GMT.
STEVEDORES: Arranged by Agent.
MEDICAL: Normal hospital facilities available. Agent will arrange for medical attention. Advance notice required.
TANKERS: Berthing for only 300 dwt. tankers at special oil jetty.
DENSITY: 1.025.
FRESH WATER: Delivered by water lighter. One delivery 75 tons, discharged within 6 hours. For quick delivery 2 days advance notice to Agents required.
FUEL: None available.
DEVELOPMENTS: Surveys being made for extension and development of port with 10 m. deep basins, container facilities and a 10 m. deep channel for accommodation of 10,000 dwt. ships and future shipping.
GANGWAY/DECK WATCHMEN: Recommended. Arrange with Agent.
OPENING/CLOSING HATCHES: Usually done by stevedores. Appreciated if done by crew.
CERTIFICATES: Port clearance last port of call. Certificates as required by vessel's country of registry and by SOLAS 1960.
CUSTOMS ALLOWANCES: 200 cigarettes per person. Wine/spirits: One bottle per person. Bottle opened.
IDENTIFICATION CARDS: Preferably passports, seamens ID cards (issued by maritime authorities; vessel's country).
CONSULS: At Djakarta, 280 kilometres from Tjirebon.
REPAIRS: Light repairs only by local dockyard.
DRY DOCK: Graving dock of 600 dwt. capacity.
REPATRIATION: Can be arranged by Agents.
AIRPORT: Kemajoran International Airport 257 km. from Tjirebon. Domestic Airport 40 km. from Tjirebon.
TIME: Local time (Western Indonesia Time) is GMT plus 8 hrs.
HOLIDAYS: New Year (1st January); Ascension of Christ (15th May); Santa Maria (15th August); Independence Day (17th August); Maulud, Mir'adj and Idul Firti determined by Moslem calendar and differ from year to year by International calendar. For definite dates consult Port Administrator. Cargo work on Idul Fitri (2 days) not guaranteed due to labour shortage.
POLICE/AMBULANCE/FIRE: Harbour Police 3897; City Police 4466; Ambulance 118; Fire brigade 113.
SHORE LEAVE: Allowed after satisfactory fulfilment of immigration requirements and in possession of crew's Harbour Card.
DELAYS: Bad weather (mostly rain).
AUTHORITY: Port Administrator. Residence: Djl. Kesambu–52, Tjirebon, Phone: 2890, 2087 and 3733. Office: Djl. Pernigaan 4–6, Tjirebon. Phone: 4241 and 3688.
AGENT: P. N. Djakarta Lloyd, Djl. Pasuketan No. 5, PO Box 44, Port Tjirebon.

Iran

ABADAN: 30.20 N. 48.16 E.

Port of Abadan situated on right bank of the Shatt, about forty miles up river from Rooka Buoy.
OPERATORS: Iranian Oil Refinery Co.
DOCUMENTS/PILOTAGE: See "Khorramshahr".
ANCHORAGES: On arrival of pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognized anchorages: Kasba Anchorage position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water. Bawarda Anchorage position about 2 miles above Abadan with a maximum depth of 31 ft. in fresh water. Vessels which are too deep to pass out of the river on one tide will be required to anchor at Kasba.
RESTRICTIONS: The port is open for day and night navigation with arrivals and sailings being controlled by the tide. Vessels normally enter the river at two hours after high water at the bar, and leave Abadan, for sea, from six to four hours before high water at the bar.
MAX. SIZE: Max. draft at jetties 29 ft. fresh. Max. length 600 ft.
HEALTH: Inward clearance is affected on board after receiving free pratique. Also see "Khorramshahr" – "Documents".
RADIO: The Iranian Oil Operating Companies Coastal Radio Station call sign EQZ. The station listens for various calls on the normal International Marine Calling frequencies. When close to may be contacted on 500 kHz transferring to 428 kHz for exchange of traffic. Traffic list sent at 5 minutes past odd hours.
TUGS: Not available.
BERTHING: While no changes have actually occurred in the production capacity of the Abadan Refinery, the number of jetties on the Abadan riverside have been reduced to six. Nos. 3, 4, 7, 9, 11, and 26 have been maintained and are used for bunkering purposes and dry cargo operations.
Ships pass day and night so it is necessary that mooring lines be kept taut at all times to prevent surging on the jetties thereby breaking lines and causing damage to Company property.
MEDICAL: Emergency cases: an ambulance will be dispatched on demand by calling telephone number 5555.
In ordinary cases of sickness or dental treatment: Agents will arrange transportation of patients, and advise Masters regarding necessary medical attention forms. If patient does not speak English he should be accompanied by an interpreter. Only in exceptional cases will a medical officer visit a patient on board.
TANKERS: Deliveries of the refined oil products of Abadan Refinery are effected to ocean-going tankers at Bandar Mahshahr since the inauguration of the products terminal of the Iranian Oil Refining Company at that port, therefore such shipments are not taking place from Abadan any more.
DENSITY: Fresh.
FRESH WATER: Available at all jetties.
FUEL: Ships' bunkers are available; however not all types are available at all jetties, therefore, ships' Master should advise by radio the exact quantity and kind of bunkers required. Bunkers are delivered concurrent with loading unless otherwise requested by Master. Due to heavy bunkering commitments it is mandatory that vessels take their bunkers when convenient for the terminal, any delay incurred by a vessel taking bunkers after loading is the responsibility of the Master.
GENERAL: All other items, see "Khorramshahr."
AUTHORITY: Iranian Oil Refining Co. Abadan.
AGENT: See "Khorramshahr."

BANDAR ABBAS: 27.15 N. 56.19 E.

DOCUMENTS:
Quarantine officer
Crew List (1 copy, also all crew vaccination cards for inspection).
Customs Officer
Crew List (2 copies).
Stores List (2 copies).
Port Authority
Crew List (1 copy).
Agents
Crew List (2 copies).
Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bandar Abbas. Agents as far in advance of vessel's arrival as possible:
Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).

All cargo shown on Manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

PILOTAGE: Application for Pilot to be made well in advance through Bandar Abbas Port Radio EQI. Agents may also arrange Pilotage but should be advised of ETA well in advance.

ANCHORAGE: Approx. position 27° 04′ N. 56° 04′ E. Depth 36 ft.

RESTRICTIONS: Entry or departure day or night. Depth of water alongside jetty, minimum 34 ft. and depth in channel approx 32 ft. at LW. Height of tide at HW about 3 metres.

MAX. SIZE: For berthing alongside, max. length 570 ft., draft 30 ft.

RADIO: Bandar Abbas Port Radio EQI – 500 kc/s.

Port telecommunications working from 0600 hrs to 2400 hrs every day.

VHF: Channels 13, 16, 18 and 25. HF call-sign EQI available. Also see "Radio".

TUGS: Two tugs 550 h.p. each, for harbour services, as well as for towage, in case of necessity.

BERTHING: Vessel can be berthed and unberthed during darkness at the rate of Rls 4000.00 being paid as overtime to pilots and tug workers.

Quay of 1,050 metres length and 35 metres wide, for accommodating six vessels each of 175 metres L.O.A. Two transit warehouses with capacity of 4,000 square metres each, and one general cargo warehouse of 6,000 square metres.

Ore handling installation. The ore is loaded by conveyor belt and the average daily loading rate is 1500 tons per day running from 0630 hrs to 2200 hrs daily.

One floating crane with lifting capacity of 60 tons, as well as two mobile cranes of 25 ton and 7 ton capacity. 23 fork-lift and pallets, 2 and 3 ton capacity. Six tractors of 10 ton capacity. 30 trailers, 2·5, 5 and 10 ton capacity. 500 pallets. 50 of hand carts.

Grain discharged at rate of 700 to 800 tons per day. No silos.

STEVEDORES: No organised stevedoring company, and the cargo is discharged and loaded by ordinary labourers engaged by vessels, Agents on shift basis.

MEDICAL: 24 hours notice of medical requirements to be passed to agents. Doctor available for vaccinations and inoculations.

FRESH WATER: Available at berths ex-pipelines.

FUEL: Available. Bunker stems should be arranged through National Iranian Oil Co. Tehran. Cables "Naftmellie" Tehran.

CUSTOMS: Customs Officer will seal the store-room. All liquor and cigarette stocks will be placed under bond and reasonable ship's requirements should be taken from store before sealing.

IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for Officers and crew to have a photo ready on arrival at the port to facilitate obtaining shore passes.

CONSULS: None.

REPAIRS: Minor repairs available at private workshops.

AIRPORT: About 15 km. distant. Local domestic flights only at present.

TIME: GMT plus 3½ hours.

TELEPHONES: May be placed on board.

SERVICES: Survey, repairs, crew changes at sea or launch service to vessels off the port can be arranged by BASCO Limited. Contact through Agent.

SHORE LEAVE: Provided Security Dept. approves, crew allowed to go ashore by surrendering their seamen's books to port police guard.

AUTHORITY: Port Director.

AGENT: See "Khorramshahr".

BANDAR MAHSHAHR: 30.27 N. 49.20 E.

Refined Products Loading Terminal of the Iranian Oil Refining Company.

Iranian Flag: All vessels required fly Iranian flag from foremast during daylight hours, while in port.

DOCUMENTS:

8 Crew Lists.
2 Bonded Store Lists.
International Health Form.
If cargo aboard, Manifest certified by Iranian Consulate.
Clearance from Last Port.

GENERAL: Khor Musa is deep tidal inlet at head of Gulf. Consists of triangular-shaped entrance 35 miles wide and 22 miles long followed by a channel, approximately 14 miles long with average width about 1,000 ft., ending at Port of Bandar Mahshahr. Khor Musa is entered by deep water approach channel 25 miles long and 0·8 miles wide, commencing at Khor Musa light float, located in position 29° 36′ 32″ N. 49° 34′ 47″ E. At end of approaches channel, near buoy no. 12, restricted depths and channel widths extend for distance of 8 miles, in vicinity of Khor Musa Bar. A deep water channel then exists up to commercial port of Bandar Shahpour, and to oil port of Bandar Mahshahr, a total distance of 37 miles from end of Bar Channel. Refined products delivered to Bandar Mahshahr Terminal from Oil Company's Refinery at Abadan.

TERRITORIAL WATERS: The 12 mile limit of Iranian territorial waters crosses approaches channel in vicinity of Khor Musa Approaches Buoy no. 8, which is approximately 20 miles from Khor Musa light float.

KHOR MUSA APPROACHES:

Navigational Dangers. Numerous shoals and sand banks in Khor Musa with low-lying shore lines and few conspicuous marks. However, shipping channels well marked with light beacons and buoys and present no navigational difficulties in clear weather. A small unlit tide gauge platform located on edge of shoal West of shipping channel in 29° 42′ 30″ N., 49° 03′ 48″ E., approximately 1·75 miles West of Khor Musa Approaches Buoy no. 4, and shown on Admiralty Chart.

Outer Khor Musa Channel. Approaching vessels should steer for Khor Musa light float, in position 29° 36′ 32″ N., 49° 34′ 47″ E., and from there a course should be set along marked channel for buoy no. 12 in position 29° 56′ 03″ N., 49° 06′ 47″ E., bearing 308° 45′ from Khor Musa light float.

Note: Buoys South of and including buoy no. 12 above are referred to as Khor Musa Approaches Buoys. Buoys North of no. 12 above are referred to as Inner Khor Musa Buoys.

PILOTAGE: Compulsory. Service operated by Bandar Shahpour Port Authorities up to Bandar Shahpour, and by Oil Company between Bandar Shahpour and Bandar Mahshahr. Pilot vessel maintains station approximately 1 mile, 135° from Khor Musa Approaches buoy no. 12. Vessels requiring Pilot should approach within 2·5 cables of pilot vessel. During adverse weather conditions Pilot may proceed above bar for shelter; in such cases vessels should not attempt to proceed inward without Pilot. Essential that ETA Bandar Shahpour is transmitted to Coastal Radio Station EQZ as soon as possible after Pilot has embarked at pilot station. If for any reason a vessel is required to wait at any time at Bandar Shahpour, it will be advised through EQZ. Marine Operation Section, Bandar Mahshahr Terminal, on receipt of ETA Bandar Shahpour, will arrange for Berthing Master to board vessel at Bandar Shahpour anchorage and allocate jetty berth at Bandar Mahshahr.

BANDAR MAHSHAHR APPROACHES:

Navigational Dangers. Khor Musa channel well marked with buoys and beacons, but attention is drawn to following:

(*a*) *Outer Khor Musa Bar.* 29° 59′ N., 49° 04′ E. and inner Khor Musa bar 30° 02′ N., 49° 01′ E., where restricted channel widths and depths exist and minimum depth 30 ft. Buoyed channel over bar is 600 ft. wide, but declared minimum depth of 30 ft. only applicable to central half of channel. Towards edges of channel, shallower depths exist.

(*b*) *Qassar bin Siswan.* A rocky shoal, in 30° 12′ N., 48° 58′ E. approximately 10 miles North of inner Khor Musa bar, marked by buoy no. 9 with minimum depth 6 ft.

(*c*) *Khor Wastah to Beacon* 18. Near sharp bend to East in channel, where tidal streams reach rate of over 4 knots at ebb.

Khor Musa Bar. Reached approximately 5 miles North-west from pilot vessel, and normally does not restrict passage of inward vessels.

Khor Musa Channel. After leaving bar, channel is followed up Khor Musa for about 32 miles to anchorage at Government Bandar Shahpour.

Bandar Shahpour. All inward bound ships required to anchor on arrival off Bandar Shahpour, where Pilot disembarks and a Government Medical Officer comes on board to grant pratique. For this purpose an accommodation ladder should be rigged and ready before arrival.

Bandar Mahshahr Roadstead. Shortly after leaving Bandar Shahpour, channel to Bandar Mahshahr entered between two beacons: port hand, no. 2, flashing red and starboard hand, no. 1, flashing white. Channel well marked by light beacons to entrance of Bandar Mahshahr, at beacon no. 4. All port hand lights flash red and all starboard hand lights flash white. Distance from Bandar Shahpour Anchorage to Bandar Mahshahr about 7 miles. Before arriving at Bandar Mahshahr, the accommodation ladder must be taken in and the ship's side cleared for tugs and berthing.

ANCHORAGE: No anchorages in Bandar Mahshahr or Bandar Mahshahr roadstead. Inward bound vessels must anchor on Northern side of Khor Musa channel, West of Bandar Shahpour, and await arrival of Oil Company Berthing Master.

WIND AND TIDE:

Khor Musa Bar. Classified as Standard Port in Admiralty Tide Tables, Volume II. Tidal predictions considerably affected by strong winds. Variations up to 3 hours in time, and 3·5 ft. in height have been recorded. North-westerly winds tend to lower level and retard predicted times of high and low waters; South-easterly winds have opposite effect. At Khor Musa bar, Mean Higher High Water has rise of 11·6 ft. and Mean Lower High Water has rise of 9·6 f.. above chart datum. Rise of tide at bar is also given by automatic tide indicator established near inner Khor Musa buoy no. 8. Masters may obtain expected depth of water on Khor Musa bar at any time by telephone to Marine Operations Office, Mahshahr, 4264.

Khor Musa. Tidal range increases between bar and Mahshahr. Maximum tidal velocities in Khor Musa about 3·5 knots on flood and 4·5 knots on ebb, at bend near inner Khor Musa beacon no. 18.

At Ports of Shahpur and Mahshahr. Average time high water is 1 hour 35 minutes later, and low water 16 minutes later than on Bar. Mean High High water has rise of 17·0 ft., and Mean Lower High Water rise of 14·6 ft. above Mahshahr chart datum.

Mahshahr Terminal. North-west prevailing winds blow across jetties, from shore. On average, 60% of prevailing winds from North-west, 30% from South-east, and 10% variable. North-west and South-east winds frequently reach Force 8, but winds from other directions normally do not exceed Force 4. Maximum tidal range 18·9 ft. At springs, flood tide has velocity of 2 knots and ebb tide velocity 3 knots.

MAX. SIZE: Maximum LOA 780 ft. Maximum permissible draft at Khor Musa Bar is 40 ft. Depths in tanker berths vary from 37 ft. at berth no. 4 up to 43·5 ft. at berth no. 6.

HEALTH: Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members. Medical officer boards at Shahpur Anchorage. Subject no infectious diseases reported on board during voyage, Medical Officer will grant pratique.

RADIO: Oil company has coastal radio station near Abadan, call sign EQZ. Station handles messages to and from oil ports of Mahshahr, Abadan, Kharg Island and Cyrus Terminal.

Nomination and Loading Orders: Signalled by Iranmash on receipt of vessel's first ETA. Vessels should signal tentative ETA Khor Musa Bar, 72 hrs. in advance, confirming ETA not less than 48 hrs. before arrival Khor Musa pilot vessel station.

Radio Watches: Continuous watch on 500 kHz to be maintained at all times while navigating Khor Musa waterway, and ordinary listening watches maintained when at anchor.

VHF: Mahshahr Terminal equipped with International Maritime VHF/FM Radio Telephone Service, using standard international frequencies. Masters recommended use this facility when within range of Mahshahr Terminal. Channels available on continuous watch basis:

No. 16 Safety and Calling.
No. 12 Port use, tankers and tugs.
No. 20 Port use, telephone extension.
No. 26 Port use, telephone extension.

Initial contact should be made on Channel 16 and then transfer to Channel 12 for port operations, or Channel 20 or 26 for telephone extension.

TUGS: Three tugs at terminal, all of 1,500 b.h.p., all fully equipped for fire fighting. Incoming ships are met by tugs in channel about 1 mile below port limits. Two tugs always used berthing, and one or two unberthing, according to state of tide and direction of ship's head. Vessels take tug's ropes.

BERTHING: Vessels arriving on flood tide berthed starboard side to jetty, vessels arriving on ebb tide berth port side to jetty. Six bulk loading jetties, each fitted with Woodfield loading unit. 10-in. loading arms, 6-in. bunker arms. Minimum number mooring ropes or wires required is 14, as follows: (Forward) – 4 head ropes, 2 breast ropes, 1 back spring. (Aft) – 4 stern ropes, 2 breast ropes, 1 back spring. For additional security one extra breast line forward and aft should be used. Unless breasts of adequate strength are used, there is every possibility of vessel when in light condition being blown off jetty by North-west wind and damaging loading equipment.

Maximum loading rates are:

Liquid propane/butane	1,500	tons	per hour
Aviation gasolines	1,000	,,	,,
White spirits (solvent)	450	,,	,,
Motor gasolines	2,000	,,	,,
Naphthas	2,000	,,	,,
Turbine fuels	2,000	,,	,,
Kerosines	1,500	,,	,,
Gas oils	2,000	,,	,,
Marine diesels	1,250	,,	,,
Fuel oils	5,000	,,	,,

LPG LOADING: Propane and butane gas is loaded at No. 6 jetty at a rate of 1,500 tons per hour. Propane and butane cannot be loaded simultaneously.

As 16-in. fixed Chicksan liquid and vapour return arms are used for loading, certain ships are limited to one-side berthing only. To avoid delay of vessels, it is advisable to have vapour return connections on both sides of liquid connection on board.

Terminal has available a series of ASA Standard reducers and adapters.

Loading temperature of propane is about minus 48° F., and butane is about minus 23° F.

BALLAST: Tankers may discharge ballast ashore at Jetties no. 1, 2, 5 and 6. Ballast received at rate of 2,000 tons per hour. Slops and residues at rate of 200 tons per hour.

MEDICAL: No medical facilities at terminal. Agents may arrange medical attention through Oil Company clinic in Abadan. In event hospital treatment required, patient would be taken Abadan.

FRESH WATER: Limited supply potable water available all jetties, but supply very limited during months June to October.

FUEL: Fuel and diesel oil available each jetty. 10-in. loading arms connected to 6-in. flexible hoses. Loading rates, fuel max. 1,000 tons/hour, diesel max. 500 tons/hour. 48 hours notice required.

FIRE PRECAUTIONS: On arrival Shahpur Anchorage Master is given six copies of Fire and Safety Regulations. Fire Station and Emergency tel. 4111.

CUSTOMS ALLOWANCES: Reasonable quantity spirits and tobacco for consumption in port may be issued prior sealing store rooms. Strict supervision imposed by Customs and prohibited items, particularly tobacco and cigarettes, should not be taken ashore in excess of 50 cigarettes, or cigars, or 1 oz. tobacco.

CONSULS: Consulates situated in Khorramshahr.

REPAIRS: No repair facilities at Mahshahr or Shahpur. In emergency, the Oil Company may be able to undertake minor repairs. No main engine repairs whilst alongside loading jetties without permission from Terminal Superintendent.

TIME: GMT plus 3·5 hours.

TELEPHONES: Available at each jetty. If requested, telephone may be placed aboard.

SHORE LEAVE: Restricted to foreshore area only. Recreation centre opposite No. 2 jetty.

CURRENCY: The unit of currency is the Iranian rial. It is illegal to use any other than Iranian currency ashore and heavy fines have been imposed for infringement of this regulation. Masters are requested to bring this matter to the individual notice of their officers and crew. Currency denominations are:

Notes: 5,000, 1,000, 500, 200, 100, 50, 20 rials.
Coins: 10, 5, 2, 1 and ½ rials.

AUTHORITY: Iranian Oil Refining Co. Bandar Mahshahr.

AGENT: Gulf Agency Co. (Iran) Ltd., Bandar Mahshahr. Cables "Confidence". Iranian Head-office: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2280, 4755; Cables "Confidence", Khorramshahr. Telex: 4033 (answer back: "Confidence Kor").

Due difficulty reaching Khorramshahr with international telex messages, communicate via Tehran office, telex No. 2507 Tehran, (answer back: "Confidence" Tehran), stating "For Khorramshahr".

Ships' mail and spare parts for vessels calling at Bandar Mahshahr to be routed by flights arriving directly to Abadan Airport without transshipment at Tehran, and addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

Cables from vessels should be sent via Khorramshahr Port Radio to "Confidence", Khorramshahr, as well as to "Confidence" Bandar Mahshahr.

BANDAR SHAHPOUR: 30.27 N. 49.05 E.

DOCUMENTS:

Quarantine Officer
Crew List (1 copy, also all crew vaccination cards for inspection).
Customs officer
Crew List (2 copies).
Stores List (2 copies).
Port Authority
Crew List (1 copy).
Agents
Crew List (2 copies).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bandar Shahpour Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

PILOTAGE: Application for Pilot to be made well in advance through Bandar Shahpour Port Radio – EQN – 500 kc/s. If Agents required to arrange Pilot they should be informed well in advance.

Pilotage operated by Shahpour Authorities up to Shahpour. Pilot vessel approximately one mile, 135° from Khor Musa approaches Buoy No. 12. Approach within 2·5 cables of Pilot vessel. During adverse weather pilot vessel may proceed above Bar, in such cases, do not attempt proceed inward without Pilot.

APPROACHES: Shipping channels well marked with lightbeacons and buoys and present no navigational difficulties in clear weather.

Small unlit tide gauge platform located on edge of the shoal West of shipping channel in lat. 29° 42′ 30″ N., long 49° 03′ 48″ E., approximately 1,75 miles West of Khor Musa Approaches Buoy No. 4, and shown on Admiralty Chart.

Approaching vessels should steer for Khor Musa light float, in position lat. 29° 36′ 32″ N., long 49° 34′ 47″ E., and from there a course should be set along marked channel for Buoy No. 12 in position lat. 29° 56′ 03″ N., long. 49° 06′ 47″ E., bearing 308° 45′ from Khor Musa light float.

MAX. SIZE: Vessels of 29 ft. draft may enter port at any time. Higher drafts depending on state of tide. Normal rise of tide about 11 ft. Entry permitted day or night.

HEALTH: Medical Officer boards at Shahpour. Subject no infectious diseases reported on board during voyage, Medical Officer will grant pratique.

RADIO: Bandar Shahpour Port Radio EQN 500 kc/s.

Continuous watch on 500 kc/s. is to be maintained at all times while navigating in Khor Musa Waterway,

VHF: Channels 13, 16, 18 and 25. Twenty four hours service.

TUGS: Normally not required, but available if necessary due to bad weather.

BERTHING: Berth No. 1 – 31 ft. depth alongside
Berth No. 2 – 29 ft. depth alongside
Berth No. 3 – 29 ft. depth alongside
Berth No. 4 – 33 ft. depth alongside
Berth No. 5 – 34 ft. depth alongside
Berth No. 6 – 34 ft. depth alongside.

BULK HANDLING FACILITIES: Iron Ore Installation, loading capacity about 2,000 tons per day. The loading installation consists of two powerful moving cranes with a capacity of 100 tons per hour on each unit, two funnel-shaped containers with a capacity of 30 tons each and a 600-metre-long conveyor belt with a capacity of 175 tons per hour.

Sulphur: The shiploader travels the length of the vessel and has a loading rate of 400 tons per hour.

All derricks to be swung away from the shore giving the loader maximum clearance. Radio aerials, and fore and back stays to be removed.

Due to high temperatures, every precaution must be taken to combat risk of fire.

Grain: All berths are available for grain discharge. Grain is bagged in holds and discharged in slings using ship's gear. At only one berth is discharge possible by vacuvators. All discharges into railway wagons and/or trucks supplied by receivers.

All vessels discharging general cargo or grain should be prepared to handle discharge with own gear.

MEDICAL: 24 hours advance notice of requirements to be sent to Agent.

FRESH WATER: There is water supply on every jetty, and Masters are requested to inform their Agents 24 hours in advance of their requirements, allowing Agents to pay for the water and take turn for supplying water to the vessel.

Fresh water can also be arranged at anchorage by barge, and Agents will need 48 hours advance notice in order to obtain barge. Agents will have the barge loaded with water from jetty and deliver to anchorage.

As there is only one barge available, when this is out of commission, Agents cannot provide water at the anchorage, and vessels have to wait until they are docked alongside.

FUEL: Not available. In case of absolute need can be arranged at Bandar Mahshahr but jetty fees extremely high.

HATCHES: Opening and closing by ship's crew.

CUSTOMS ALLOWANCES: Reasonable quantity spirits and tobacco for consumption in port may be issued prior sealing store rooms. Strict supervision imposed by Customs and prohibited items, particularly tobacco and cigarettes, should not be taken ashore in excess of 50 cigarettes, or cigars, or 1 oz. tobacco.

IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photo ready on arrival at the port to facilitate obtaining shore passes.

CONSULS: See "Khorramshahr."

REPAIRS: Radio and radar repairs can be arranged from Khorramshahr. At B. Shahpour minor technical and mechanical repairs possible by private workshops. Repair shop and slip of 1,500 tons capacity in process of construction.

AIRPORT: Distant 110 km. Regular flights.

TIME: GMT plus 3½ hours.

AUTHORITY: Port Director.

AGENT: See "Khorramshahr."

BUSHIRE: 29.00 N. 50.45 E.

DOCUMENTS:

Quarantine Officer

Crew List (1 copy, also all crew vaccination cards for inspection).

Customs Officer

Crew List (2 copies).

Stores List (2 copies).

Port Authority

Crew List (1 copy).

Agents

Crew List (2 copies).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bushire Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).

Freight Manifest (2 copies).

B/L Copies (2 copies each).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

PILOTAGE: Application for Pilot to be made well in advance through Bushire Port Radio EQM, 500 kc/s. Agents may also arrange pilotage but should be advised of ETA well in advance.

ANCHORAGE: In outer port in (approx.) position 28° 58′ 30″ N. 50° 44′ 50″ E.

RESTRICTIONS: Entry and departure day or night. Depth in inner channel 16 ft. LLW.

MAX. SIZE: Draft not to exceed 16 ft. to enter channel for berthing.

RADIO: Bushire Port Radio EQM, 500 kc/s.

VHF: VHF radio, operating on International VHF Marine Channels 13, 16 and 25. MF call sign EQM available at following zone times: 0500 to 0800 and 1200 to 1500.

TUGS: Normally not used. In event of bad weather tug will assist berthing.

BERTHING: Jetty 360 m. long, depth alongside 27 ft.

MEDICAL: 24 hours advance notice of medical requirements to be passed to Agents. Doctor available for vaccinations and inoculations.

FRESH WATER: Available at berths ex-pipeline.

FUEL: Not available.

DEVELOPMENTS: Channel widening and dredging in progress to facilitate entry of larger vessels.

HATCHES: To be opened and closed by ships crew.

CUSTOMS: Customs Officer will seal the store room. All liquor and cigarette stocks will be placed under bond and reasonable ship's requirements should be taken from store before sealing.

CARGO GEAR: Discharge by ship's gear. Heavy-lift crane capacity 15 tons available. There are also some private cranes available, but these cranes are stationed in Bushire for limited periods only. The lifting capacity of these cranes varies from 35 to 100 tons.

IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police authorities. All shore passes should bear a photograph of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photograph ready on arrival at the port to facilitate obtaining shore passes.

CONSULS: None.

REPAIRS: Minor repairs possible by local workshops.

AIRPORT: 7 km. from port. Regular flights.

TIME: GMT plus 3½ hours.

TELEPHONES: May be connected on board.

SHORE LEAVE: Permitted.

DELAYS: Occasional delays awaiting berth turn.

AUTHORITY: Port Director.

AGENT: See "Khorramshahr."

CYRUS TERMINAL: 29.01 N. 48.29 E.

Oil loading terminal of the Iran Pan American Oil Company.

LOCATION: Open, unsheltered submarine export mooring, Lat. 29° 01′ 27″ N. Long. 49° 28′ 51″ E. Storage vessel (S.S. "Pazargad"). Lat. 29° 01′ 57″ N. Long. 49° 29′ 30″ E.

APPROACHES:

Obstructions. In addition to submarine export mooring and storage vessel "Pazargad", various oil wells and production structures located in immediate vicinity, which constitute hazard to navigation, as follows:

	Lat.	*Long.*
Well C–2A and the Production Stations	29° 03′ 07″ N.	49° 29′ 57″ E.
C–3	29° 02′ 38·7″ N.	49° 27′ 23·1 ″ E.
C–4	29° 00′ 15″ N.	49° 32′ 00″ E.
C–5	29° 02′ 52″ N.	49° 31′ 34″ E.
C–6	29° 03′ 57″ N.	49° 29′ 57″ E.
C–7	29° 03′ 31·2″ N.	49° 29′ 05·6″ E.
C–8	29° 03′ 31·2″ N.	49° 30′ 48″ E.
C–9	29° 02′ 15″ N.	49° 29′ 57″ E.
C–10	29° 03′ 33″ N.	49° 27′ 22·5″ E.
C–11	29° 04′ 51″ N.	49° 26′ 31″ E.
C–12	29° 03′ 33″ N.	49° 23′ 56·5″ E.
C–13	29° 02′ 41″ N.	49° 25′ 39·5″ E.

Safest and most desirable direction of approach to Cyrus Terminal is from South-east. Due to numerous obstructions noted above any approach should be made with extreme caution.

Navigation Aids. All structures located within Cyrus Terminal area display interrupted quick flashing white lights and sound a fog horn. The storage tanker "Pazargad" displays, as required, those day and night signals as prescribed by articles 4 (b) and 11 (c) of International Rules. The six mooring buoys for the Cyrus Terminal are not lighted.

DOCUMENTS:

Bill of Health.

Health Declaration (International Health Form to be filled out by Master on arrival).

Manifest (if with cargo certified by Iranian Consulate. If vessel is in ballast, no legalisation dues).

Clearance (from last port).

Register.

5 Crew Lists.

Passenger Manifest (if any passengers are on board).

5 Store Lists.

Bonded Store List.

PILOTAGE: Vessels will be boarded by Mooring Master of IPAC within 2 miles, approximately 180 degrees true from "Pazargad". Mooring Master will advise Master on approaches to berth, mooring and unmooring, connecting and disconnecting submarine hose and all other operations within berthing area. All manoeuvring within loading berth area shall be done only in accordance with advice of an IPAC Mooring Master, subject to understanding that Master shall remain solely responsible for safety and proper manoeuvring. Master or qualified deck officer must be on bridge at all times while ship manoeuvring.

Vessels requested to have pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. If at night, adequate lighting must be rigged overside for Mooring Master to approach side of ship and climb ladder safely. Adequate searchlights should also be rigged on both wings of bridge when mooring at night, to assist in running lines to buoys.

ANCHORAGE: Area bound by: 28° 59′ 00″ N. to 29° 01′ 00″ N. between meridians 49° 28′ 00″ E. to 49° 31′ 00″ E. Depth of water 24 fathoms.

Masters cautioned not to anchor North of Lat. 29° 01′ 00″ and East of Long. 49° 31′ 00″ as there are numerous flow lines on sea bed connecting various structures, storage tanker and submarine terminal. During winter months, November through March, severe South-easterly storms often encountered with little or no indication of impending storm. Vessels at anchor, and loading in submarine terminal, must have engines ready with full power for immediate use. Masters cautioned to use adequate scope of chain while anchored awaiting berth.

RESTRICTIONS: None. Terminal operates 24 hours per day, 7 days a week. Ships moored, loaded and unmoored at any hour,

weather and other circumstances permitting. Terminal will never be closed due to religious holidays.

MAX. SIZE: Ship loaded by means of submarine pipe-line and one hose at one loading berth, located in approximately 140 ft. of water. Mooring buoys numbered 1, 2, 3, 4, 5 and 6. Starting with no. 1 East of mooring and numbered consecutively in clockwise direction. Max. capacity 70,000 dwt., max. length 950 ft.

HEALTH: The rules governing quarantine are the same as found in other ports of the world. Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.

RADIO: *Advice of Arrival:* Incoming tankers must send incoming ETA at least 3 days before arrival. The IOE and PC main radio station at Abadan will handle IPAC's radio traffic, pre-arrival messages, etc., for vessels calling Cyrus Terminal. The station call sign is EQZ. Messages for IPAC should be prefixed "Cyrusiran IPAC" with copy to Agent. Further ETA messages should be sent when vessels 24 and 12 hours distant from Cyrus Terminal and at any other time any appreciable change occurs in original ETA or those subsequent thereto. The 12 hours ETA should include a positive statement regarding "ship's readiness to load" on arrival and the number of hours that will be required to discharge clean ballast after ship is berthed in mooring.

Radio Watches: While at the anchorage off Cyrus Terminal, vessels should maintain normal listening watches on both HF and WT.

VHF: Cyrus Terminal base ("Pazargad") is not equipped with VHF radio telephone and does not maintain a radio watch. Vessels arriving at Cyrus Terminal may communicate with the "Pazargad" via blinker light.

TUGS: A charge for each tug movement will be made in accordance with rates established by IPAC. When tug/tugs are standing-by vessel mooring/unmooring, for use if required, the full fee will be charged. IPAC maintains launches to assist in mooring and unmooring.

BERTHING: (Also see "Max. Size".) Tankers to have ready: (*a*) Windlass and deck winches fore and aft. (*b*) Ten good manila or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line. (*c*) On port or starboard side as directed, opposite ship's manifold, equipment capable of lifting submarine hose safely and expeditiously. Weight of lift 5·5 tons. (*d*) One bower anchor ready for immediate use, with minimum of 120 fathoms of chain. Anchors, chains and anchor windlass must be in good condition. (*e*) Equipped to fit flanges on submarine hoses, which are of ASA standards.

Permanent moorings in the berth consist of six steel cylindrical buoys each fitted with a quick release hook to which ship's mooring lines attached by mooring launches. The berth is laid out on a two heading basis, using ten mooring ropes (two bow, four beam, and two quarter and doubled on windward bow and quarter).

LOADING: Maximum crude oil loading rates for a tanker using one 12-in. deck hose and 20 p.s.i. at ship's rail is approximately 12,000 b.p.h. Requested that ships receive oil as fast as it can be delivered, with due regard for safety, also that any fittings on manifold such as "Y's", strainers, or mud boxes, which tend to restrict flow of crude oil into the ships, be removed before arrival at terminal. Preferable that connections be provided so that a 12-in. deck hose can be used.

MEDICAL: Neither medical nor hospital facilities provided by IPAC. Private doctors and hospital facilities available at Tehran or Abadan. Emergency hospital cases only can be handled on Kharg Island, approximately 53 miles from Cyrus Terminal.

DENSITY: Salinity approximately 20% more than normal sea water.

TIDE/CURRENT: Tidal range between 6 and 8 ft. Currents generally on axis of ship berthed in mooring; however, rotary currents can be expected.

FRESH WATER: No fresh water available.

FUEL: No bunkers or lubricants available.

FIRE PRECAUTIONS: A continuous and efficient fire watch must be kept on deck and in engine room. In event of fire breaking out in any part of a vessel, however minor it may be, fire alarm must be given immediately. This will consist of a succession of long blasts on ship's whistle, together with a rapid continuous ringing of ship's bell.

CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain a maximum of 50 cigarettes or 1 oz. of tobacco or 5 cigars. The balance of all smoking items must be collected and carefully listed prior to arrival. This list will be checked by Customs before sealing locker. If any discrepancies, vessel is subject to a fine.

CONSULS: No consulates at Cyrus Terminal; consular or diplomatic representatives for most nations maintain offices in Tehran.

REPAIRS/STORES: Port is considered an "open roadstead", and under no circumstances may engines be shut down for repairs while ships are moored in submarine berth. No facilities for making vessel repairs. No spare parts, stores or supplies should be sent to Cyrus Terminal for delivery to a ship.

REPATRIATION: No facilities.

TIME: GMT plus 3½ hours.

SHORE LEAVE: There is no shore leave permitted due to lack of facilities. No visitors permitted on tankers loading.

INSPECTION SERVICE AND MARINE SURVEYS:

Petroleum inspection services available at Cyrus Terminal from Saybolt. IPAC also inspects cargoes on specific request of off-taker companies.

Classification agencies: Lloyds Register of Shipping (maintain office with Surveyor in Khorramshahr). American Bureau of Shipping (to be arranged from Bahrain where nearest ABS office available, with at least 5 days advance notice. A non-exclusive Surveyor available in Tehran). Bureau Veritas (Agents and Surveyor in Khorramshahr). Norske Veritas (Agents in Khorramshahr). German Lloyd (Agents and Surveyor in Khorramshahr).

AUTHORITY: Iran Pan American Oil Co.

AGENT: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2278, 2280. Cables "Confidence", Khorramshahr. Telex 4033 (answer back: "Confidence Kor").

Due difficulty reaching Khorramshahr with international telex, communicate via Tehran office, telex no. 2107 Tehran (answer back "Confidence" Tehran), stating "For Khorramshahr".

Ships' mail for vessels calling Cyrus Terminal to be addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

KHARG ISLAND: 29.14 N. 50.19 E.

A. DARIUS TERMINAL. Oil-loading terminal of the Iran Pan American Oil Company.

B. KHARG TERMINAL. Oil-loading terminal of the Iranian Oil Exploration and Producing Company. Including Sea Island Terminal.

C. KHEMCO TERMINAL. Loading terminal of Kharg Chemical Co.

GENERAL: (Items common to all Terminals): There are no ballast disposal facilities at Kharg and it is of the utmost importance that all vessels arriving at the anchorage should ensure that all water ballast and pipe-lines are completely clean.

FLAG: All vessels required to fly Iranian Ensign on foremast during daylight hours in Iranian waters. Iranian territorial waters extend 12 miles seaward from mainland and adjacent islands. Iranian flags may be obtained from Agent.

DOCUMENTS:

Bill of Health (certified by Iranian Consulate port of origin or port of call. If no Iranian Consul available, the legalisation fees are payable at Kharg Island).
Health Declaration (International Health Form to be filled out by Master on arrival).
Manifest (if with cargo certified by Iranian Consul (see "Bill of Health" above). If vessel is in ballast, no legalisation fees due).
Clearance (from last port).
Register.
Crew List.
Passenger Manifest (if any passengers are on board).
Store List.
Bonded Store List.

APPROACHES: Vessels approaching Kharg from South, should keep at least 2 miles to East of Island. Vessels approaching Kharg from North should keep to West of Island, as Khargu Island to the North is very low lying and difficult to see at night until dangerously close-to.

Landfall. 3 high gas flare towers, 2 in the South and 1 to the North of the Island, make a most conspicuous landfall. At night, from a distance, the light from these flares tends to obliterate the various navigation lights. At night the glow from the 3 gas flares is visible from great distance, far beyond the range of any navigation lights. However on occasions, one or more or all of the flares may not be burning, making the main navigation lights more readily visible.

Navigational Dangers. Eastern coast is open and free from navigational dangers, except for coral reef, which extends for about ¼ mile seawards along whole coast line. To South-west of Island, numerous oil platforms in positions up to 5 miles offshore.

Kharg South Beacon. 29° 12′ 46″ N., 50° 19′ 15″ E. At Southern end of Island, rotating white light, on steel tower, 295 ft. above MHHW, 2 flashes every 12 seconds, visibility 24 miles. Obscured by high ground and oil tanks between 151° and 160° from seaward. Light beam partly diverged upwards for aircraft. This is the main navigation light for Kharg area.

Kharg North Beacon. 20° 15′ 02″ N., 50° 18′ 18″ E. At Northern end of Island, white light on steel tower, 261 ft. above MHHW, 2 flashes every 6 seconds, visibility 12 miles. Obscured by high ground and oil installations between 330° and 352° from seaward.

Khargu Beacon. 29° 20′ 20″ N., 50° 21′ 18″ E. At Northern end of Khargu Island, on a steel tower 59 ft. above MHHW, a white light with 10° red sectors towards Ganaveh and Kharg Island to indicate general directions of submarine pipe-lines, 3 flashes every 8 seconds, visibility, 10 miles red sector, 15 miles white sector. Obscured between 011° and 041° from seaward by Kharg Island. Radar reflectors fitted to North and East sides of tower top.

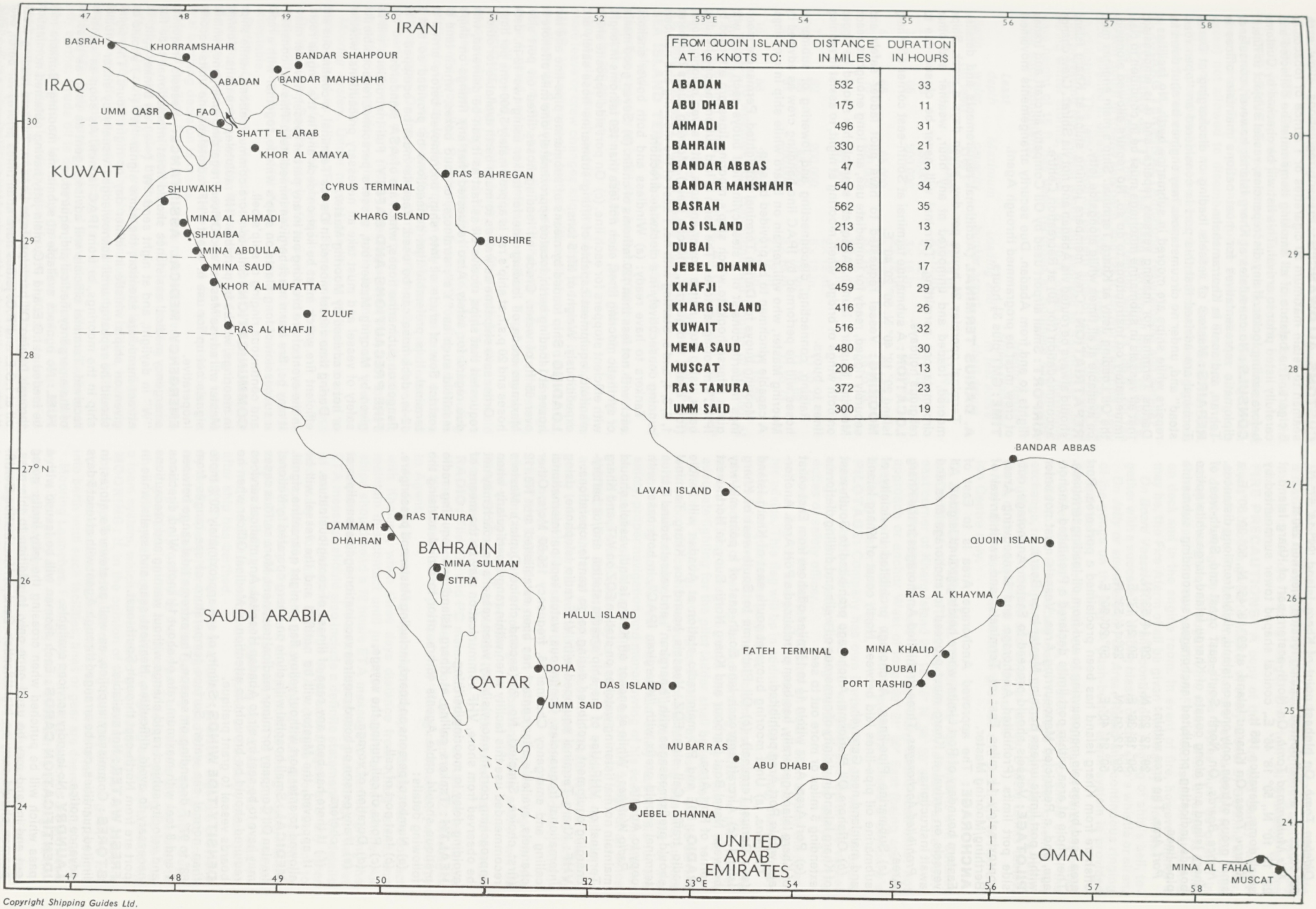
Ganaveh Beacon. 29° 35′ 20″ N., 50° 29′ 50″ E. On mainland, at start of submarine pipe-lines to Island, 2 miles North-west of Ganaveh village, on steel tower, white light with 10° red sector along general direction of submarine pipe-lines, one flash every 5 seconds, visibility 10 miles red sector, 15 miles white sector. Light beam partly diverged upwards for aircraft.

South-east Buoy. 29° 12′ 22″ N., 50° 20′ 02″ E. Red can buoy, white light, one flash every 2 seconds. Near edge of reef, South-east Kharg Island.

North East Buoy. 29° 14′ 54″ N., 50° 20′ 18″ E. Red conical buoy, white light, one flash every 6 seconds. On Northern boundary of port limits.

Channel Buoy. 29° 16′ 42″ N., 50° 20′ 30″ E. Red conical buoy, white light, one flash every 3 seconds. In Eastern end of channel between Kharg and Khargu Island.

Radio Masts. At South end of Kharg Island a high radio mast painted red and white positioned at 29° 12′ 47″ N., 50° 19′ 15″ E., approximate elevation 510 ft. Fitted with fixed red lights. Another radio mast, also painted red and white, positioned at 29° 14′ 10″ N., 50° 18′ 26″ E., approximate elevation 367 ft., fitted with fixed red light.



FROM QUOIN ISLAND AT 16 KNOTS TO:	DISTANCE IN MILES	DURATION IN HOURS
ABADAN	532	33
ABU DHABI	175	11
AHMADI	496	31
BAHRAIN	330	21
BANDAR ABBAS	47	3
BANDAR MAHSHAHR	540	34
BASRAH	562	35
DAS ISLAND	213	13
DUBAI	106	7
JEBEL DHANNA	268	17
KHAFJI	459	29
KHARG ISLAND	416	26
KUWAIT	516	32
MENA SAUD	480	30
MUSCAT	206	13
RAS TANURA	372	23
UMM SAID	300	19

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Dideban Tomb. On highest point of Kharg Island, 29° 14′ 57″ N., 50° 18′ 29″ E., a small domed building located, elevation 290 ft.

Mir Muhammad Tomb. On North-eastern part of Kharg Island at 29° 15′ 10″ N., 50° 18′ 46″ E., conical shaped tower surmounted by small dome, elevation 165 ft.

Khargu Trees. On Khargu Island, at 29° 18′ 45″ N., 50° 20′ 30″ E., a small group of trees, only ones on island, visible from long distances.

Notice Boards. On North South-east coast and South-west of Kharg Island and along coasts of Khargu Island, large white notice boards indicating prohibited anchorages surrounding submarine pipe-lines.

Port Area. The area within:

29° 12′ 23″ N.	29° 14′ 53″ N.
50° 18′ 36″ E.	50° 21′ 17″ E.
29° 12′ 21″ N.	29° 14′ 53″ N.
50° 21′ 40″ E.	50° 20′ 20″ E.

offshore from Kharg Island has been proclaimed a port area. Port area used by vessels manoeuvring to and from oil-loading terminals. The whole of area within port limits declared a Prohibited Anchorage, and, a Restricted Manoeuvring Area. Vessels must not enter within port limits unless Berthing Master is on Board.

PILOTAGE: Vessels should proceed to Eastern Anchorage, outside port limits (Prohibited Anchorage and Manoeuvring Area) approximately 1½ miles East of Terminals, and await arrival of Berthing/Mooring Master.

ANCHORAGE: The approved Anchorage Area is to East of Eastern boundary of Port Limits, where holding ground is good. All vessels on arrival at Kharg must proceed to anchorage area and await instructions.

Prohibited Anchorages. Three Prohibited Anchorages in the Kharg Area:

(*a*) Submarine Pipe-lines. Anchorage prohibited in vicinity of submarine oil pipe-lines laid between North coast of Kharg Island and mainland near Ganaveh.

(*b*) Offshore Oil Platforms. Anchorage prohibited to South-west of Kharg Island in vicinity of numerous oil wells and drilling platforms extending 5 miles or more out to sea.

(*c*) Port Area. Area within 1½ to 1¾ miles offshore from East coast of Kharg Island generally, has been proclaimed a Port Area. Anchorage within Port Area prohibited.

Cautions. (*a*) Unlit mooring buoys at south east of Kharg Island (see Darius Terminal). (*b*) Oil Platforms to South-west of Kharg Island. (*c*) Aircraft approach lane South-east of a point mid-way between Naval Boat Harbour and Kharg North Buoy, in North-west corner of Port Area.

RADIO: IOE and PC main radio station at Abadan will handle radio traffic. Call sign EQZ. Vessels bound for Kharg Terminal should prefix messages with "Khargiran", and vessels bound Darius terminal should prefix with "Khargiran IPAC", in both cases with copy to Agents.

Radio Watches: While at anchor off Kharg Island, vessels should maintain normal listening watches on station EQZ on WT, and Kharg Terminal on VHF. Use of the ship's radio station and/or battery-charging equipment prohibited during cargo transfer operations.

VHF: Kharg Terminal equipped with VHF radio telephone, using international frequencies. Continuous watch kept on international calling and emergency Channel 16, frequency 156·80 Mc/s. Other channels, available after contact has been established are: No. 12 (first choice, Simplex), No. 20 (second choice, Duplex). Masters recommended use this facility when within range, particularly when approaching port. In poor visibility, when vessel's approach may not be observed from shore, VHF communication may be the means of avoiding delay in mooring/berthing.

HEALTH: Tankers calling at Kharg Island and requiring radio pratique should cable Agents 48 hrs. prior to arrival advising the following details:

(*a*) Number of persons on board, including Master and passengers.
(*b*) last port of call.
(*c*) Ports of call during the voyage.
(*d*) Duration of voyage.
(*e*) If any person on board requires vaccination against smallpox or cholera.
(*f*) If there has been any case of illness of contagious nature.

If approved, the Master will be notified and the vessel will be allowed to enter port without yellow flag or night quarantine signal.

MEDICAL: Small hospital with clinic on Kharg operated by National Iranian Oil Company for minor medical treatment. More serious cases may have to be sent by air to Abadan Hospital. Any medical services required should be brought to attention of Medical Officer when he boards vessel to grant pratique.

DENSITY/TIDE WINDS: Salinity of sea approximately 20% more than normal sea water. Surface temperature of sea ranges from 63° to 97° F depending on season. The extreme tidal range between 7 and 8 feet with maximum rate of about 1½ knots. Wind directions and velocity subject rapid change without warning and precautions necessary to avoid difficulties. Heaviest seas and swells while in port are from North-east through South-east.

FRESH WATER: Not available.

STORES: Commissary supplies, as well as steward's stores, in limited quantities, can be arranged through Agent with at least 5 days advance notice.

LAUNDRY: No laundry services available.

IDENTIFICATION CARDS: Each seaman will be issued with a pass which will be punched when crossing the jetty limits going out and in, and may be used once only. In addition to this pass, seamen should carry an Identification Card or Vaccination Certificate, bearing the owner's photograph.

CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain maximum 50 cigarettes or 1 ounce of tobacco or 5 cigars. The balance of all smoking items must be collected and carefully listed prior to arrival. This list will be checked by Customs before sealing locker. If any discrepancies, vessel subject to fine.

CONSULS: No consulates at Kharg Island; however, consular or diplomatic representatives for most nations maintain offices in Tehran, and some in Khorramshahr.

REPAIRS: Masters of vessels loading or discharging at Darius Terminal are advised that this port is considered an "open roadstead" and, under no circumstances may engines be shut down for repairs while ships are moored in submarine berth. No facilities at Darius Terminal for making vessels repairs, and it is emphasised that all vessels in submarine moorings must be in condition to clear immediately on instructions to do so. No repairs allowed alongside the Oil Loading Jetty at Kharg Terminal. Ship's main engines must be available at all times while alongside jetty.

REPATRIATION: Crew members joining ships at Kharg Island should always be routed via Abadan and not via Shiraz. Crew change accommodation (for 10) at Recreation Centre.

AIRPORT: Small airport used by Oil Company aircraft and Iranair flights to and from Abadan. Due security arrangements movement of crew must be programmed through Agent.

TIME: GMT plus 3½ hours.

A. DARIUS TERMINAL (Additional requirements and details).

Terminal operates 24 hours per day, seven days a week. Ships moored, loaded and unmoored at any hour, weather and other circumstances permitting. Terminal will never be closed due to religious holidays.

LOCATION: A submarine terminal at South-east corner off Kharg Island 29° 12′ 40″ N. 50° 20′ 40″ E.

MOORING: Vessel requested to have pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. Adequate searchlights should be rigged on both wings of bridge, when mooring at night, to assist in running lines to buoys.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by IPAC line handling crew as advised by Mooring Master, who will remain on board while ship in moorings. A capable winchman to be provided by ship.

Mooring buoys for Darius Terminal not lighted. Permanent moorings in berth consist of 5 steel cylindrical buoys each fitted with quick release hook, to which ship's mooring lines are attached by IPAC's mooring launches. The berth is laid out on the one heading basis, using both ship's bower anchors with seven mooring ropes (four beam, two quarter, and one stern). Mooring buoys numbered 1, 2, 3, 4, and 5. Starting with no. 1 East of the mooring and numbers running consecutively in a clockwise direction.

Tankers to have ready: (*a*) Windlass and both bower anchors, each with not less than 120 fathoms of chain. (*b*) Seven good manila or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line. (*c*) On port side opposite ship's manifold, equipment capable of lifting submarine hose safely and expeditiously. Weight of lift 5 tons.

LOADING: Ship loaded by means of submarine pipe-line and two hoses at 1 loading berth, located approximately one mile offshore in over 65 ft. of water. Crude oil loading hoses lifted on port side. Maximum crude oil loading rate for tanker using two 12-in. deck hoses and 20 p.s.i. at ship's rail is approximately 5,000 tons per hour.

Order save ship time as well as to make berth available for others, requested that ships receive oil as fast as it can be delivered, with due regard for safety. Also requested that any fittings on ship's manifold such as "Y's", strainers, or mud boxes, which tend to restrict flow of crude oil into ship, be removed before arrival at terminal. It is preferable that connections be provided so that a 12-in. deck hose can be used. Vessels must be equipped to fit flanges on submarine hoses, which are of ASA standards.

FIRE PRECAUTIONS AND SAFETY: Full instructions will be given by Mooring Master but, vessel's personnel responsible for safety of vessel and must take all necessary precautions, whether or not so advised by Mooring Master.

During time vessel moored in Darius Terminal, a continuous and efficient fire watch must be kept on deck and in the engine room. in the event of fire breaking out in any part of vessel, however minor it may be, fire alarm must be given immediately. This will consist of a succession of long blasts on ship's whistle, together with a rapid and continuous ringing of ship's bell.

COMMUNICATION: Ship-to-shore communications, while ships in moorings, will be by portable VHF radiotelephone units. Mooring Master will advise Masters and Officers regarding emergency whistle signals set up for use in event VHF radiotelephone units become inoperative.

EMERGENCY MEDICAL ASSISTANCE: Vessels requiring emergency medical assistance should hoist international code flag "W" in daylight, and at night send "W" (·––) on blinker light. To attract immediate attention, the same signal "W" (·––) should be given on ship's whistle in either day or night hours. The signal should be repeated until acknowledged visually by either another ship in the moorings, or from IPAC launch. As soon as signal is received, Terminal officials will advise Agent as soon as possible of the emergency medical aid required.

FUEL: No bunkers available at submarine mooring. Bunkers may be loaded at I.O.E. and P.C. main jetty having obtained nomination through Iranian Oil participants in London. Tankers loading crude oil at I.O.E. and P.C. jetties have at all times priority for berth, over the vessels lifting bunkers only. Marine lubricants not available,

except through marketing representatives by arrangement through Agent.

CURRENTS: Generally on the axis of the ship berthed in the mooring; however, rotary currents can be expected.

SHORE LEAVE: For personnel of vessels loading or unloading at the Terminal is arranged between Agent and Iranian Security Officer aboard vessel. Ship's personnel (other than medical or emergency cases) not allowed to disembark or embark at Terminal. All personnel going ashore must land at I.P.A.C. Small Boat Harbour. Sufficient personnel must be aboard at all times for letting go lines and clearing moorings immediately.

B. KHARG TERMINAL (Additional requirements and details)

OIL LOADING JETTY: "Tee" head with overall length of 6,038 ft. between fender faces. The fender to fender width is 138 ft., for the section South of trestle approach, and 124 ft. for North section. Jetty face is aligned in direction 172° 35′–352° 35′. Deck level 22·0 ft. above chart datum. The jetty, being on eastern side of Island, is sheltered from prevailing North-west winds, but exposed to South-east, when during winter storms, waves of 8 to 10 ft. often occur. A maximum wave height of 15 ft. has been recorded at Southern end of jetty, under such conditions.

Berth	*Least depth water* (in feet)	*Maximum capacity* DWT*	*Loading and bunker arms*†	*Height limits ship's manifold in feet above chart datum*
1	64	200,000	3×16 in. 2×12 in.	11 to 73
2	65	38,000	4×12 in.	11 to 62
3	66	200,000	3×16 in. 2×12 in.	11 to 73
4	66	65,000	5×12 in.	11 to 62
5	70	200,000	3×16 in. 2×12 in.	16 to 78
6	67	85,000	3×16 in. 2×12 in.	11 to 73
7	62	200,000	5×12 in.	11 to 73
8	63	45,000	5×12 in.	11 to 62
9	57	200,000	3×16 in. 2×12 in.	11 to 73
10	58	76,000	5×12 in.	11 to 62

* Subject to weather, tidal conditions and lengths of vessels at adjacent berths.

† 12 in. Bunker arms at all berths. All Chiksan arm flanges are series 150 API.

Outer Berths: 9, 7, 1, 3, 5. Inner Berths: 10, 8, 2, 4, 6. Berths Nos. 7, 8, 9 and 10 located North of trestle approach.

SEA ISLAND TERMINAL: Located 4,500 ft. off West coast of Kharg Island.

Loading capacity at both deep berths: 30,000 tons/hour. Berth No. 11, depth 105 ft., capacity 500,000 dwt. Berth No. 12, depth 96 ft., capacity 300,000 dwt.

No regular launch service is provided to Sea Island berths. No shore leave or crew changes allowed while the vessel is at the berth.

TUGS: Vessel normally berthed with assistance of two tugs which, together with Berthing Master, meet vessel at port limits. The tugs will come alongside, normally one to the bow and one to the stern, as far forward and aft as is safe and practical. Tugs' towing equipment will be used on all occasions.

BERTHING: Approaching berth, two fibre-rope headlines should be lowered to mooring launch, for transfer to jetty. Two stern lines are then handled, preferably one at a time, to avoid possible fouling of vessel's propeller. Positioning of vessel's loading manifold in relation to Chiksan loading arms on jetty has to be carried out to a close tolerance, as directed by Berthing Master, to requirements of jetty operator. On inner berths, particularly nos. 2, 4 and 8, vessels are berthed head outwards, i.e. stern to trestle. In these cases, vessels are towed stern first by after tug's hook wire, with forward tug either alongside or on towing hook, depending on tidal and weather conditions.

Mooring System. Under normal conditions, 12 lines are used to moor a vessel as follows: Forward: 3 headlines, 2 breast lines and 1 spring. Aft.: 3 stern lines, 2 breast lines and 1 spring.

During winter South-easterly storm period, it is usual to use one each additional headline and breast line, at each end making a total of 16 mooring lines. Breast lines and springs of wire rope are acceptable.

Berthing Limitations. Various combinations of wind, sea and tidal conditions, also size, length, ballasted trim and handling qualities of a vessel and available berth space, can effect decision to berth a vessel at Kharg. All these factors have to be evaluated before a final berthing decision is made.

Manfold Position. No berthing where manifold of vessel cannot be positioned, within horizontal limits of Chiksan loading unit arms, due to adjacent occupied berths.

Note: On outside berths, very large vessels of light free board in excess of 70 ft., may be required to retain sufficient ballast, to ensure that their manifolds remain within the vertical range of the "Chiksan" loading arms, until sufficient cargo is loaded.

LOADING: Both Iranian light and heavy crude oils available at all jetty berths. Crude oil is delivered to jetty from Tank Farm, situated on central plateau of Island, by gravity flow through four 48-in. diameter pipe-lines. Loading rates of up to 11,500 tons per hour to one berth can be achieved at Kharg Terminal. Up to 45,000 tons per hour can be delivered to all 10 berths simultaneously.

FUEL: Bunkering facilities at each berth. Two grades available, Marine fuel oil and marine diesel oil. Bunkers may be loaded up to a maximum rate of 1,000 tons per hour, and bunkering will normally commence before loading cargo. Only fuel oil available at Sea Island berths.

FIRE PRECAUTIONS: A copy of the "Fire and Safety Regulations" notice is given to Master of every vessel by Berthing Master, at Anchorage. Five additional copies are passed aboard vessel when it arrives alongside jetty. These extra copies must be posted in conspicuous places throughout the vessel. While a vessel is within Port Area a continuous and efficient Fire Watch shall be maintained on deck and in the engine room. In event of fire, however minor it may be, the Fire Alarm shall be given immediately as follows:

On Board Vessel: Rapid and continuous ringing of ship's bell, together with a succession of long blasts on the ship's whistle or siren.

On Jetty or elsewhere in Port Area: Rapid and continuous ringing of the gongs on the jetty. A push-button alarm system is provided at each berth.

SHORE LEAVE: Fully air-conditioned Recreation Centre operated by United Seamen's Services, situated close to shore end of the trestle to the Oil Loading Jetty. Facilities include: cinema, film exchange, restaurant, dining-room and bar, library and waiting-room, PX gift shop, 2 billiards and snooker tables, 2 table tennis tables, darts, chess, etc., official money exchange.

Note: Shore leave restricted to grounds and buildings of Recreaion Centre only.

C. KHEMCO TERMINAL: (Additional requirements and details)

LOCATION: Khemco Terminal dolphin jetty is located at the South-east corner of Kharg Island 29° 12′ 45″ N. 50° 20′ 05″ E.

APPROACHES: Vessels entering Kharg Island road must not approach or anchor West of long. 50° 21′ 30″ East (being approximately one mile East of Khemco Terminal), unless a company's Berthing Master is on board.

PILOTAGE: Company has own Berthing Masters, who will board vessels outside the port area and will pilot and berth the vessel alongside Khemco jetty. Berthing Masters will also carry out the duties of safety officer.

Vessels with the Berthing Master on board shall display the international flag "H" in a prominent position while manoeuvring under his advice. This flag will be in addition to the "Q" flag, being already hoisted for quarantine purposes.

Vessels are requested to have a clean pilot ladder safely secured at the leeside of the ship for the Berthing Master. The pilot ladder should be long enough to reach the pilot tug or launch. At night adequate lighting for the pilot ladder shall be installed.

Pilotage, berthing, mooring and sailing of vessels will be carried out in accordance with instructions of the Mooring Masters, subject to the understanding that in all circumstances the Master of the vessel being manoeuvred shall remain solely responsible for the safety, proper navigation and manoeuvring of his vessel. The Master or a qualified ship's deck officer must be on the bridge at all times while the vessel is underway or unmoored.

NOTICE OF READINESS: Notice of readiness will not be accepted at the time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered as the time the berthing Master boards the vessel or the time that the vessel anchors, whichever occurs first.

RESTRICTIONS: Vessels can be berthed day or night in two directions using ship's moorings. Occasionally bow anchor will be used during berthing operation.

MAX. SIZE: Length of pier is 1180 ft. with maximum of 42 ft. water alongside at MLLW.

RADIO: The IOE and PC main radio station at Abadan will handle Khemco's radio traffic. The station call sign is EQZ. Messages for Khemco should be prefixed with "Khargiran Khemco", with copy to Agent.

Advice of Arrival. It is important that ships establish radio contact with Khemco, when three days distance from Kharg Island, and maintain this contact until just prior to arrival at the terminal. All ships should send a 72 hours ETA message to Khemco, giving the best estimate of the ship's arrival time at Kharg anchorage. The first ETA message should also include a definite statement of the details of manifold dimensions, cargo requirement, agent and any other necessary information. Further ETA messages should be sent to Khemco when the vessel is 24 hours and 12 hours distant from Kharg Island and at any other time if any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hour ETA should include a positive statement regarding ship's readiness to load on arrival, and the number of hours required to discharge clean ballast after ship has berthed.

TUGS: Two 2,000 h.p. and one 1,000 h.p. diesel tugs are provided by the Company. Normally two tugs are used for berthing and one for unberthing, depending on the Berthing Master's discretion. Tugs moorings are provided by the company and vessels are requested to have good heaving lines handy on the deck for picking up the tug lines. All tugs are equipped with fire-fighting equipment, including a foam system, which can be used when required.

MOORING: If, in the opinion of the Berthing Master, the vessel is not equipped with adequate mooring facilities, lines or gear, he will so inform vessel's Master, and in such event shall not be brought into berth until such facilities, lines or gear are deemed satisfactory.

Mooring Launches. Four powerful mooring launches are provided by the Company and normally one is used during berthing and unberthing operations.

Mooring Lines. Under normal weather conditions the following mooring lines are required: forward: 3 head lines, 2 breast lines, 1 spring; aft.: 3 stern lines, 2 breast lines, 1 spring.

All lines to be of 120 fathoms, with the exception of the breast lines, being of shorter length. No wire lines are to be used at Khemco jetty.

During abnormal conditions, especially during winter periods, some additional four lines are required for extra moorings.

In most cases it might be necessary to pass all forward lines from the bow and all stern lines from the poop.

Dolphins. The jetty consists of one main and eight smaller dolphins. Four on either side of the main dolphin are for ships mooring. The main dolphin is connected to the shore via a trestle and causeway. Head and stern lines are passed to the dolphins by means of line handling launches and others by heaving lines. All mooring dolphins are fitted with quick-release hooks.

BERTHING: A. Berthing Masters. Vessels to be berthed at Khemco jetty will be boarded by a company's Berthing Master at Kharg anchorage and after advising the ship's Master of all port formalities, will normally take two tugs (one to the bow and one to the stern) alongside while proceeding to the jetty.

B. Berth Turn. Vessels to load at Khemco jetty will normally be accepted and the berth will be assigned to the vessel in order of arrival and nomination. In the event the berthing is delayed by weather or other reasons, vessels will keep their positions in line. Vessels leaving the port area on account of weather or other reasons should keep in contact with the terminal in order that they will be available when weather moderates. Khemco reserves the right to load vessels out of turn following the return of good weather, to the extent that such loading out of turn does not materially delay the loading of other vessels in line. For example, in the event that weather or other reasons make it necessary for vessels awaiting berth to leave the terminal and put to sea, Khemco may load another vessel after the port opens, but before the return of the vessels waiting in line ahead of it. And further, Khemco reserves the right to decline to berth a specific vessel if its condition or facilities are unsafe for berthing or loading, but berths other vessels "out of turn".

C. Gangway. When alongside the jetty, vessels shall provide an efficient gangway with a net rigged underneath. During the hours of darkness, they shall install adequate safe lighting for the gangway. These lights are in additions to those used for the deck illumination.

D. Sailing. All lines are dropped by means of quick-release hooks, fitted on all dolphins and under normal conditions one tug is used on the hook at the bow of the vessel in order to clear her off the berth. Usually the documents are signed before departure, unless the berth is needed for another ship.

BALLAST: A. Rules and Regulations. Vessels arriving at Kharg should maintain a reasonable draft fore and aft for safe manoeuvring and berthing. When conditions permit, the Berthing Master will advise the Master to commence discharging ballast. It is the Master's responsibility to see that dirty ballast, whatsoever, is not pumped or spilled over board. Only clean ballast or bilge water may be discharged within 50 miles of the coast-line. In the event of contaminated ballast or bilge water, the vessel will be required to divert this material to a ship's slop tank. Otherwise, the vessel may be unberthed and returned to a point not less than 50 miles from the coast line to discharge contaminated ballast.

There are no ballast disposal facilities at Kharg Island.

Masters are requested to arrive at Kharg with clean tanks, pipelines, sea suctions, strainers and pumps. Ships will not be accepted for loading if evidence of any dirty ballast is observed.

Any vessel returned to a position at least 50 miles off-shore to discharge dirty ballast, or for any similar reason, automatically nullifies any "Notice of Readiness" already tendered and loses any priority held for loading. The vessel will be entered for loading at the time of second arrival when a new "Notice of Readiness" will be tendered.

B. Loading and Deballasting Simultaneously. Vessels are permitted to load cargo and discharge clean ballast at the same time provided all safety and other aspects are observed.

C. Tank Cleaning. Ship-tank cleaning will not be allowed at the pier. Ships will be allowed to draw sea water ballast while alongside.

LOADING: A. Ship's Gear. Although the jetty is equipped with a boom to handle loading hoses, ships are requested to rig jetty side boom in a proper and safe manner for possible use. Masters will be responsible for ensuring that the ships gear or fittings are in good working order and will not in any way interfere with or hamper the working of the facilities.

B. Inspection. After the vessel has been berthed and all formalities carried out the vessel will be boarded by the loading Master. A joint inspection will be made by an authorised ship's officer and the loading Master after the exchange of information and documents. If the ship's tanks, piping or equipment are in such condition that a potential hazard exists, the ship will be refused permission to load until such hazards are corrected. In any case, the owners or charterers of the ship will be notified of any delay or refusal to load because of hazardous conditions and any expense due to such delay or refusal to load will be borne by owners.

If the ship does not arrive with tanks and/or piping sufficiently cooled to permit loading, the time required to cool down shall not be counted as lay time. Any expenses, including LPG furnished by company, demurrage, etc., involved with the cool-down period and operation shall be borne by the owners or charterers of the vessel.

Should the vessel arrive at the loading terminal with inert gas in its tanks, after purging from a previous cargo of ammonia or other gas to prevent contamination of shore lines and facilities, the inert gas should be vented if possible before ship is moored. If the ship's tanks to be loaded previously contained a product different from what is to be loaded, the Master shall verify that the tanks are clean and ready to receive Kharg Chemical cargo.

C. Loading Propane and/or Butane. 1. General Information. No loading will begin until the ship is safely moored with fibre mooring lines, gangway lowered and secured, the ship grounded and ground tested, ship's and shore emergency fire hose pressurised and ready for use, fire wire in place, and ship/shore communications tested and in good working order.

All loading personnel will wear fibreglass hard hats, leather-palmed gloves, cotton long-sleeved shirts, long cotton trousers, cotton socks, and sandals or shoes that do not have spark-generating material, such as steel nails, cleats, toe or heel plates. Non-sparking tools will be used in making hose and ground connections. Silk clothing or headgear will not be permitted due to its affinity for collecting static electricity. Ship's grounds will be tested for continuity to shore before product or vapours pass through hoses.

Since the LPG may not contain an odorant, particular care shall be taken that the atmosphere does not become explosive. If there is no air movement, explosimeter readings will be taken hourly, and if an explosive atmosphere exists, loading shall stop until conditions change. Prior to loading the main cargo a small quantity of propane and/or butane will be loaded or circulated initially for cooling down purposes. The amount set aside for cooling down will depend on whether the cool down is for the ship's lines or ship's tanks. Generally, the ship's lines will be cooled down before loading each parcel.

Although a small amount of refrigerated LPG is normally retained in the bottoms of the ship's cargo tank during the trip to Kharg Island, the tank vapour space and tank walls are warmer. For a period of about an hour while low temperature circulation of the shore lines continues, a small amount of propane may be taken by the ship from cargo holds and sprayed into ship's tanks. This method cools the upper parts of the ship's tanks and vapour spaces. If propane is taken from shore lines, this is replaced from shore tankage as the circulating pump suction is "floating" on the shore tank outlet line.

The enclosed spaces around ship cargo tanks and double bulkheads should be frequently monitored by ship's personnel for cargo leakage.

The measures for dealing with any leakage to prevent the temperature of the hull structure from falling below a safe level depends upon the ship's design. The Master shall have standing orders for dealing with any leakage observed on the ship and shall so inform the Loading Master.

2. Loading Master and Jetty Operator. Once the vessel has been berthed, berth will be manned at all times by an operator, who will be stationed in the immediate vicinity of the berth loading bay. All information and forms will be passed by the Loading Master prior to commencement of loading.

3. Alarms. All alarm systems on vessel and communications between the jetty and control room shall be checked before loading is begun. Masters are requested to make the Loading Master fully familiar with the vessel's alarm systems. Otherwise, confusion may occur between loading alarms and fire alarms.

4. Connecting Loading Hoses. The loading and vapour-return hoses will be well supported and laid along the pier. Each hose and hose valve will be supported by jacks on ship's deck. Hoses will be protected by rope mesh. Once the loading hoses are connected they will be adjusted during loading operations. The shore and ship personnel shall be careful not to kink, stretch or damage hoses. Hoses not used will be blanked. Hose flanges will be completely bolted and shrouded.

Size of Hoses: propane 8 in. (with 8 in. ASA 150 flanges); butane 8 in. (with 8 in. ASA 150 flanges); vapour 6 in. (6 in. ASA flanges).

5. Air. It is most important that no air is allowed to enter either the ship or shore loading lines. All hoses and spools must be purged free of air after being connected.

Provision is made on shore for purging air from LPG and vent hoses on completion of hose connection to ship and for purging LPG vapour from hoses before disconnecting when loading is finished. Provision is made to supply inert gas for this purpose. Provision is also made for disposal of remaining liquid in hoses safely and effectively from shore connection of hoses before disconnecting and gas purging of hoses when loading is finished. Valves and connections are provided for this purpose on the shore end. All ice must be removed from around hose insulating gasket prior to hose disconnection. Cargo hoses shall be blanked and be removed from ship. Ground wires will remain connected until ship's gangway is removed and ship is ready to depart.

6. Loading Pressure. Loading pressure should not exceed 50 psi at any time.

7. Ship's Compressor. During loading, the ship may pump vapours ashore via the ship's compressor. The Loading Master should be advised before the compressor is started or stopped.

8. Loading Rates. Maximum loading rates for LPG products are as follows:

Propane (two lines)	10,900	barrels	per	hour
Butane (two lines)	7,800	,,	,,	,,
Propane (one line, pumping)	7,000	,,	,,	,,
Butane (one line gravitating)	3,900	,,	,,	,,

It is more important that the Loading Master be informed before any changes are made by the ship in the vapour compression operation. He then will inform the shore loading area. Starting and stopping compressors on the ship affect the shore tank pressures and can result in damage to tanks and pumps. Ship's valves should under no circumstances be partially or completely closed against LPG flow without first informing the Loading Master. Pumping rates will normally be adjusted from the shore loading area.

The ship's Master is responsible for his ship at all times. The company Loading Master will advise the Master in respect to loading pressures and hazards, but will not direct the loading except as may be necessary to protect their terminal's facilities or to prevent any

hazards. Manipulation of ship's valves is the direct responsibility of ship's personnel.

LPG loading will be done on a 24-hours basis; hence the Master of the vessel, while alongside the LPG loading pier, will be responsible for the provision of adequate explosion proof lights, fittings and switches in all parts of the vessel where work is being carried out in any way connected with loading of LPG.

The ship's pipelines/vent system and/or liquification system shall be manifolded so that only those pipelines connected to the ship's tank being loaded will be open. All other pipelines' lines shall be closed and outlets blinded.

All doorways, vents, ports, air-conditioner intakes and other openings into which gaseous vapours could enter shall be closed.

During loading, there shall be no smoking, no open lights and no galley fire on the ship or in the vicinity of the pier.

Package goods, bunkers, water, freight and ship stores shall not be loaded or discharged during loading. Visitors will not be permitted on the ship during loading.

Loading of LPG shall be stopped whenever weather or sea conditions are hazardous to the ship, dolphins, LPG hose and manifold, adjacent vessels or personnel. The Senior Terminal Representative and authorised Ship's Officer shall jointly judge if such conditions exist. In case of dispute, the Senior Terminal Representative's judgement shall be followed.

During severe thunder storms, sand storms and electrical storms in the vicinity of the ship, loading shall cease until the storm subsides.

9. Strainer Boxes. It is important that no ice, pipe scale, etc., be allowed into the vessels' tanks. The ship should have strainers placed immediately upstream of the manifold valves. A careful watch must be kept on the pressure to prevent the strainers being blocked and periodically the strainers should be cleaned by using the built-in wiper, which should be turned clockwise only. In case of an absolute blockage loading will have to be suspended and the strainer cleaned, if necessary by removal. If one of the vessel's strainers is blocked, it may be possible to continue on the other hose.

10. Completion of Loading. A reduction in loading rate before topping of the final tank or tanks may be arranged through the Loading Master by the ship's officer in charge. When the vessel asks for a slow rate, the loading pump will be shut-down and valves re-aligned for circulation. The vessel should then complete loading at its own controlled rate off the circulation flow. The terminal might ask for a suspension of loading while realigning the circulation pump. When required to stop completely, the Loading Master should be advised.

11. Hose Disconnection. When disconnecting hoses in order to change or clean a strainer at the time of completion of loading, the following points must be remembered:

(*a*) All ice must be removed from around the hose insulating gaskets prior to disconnecting.
(*b*) The hoses and hose valves must be secured to the vessel to avoid slipping or twisting. This is best done with rope and/or pulleys.
(*c*) The hose valves and ship's manifold valves must be shut.
(*d*) The vessel's vent valves must be open either to the atmosphere or to the vapour return hoses.
(*e*) The ship's strainer and all pipes and flanges between the hose and manifold valves must be de-iced.
(*f*) The hose can then be disconnected, but the ship's manifold valves, vapour return valves and hose valves must be shut.

D. Loading of Bulk Sulphur. All rules and regulations concerning LPG loading also apply to sulphur.

1. Inspection. The joint inspection of the ship and the ship's holds to be loaded with sulphur will be made by the Loading Master and authorised ship's officer. If the condition of the ship's holds presents a potential hazard to personnel, sea or shore facilities, the ship will be refused permission to load until conditions are corrected. The Master shall bear the responsibility for notifying the owners or charterers of the ship of any delay or refusal to load because of hazardous conditions and any expenses due to such delay or refusal to load shall be borne by them. The company reserves the right to refuse loading and their decision is final.

If the ship's cargo holds are not clean or are so hot and/or contains residue (such as excessive rust, sand-scrap iron, minerals, or mineral dust) that alone or in combination with sulphur or sulphur dust would contaminate sulphur being loaded, oxidise with sulphur, or cause a fire or explosion of the sulphur cargo, permission to load sulphur will be withheld until this condition is corrected.

2. General Information. Bulk Sulphur is loaded at 500 tons per hour via a conveyor. The conveyor extends from the shore storage area along the causeway, trestle and finally to the main dolphin close to the ship's holds.

No loading will begin until the ship is safely grounded, moored with fibre lines, fire hoses pressurised, ship-to-shore communications operable and the chute grounded.

In order to minimise movement of fine sulphur dust, cowl ventilators serving hold into which sulphur is being loaded shall be blanked off to prevent circulation of air. Package goods, bunkers, water, freight, ship stores shall not be loaded or discharged during or after sulphur loading.

When sulphur is loaded in a deep hold with general cargo in the tween deck hold above the sulphur, the ship's Master will be responsible for installing a dust proof wooden bulk head enclosure in the hatchways from the over deck of the lower hold to the weather deck forming a tight enclosure to prevent sulphur dust from entering the tween decks during loading. Ceilings shall be tight to prevent sulphur dust from entering bilges. Any chinking at tank tops or bilge will be of non-combustible material.

Masters to maintain sufficient personnel to adjust and maintain chute position, gangways and keep mooring lines taut as ship is loaded.

If sulphur is loaded into a hatch already containing sulphur, representative samples may be requested by the terminal to determine quality.

Since the sulphur loading facility at the pier is fixed the ship will be warped and moored so that various ships holds that will receive sulphur can be loaded.

After each warping the ship will be moored and grounded and chute grounded. The hold to be loaded will be checked with an explosimeter to be certain that the hold is not in the explosive range. Personnel entering cargo holds for inspection must be equipped with life-lines and belts with non-sparking hardware, goggles with green tinted lenses, and self-contained breathing apparatus with a mask covering eyes and nose. The life-lines shall be of sufficient length and strength that one line could be used to pull a man out of a hatch. For each man working in the hold one man on deck must attend his life-lines. Personnel in the hold must wear gauntlet gloves, high-top shoes, long cotton socks, a fibre glass hard hat with a cotton cap ear flaps covering the head and ears, pants fastened at the cuff and long-sleeve shirts buttoned at the neck and wrists. Silk clothing or headgear will not be permitted due to its affinity for collecting static. Cotton clothing material is preferred.

Only the hatch being loaded with sulphur will be open. All other ship hold hatches must be closed. All doorways, vents, ports, air scoops, air conditioner intakes and other openings into which sulphur dust could enter should be closed during loading. After loading and trimming a hold, the hold hatch cover shall be closed and the next hatch to receive sulphur will be opened. The pier sulphur loading tower can be raised and lowered as well as rotated in order that the cargo hold being loaded can be evenly trimmed with little or no manual trimming. Each time the tower is moved the chute shall be grounded. No hand cargo load trimming will be allowed while the pier loading sulphur tower is in operation. The tower downspout drop distance will be adjusted to minimise sulphur dusting.

The loading-tower operator will be advised by authorised ship's personnel on the deck by use of agreed hand signals of any hazards such as deck cargo, life boats, aerial guy wires, etc., that can do damage to loading tower. Personnel will work upwind as much as possible to minimise sulphur dust inhalation or sulphur on skin. Eye baths and showers are located at the dock and will be ready for use if needed.

No loading will be done until all personnel are out of ship's cargo holds. The ship's authorised officer shall assign personnel to sweep sulphur dust into cargo holds to minimise pollution of the adjacent sea water. If shovels or scoops are used the shovels must be of a non-sparking material such as monel. Personnel working cargo holds or on deck shall not be permitted to wear shoes with steel nails, or metal heels or toe plates that could cause sparking.

Loading of sulphur will be stopped whenever weather or sea conditions are hazardous to the ship, pier, dolphins, sulphur loading tower, pier equipment, adjacent vessels or personnel.

Sulphur dust, like most poor electrical conductors rapidly acquires a static charge under dry atmospheric conditions. To minimize this hazard the loading tower is equipped with water spray nozzles to humidify the sulphur and reduce dusting. Conveyor hoppers are also equipped with sprays.

During severe weather conditions loading will cease and cargo hold hatches shall be closed until the storm or seas subside.

Sulphur loading will be done on a 24-hour basis. The Master of the vessel while alongside the sulphur loading pier will be responsible for the provision of adequate explosion proof lights, fittings and switches in all parts of the vessel where work is being carried out in any way connected with loading. The Master of the vessel will assign authorised ship's officers and men as deemed necessary for the safe loading of the ship and to adjust mooring lines and keep sulphur dusting to a minimum.

FUEL: Presently no bunker facilities are available at Khemco jetty. However, two grades (marine fuel oil and marine diesel oil) are available at IOE & PC main jetty. This is supplied to vessels having made previous arrangements and obtained nomination.

WEATHER: A. Climate. The climate along the coast of Kharg Island is generally mild. The days in mid-summer are extremely warm and humid with the temperature reaching 117° F. (47° C.) and a relative humidity ranging from 10% to 98%. The winter months, from November to March, are pleasant with a minimum temperature of about 39° F. (4° C.). Freezing weather is uncommon.

B. Weather Data and Summary.

Average annual rainfall	8 in.
Mean maximum temperature	87° F.
Mean minimum temperature	66° F.
Extreme maximum temperature	117° F.
Extreme minimum temperature	39° F.
Average relative humidity	59%

C. Winds. Wind directions and velocity are subject to rapid change without warning and precautions are necessary to avoid difficulties. The heaviest seas and swells are from the North-east through South-east. The prevailing wind for most of the year is from the North-west, but during the winter period strong South-easterly storms occur with very little warning. The Khemco jetty is sheltered from the North-west winds.

D. Tides. The tidal range is between 7 and 8 ft., with a maximum rate of about one and a half knots. The tidal streams run approximately parallel to the line of the jetty, with occasional cross currents.

E. Sea Temperatures. The surface temperature of the sea ranges from 63° F. to 97° F., depending on the season.

SAFETY: Masters of vessels are responsible for the safety of their vessels including, but not limited to compliance with official precautions, and must take all necessary precautions while the vessels are alongside the Khemco jetty. While the vessels are alongside the jetty, all personnel must comply with all ports' safety rules and regulations.

GENERAL: (*a*) Shore Leave. Shore leave at the terminal must be arranged between Master and ship's agent. Sufficient personnel must be on board at all times for emergencies.

(*b*) Visitors. Due to hazards involved, no visitors are allowed while the vessel is alongside the Khemco jetty.

(*c*) Light Dues. A charge of half a rial per gross registered ton is levied on each vessel for light dues by the Iranian Government. This is in addition to light dues for Middle East navigation. The company shall have no responsibility in respect of any taxes, dues, or other charges levied by the Iranian Government or any of its departments or agencies.

(*d*) Painting and Scaling. Painting, chipping, scaling and any repairs on deck or overside is strictly prohibited while vessel is alongside the Khemco jetty.

(*e*) Garbage. Dumping of garbage and refuse strictly prohibited in port area.

(*f*) Repairs. No workshops or other facilities for repairs at Kharg Island.

(*g*) Customs. There are customs and other official offices on the Island. Vessel will normally be boarded by a custom director, immigration officer and director of Ports and Shipping.

(*h*) Consulates. No consulates on Kharg Island. Nearest consulates or diplomatic representatives are at Khorramshahr.

(*i*) Marine Surveyor. No marine surveyor on the Island, but can be available in 48 hours notice through ship's agent.

(*j*) Recreation Centre. Use of Seamen's Club will be cleared through NIOC and Consortium. If used, transportation to and from Club will be provided by the Agent.

(*k*) Supplies. No provision of any kind is available at Kharg Island. No fresh water is available for delivery to the ships. No laundry services are available at Kharg Island.

(*l*) Mail. Regular plane services between Kharg Island and the mainland and mail receiving and dispatching can be arranged through ship's Agent.

AGENTS: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2280, 2278, 4755/58. Cables: "Confidence", Khoramshahr. Telex. 4033 (answerback: "Confidence Kor").

Due to the difficulty in reaching Khorramshahr with international telex messages recommend you to communicate via our Tehran office, Telex No. 2507 Tehran, (answerback: "Confid Tn"), stating in your message "For Khorramshahr".

Recommend that all urgent communications be sent by Cable directly to Khorramshahr.

Ships' mail and spare-parts for vessels calling at Khemco Terminal are to be routed by flights arriving directly to Abadan Airport without transhipment at Tehran, and addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

KHORRAMSHAHR: 30.26 N. 48.10 E.

Khorramshahr is in Province of Khuzistan. Town is the seat of a Governor and a base for Imperial Iranian Navy with an admiral permanently stationed in command.

Khorramshahr lies at confluence of Karoon and Shatt-al-Arab Rivers and is principal commercial port of Iran. Khorramshahr is terminus for Imperial Iranian Railway system and regular train service to rest of country is available. Good asphalt road connecting Khorramshahr to other major cities in country.

DOCUMENTS:

(*a*) *Iraqi Quarantine Officer.* Vessels arriving Outer Bar (Shatt-al-Arab pilot station) will be boarded by Iraqi Quarantine Officer who will check all crew vaccination cards. Masters requested notify Fao Quarantine Office at least 18 hours prior vessel's arrival Outer Bar giving exact arrival time Outer Bar enabling Quarantine personnel board vessel immediately. Upon arrival Outer Bar, Master should have ready a copy of crew List and crew vaccination certificates for presentation to Quarantine Officer.

(*b*) *Iranian Quarantine Officer.* Upon arrival Khorramshahr anchorage and prior berthing, the Iranian Quarantine Officer will board vessel. He requires one copy Crew List, and all vaccination cards should be available for inspection.

(*c*) *Customs Officer.* Customs officer boards ship at anchorage or alongside Khorramshahr jetty (in case of immediate berthing) and requires following documents:

Crew List (2 copies).
Stores List (2 copies).

(*d*) *Port Authorities.*

Crew List plus (1 copy).

Arrival information form of the port Administration will be supplied to the Master in duplicate upon arrival, by a port representative.
This form should be filled and returned to the port Berthing Master.

(*e*) *Agents.*

Crew List (2 copies, for arranging shore passes).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Khorramshahr Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and Hatch Lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

PILOTAGE: With exception of ships of Government of Iran or Iraq and sailing craft, pilotage compulsory for all vessels entering, leaving or navigating in the Shatt-al-Arab. Pilotage in river outside harbour limits of Khorramshahr conducted by river pilot; within limits of Port by Harbour Master.

Vessels entering Shatt-al-Arab boarded by river pilot from pilot vessel situated in proximity of Rooka Buoy (29° 49′ N. and 48° 47′ E.), showing a white flash every six seconds and equipped with Radar Reflector.

Vessels bound for Khorramshahr are conducted by river pilot as far as Khorramshahr Anchorage, from where a Harbour Master (Iranian) will board vessel and berth her as necessary.

Pilotage, dredging and other navigational dues are collected by Basrah Port Authorities and must be settled directly with Iraqi Maritime Transport Co. Ltd., Basrah, Iraq.

N.B. Owners having vessels bound for Khorramshahr or Abadan should contact Iraqi Maritime Transport Co. Ltd., Basrah, cables "Bawakhir", Basrah, about arranging of Shatt-al-Arab pilotage. Owners should also put Messrs. Iraqi Maritime Transport Co. Ltd. in funds by remittance well in time before vessel reaches the Outer Bar of Shatt-al-Arab in order to cover port tonnage dues, pilotage and dredging dues for sailing from Outer Bar to Abadan or Khorramshahr and return.

ANCHORAGES: On arrival off the pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognised anchorages:

Kasba Anchorage, position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water.

Bawarda Anchorage, position about 2 miles above Abadan with a maximum depth of 31 ft. in fresh water.

Hartha Point, position about 20 miles above Abadan and 15 miles below Khorramshahr with a maximum depth of 35 ft. in fresh water. Hartha Point is the anchorage to enable vessel's to lighten to 29 ft. in fresh water to enable them to cross the Karun Bar.

Abu Flus, position about 16 miles above Hartha Point and about 14 miles below Basrah (Khora Anchorage) with a maximum depth of 29 ft. in fresh water.

MAX. SIZE: Maximum permissible length for vessels calling Khorramshahr is 525 ft. Maximum draft for crossing Karun Bar and also at Khorramshahr (Failieth) anchorage is 29 ft. fresh water. The depth alongside Berth Nos. 1 to 3 is 27 ft., Berth Nos. 4 to 7 is 26 ft., and Berth Nos 8 and 9 is 29 ft.

SPEED RESTRICTIONS: Engine speed must be reduced well in advance so that the vessel's speed when passing jetties at Khorramshahr and Abadan will not exceed 3½ knots for vessels with more than 20 ft. draft, and 5 knots for all other vessels of over 100 gross registered tons.

The same speed restrictions will apply in the Arband Rud when passing ships at anchor with barges or other vessels moored alongside, tugs with barges or other vessels in tow, and vessels engaged in dredging or other salvage work.

SHIPS' REGISTRATION:

(1) *Conditions of Registration*

(*a*) This registration scheme to apply at all times whether jetties or anchorages are conjested or not.

(*b*) Registration for berthing turn at Khorramshahr can only be effected provided all Khorramshahr cargo is available and vessel in all respects ready to discharge. Availability of cargo must be proven by submission of the respective stowage plan if a vessel is required to discharge at Abadan and/or Basrah whilst awaiting berthing turn.

(*Note:* A vessel arriving in the river with a draft exceeding 27 ft. may register and reduce her draft to 27 ft. while awaiting turn. Should the turn be lost the vessel may re-register turn as at the date and time her allotted berth became vacant.)

(2) *Times of Registration*

(*a*) Vessels arriving from sea will register on arrival at Shatt-al-Arab Outer Bar (when anchor has been dropped according to ship's log book) plus six hours. Vessels to despatch a telegram to their respective Agent and to Port Director via "EQK" indicating exact time of arrival at the Outer Bar in GMT as a basis for registration.

(*b*) Vessels proceeding from Abadan to Khorramshar will register at the time of unberthing at Abadan (or if at anchorage at the time of weighing anchor) plus two hours.

(*c*) Vessels having to anchor at Abu Flus when proceeding from Basrah to Khorramshahr can register from time of arrival there plus one hour. Time of arrival as per log book should be confirmed by telegram as per (2*a*). Vessels proceeding direct from Basrah to Khorramshahr without anchoring at Abu Flus will register on arrival at Khorramshahr. If such vessel should proceed to Abadan she will register when passing Khorramshahr.

(3) *Method of Registration*

(*a*) On receipt of each vessel's registration time the Port Officer Khorramshahr will determine the date on which her turn is due at Khorramshahr.

(*b*) To enable the Port Officer to assess the berthing delay Agents will indicate in their arrival lists (which are to be submitted to the Port Administration daily before 9 a.m.) the estimated number of days their vessel(s) will occupy the jetty. It is thereby understood that the number of days thus declared is not binding upon the Agents concerned but merely used as a basis of calculation to

assess berthing turns. To avoid possible abuse of the registration scheme no alteration may be made in the number of days declared during the last 48 hours preceding each vessel's arrival.

(c) Once the berthing turn has been established the vessel concerned will not lose her turn provided she arrives at Khorramshahr or Abu Flus (depending space available at the anchorage) not later than 12 noon on the preceding day. Vessels have the option to arrive later if their Agents have been able to ascertain that their berthing turn has been delayed but they do so entirely at their own risk. In this case any subsequent delay in arrival – even in case of force majeure – will automatically result in the loss of turn, if the vessel is not in all respects available to occupy her berth immediately it is vacant.

(d) If the ship reported back in time the following three contingencies may arise:

(a) If the estimate proved to be accurate the vessel will berth straight away.

(b) If the berthing delay is greater than the estimate made on registration the vessel will retain its original turn in the queue and berth accordingly.

(c) If the estimate proved pessimistic and the ship's berth became vacant before its return date the berth will immediately be given to the next available vessel in turn of registration. If in such cases the ship indeed returns at 12 noon on the date preceding the day on which its turn was originally due as fixed by the Port Authorities, it will take the first place in in the queue and obtain the first berth becoming vacant thereafter.

(4) *Loss of Turn*

Any vessel having lost her turn will be required to re-register as indicated above unless her delay was due to one or more of the following cases of *force majeure:*

Bad weather.

Unavailability of Pilots at the Outer Bar.

Delay in supply of pilot at Abadan, Basrah or Abu Flus, for which a satisfactory *written* explanation must be given to the Co-ordinator.

Note: For the purpose of calculating whether a vessel could have arrived in time to occupy her berth at Khorramshahr, had the Pilot boarded her as scheduled, it is hereby established that, counted from time Pilot boards it takes a vessel two hours from Abadan, three hours from Basrah, and one hour from Abu Flus to arrive at Khorramshahr.

Delay due to awaiting the next high water during daylight at Karun Bar.

Quarantine regulations: Any vessel placed under quarantine will be permitted to register and be allowed to retain her berthing turn if the quarantine has not been lifted when its allocated berth becomes vacant. The vessel will then take the first available berth after the quarantine has been lifted. The date and time quarantine expires must be mentioned in the daily port position list for publication by the Port Authorities.

(5) In case of dispute arising over the interpretation of the above rules or of situations not properly covered by them the Secretary of KSAA will appoint three arbitrators, preferably not involved in the issue, to work out a solution. Any decision thus arrived at to be accepted by all parties and to be communicated to the Ship's Movement Controller by the Secretary in writing or in case of extreme urgency verbally, written confirmation to follow. A decision once taken cannot be reversed.

(6) In taking advantage of this permissive system it is clearly understood that the estimated berthing delay originally established by the Port Administration will on no account be binding on them.

HEALTH: See "Documents". Inward clearance is effected on board after receiving free pratique.

RADIO: Khorramshahr Port Radio, call sign EQK, 500 Khz, 1282 mhz. Khorramshahr Harbour Master can be contacted on VHF Channels 13 and 16, 18, and 25.

TUGS: The Port Organisation of Khorramshahr owns two tug-boats which are used for assisting berthing and unberthing whenever necessary. No tug boats which could be used for long-distance towage. Employment of tug-boats is not compulsory.

BERTHING: See "Ship's Registration". Berthing and unberthing performed by Iranian Harbour Masters supplied by Iranian Port Administration, Khorramshahr. Berthing turn, allocation of berth and anchorage space is under the control of Iranian Port Administration, Khorramshahr.

The Port consists of 3,199 ft. long jetty constructed with wooden piles (Berths 1 to 7) plus the new extension covering 1,000 ft., built by steel/concrete piles (Berths 8 and 9) running parallel with river bank. Jetty can receive nine ocean going vessels at a time.

CARGO HANDLING: (*a*) *Jetty*. All cargo handling/operations on shore, under control of Khorramshahr Port Administration. General cargo discharged from ships alongside jetty is received on domestic railway wagons and trailers controlled by Port Administration, and transported to Port Warehouses or open yards. Port Warehouse/Store keepers will later deliver cargo to consignees against clearance papers issued by Customs. There are no shore cranes and no floating cranes available for the purpose of discharging cargo. All cargo must be discharged by ship's own gear, and vessels calling at Khorramshahr should not accept cargo beyond their gear capacity to discharge.

(*b*) *Barges*. (i) General Cargo: Vessels carrying less than 500 tons cargo are permitted to discharge their cargo into barges, in which case all extra expenses and costs of barging, discharging ex barges, etc., are to be borne by the carriers and such operation is entirely at the risk and responsibility of the respective carrier.

(ii) Structural Iron/Steel: Structural iron/steel is always to be discharged in barges for unloading at Failieh Creek. Barges must be arranged by vessel's Agents, who also have to arrange labour for discharging the cargo ex barge at Failieh, sorting of the iron, and delivery to consignees. Agents should also emply watchmen for protecting the cargo while awaiting delivery to consignees, also tally clerk for supervising sorting and delivery of iron to the respective consignees. Against these services Agents are presently collecting Rials 110 per ton of 1,000 kilos as a landing charge from the consignees. This rate has been agreed upon between the Agents and the Chamber of Commerce of Khorramshahr.

(*c*) *Cranes*. For use in loading/unloading cargo *in the storage areas,* cranes are all used in the port yard *for unloading cargo ex rail wagons* and loading on to merchants' trucks.

(*d*) *Storage*. 19 warehouses (goods sheds), plus an open yard between the warehouses used for storing iron goods, as well as cargoes which can be stored in the open.

(*e*) *Wagons/Trailers*. For receiving cargo ex-vessels alongside jetty the Authorities have 160 rail wagons and 77 trailers with average capacity of 10 tons, but number of wagons/trailers provided to each vessel not sufficient to last 24 hours work at jetty. Although 24-hours working alongside jetty is compulsory, due to shortage of wagons hardly 12/18 hours work can be accomplished efficiently. A stand-by of 6/7 hours in summer and of 9/11 hours in winter is unavoidable.

(*f*) *Delivery of cargo discharged at jetty*. Port Authorities considered as direct receivers of the cargo discharged, who in turn deliver same to ultimate consignees against presentation of the carrier's agents' Delivery Order.

Carrier's responsibility for cargoes discharged in good condition cease under tackle; slings are opened by labourers provided on wagons alongside each vessel. Broken packages are not permitted (by Customs) to be discharged on the wagons, and are therefore collected on board. Once daily under full control of ship's officer, port supervisor and carrier's supervisor, the broken packages are delivered to Port Authorities and an official Process-verbal will be drawn by respective warehouse-keeper corresponding to remarks noted at the time. This arrangement is to prevent any delay to operations of the vessel.

(*g*) *Overtime Costs*. Wages of port staff on board for official hours are borne by port Authorities but overtime and food allowance are paid by carriers.

(*h*) *Port Working Hours* (*Ordinary*). Summer 0600 to 1400; 1700 to 0100. Winter 0700 to 1500; 1700 to 0100. (Overtime) 0100 to 0500.

24 hour discharging at jetty is compulsory. The only stoppages are for lunch and dinner, one hour each. In summer season, however, due to heat, discharging at jetty is stopped from 1400 to 1700.

FREIGHT TAX: As tax on freight has to be settled without delay after vessel's departure it is suggested that the respective freight amount be sent to Agents according to terms and conditions of Charter-Party, otherwise heavy fines will be applicable to those who do not comply with this regulation.

MEDICAL: Private doctors and hospitals located in the town for medical and dental treatment and hospitalisation. Arrangements for patients' visits to the doctors, dentists and hospital will be made by Agents upon request. In case of emergency special medical attendance on board can also be arranged. X-Rays, radiographies, blood and urine tests can also be conducted by equipped hospitals existing in Khorramshahr and Abadan.

DENSITY: Fresh.

FRESH WATER: Fresh water supply alongside berth available by pipelines and at anchorage is delivered by barges, capacity 100 tons.

FUEL: Bunkers are not available at Khorramshahr Jetty, and cannot be supplied by barge. All classes of bunkers are supplied at Abadan jetties only. Bunkers could be obtained from Abadan provided arrangement for supply has been made beforehand with Iranian Oil Participants, London (Iranop London).

DEVELOPMENT: Intention to extend use of trailers and tractors and to eliminate use of railway wagons.

CUSTOMS ALLOWANCES: After receipt of documents, the Customs Officer will seal the store room. All liquor and cigarette stocks will be sealed and reasonable ship's requirements while in port should be taken from store before sealing. This amount recommended to be assessed and be ready for removal from the stores prior to the vessel's arrival in port. During the stay at the port, and upon request and giving prior notice to the Agents' supervisor on board, arrangements may be made to have the Customs officials open the stores to issue further quantities of stores for crew consumption.

IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photograph ready on arrival at the port to facilitate obtaining shore passes.

All officers and crew of ships lying at jetties or anchorage of the Port of Khorramshahr to carry their Seamen's Books with them when going ashore. At the gate, the Seamen's books will be checked by the Police against the shore pass of each crew member, the Seamen's Book will then be kept by the Police and will be returned to the holder when returning through the gate.

CONSULS:

Denmark	Tel. 2203	Norway	Tel. 2616
France	,, 3656	Sweden	,, 2280
India	,, 3056	U.S.A.	,, 2196
Netherlands	3628		

REPAIRS: Minor repairs can be carried out to a limited extent by

private workshops existing at Khorramshahr. However due to lack of skilled workers the workshops in question do not undertake any responsibility or guarantee for the jobs performed, and charges are high.

For radar, wireless, echo-sounders, etc., as well as refrigerator and air condition service there are few engineering groups at Khorramshahr as well as Abadan, and technicians of these groups will attend to the repairs on board both at Khorramshahr and Abadan jetties or at anchorage, upon request.

Ships moored to the jetty are not permitted to disable main power-plants for repairs without prior approval of Marine Department. A port tug will be assigned to stand by alongside ship with tow line attached during entire period while plant is disabled.

DRY DOCKS: None.

SURVEYORS: Lloyd's Register; Det Norsk Veritas; Bureau Veritas. Surveyors for ordinary damage to cargo and/or ship as well as for on-hire/off-hire survey can be arranged by Agents.

AIRPORT: Abadan International Airport about ten minutes by car.

TIME: GMT plus 3½ hours.

TELEPHONES: May be placed on board.

DELAYS: The port of Khorramshahr is generally congested, with a waiting time of about 2/5 days. Port Administration sometimes orders vessels to discharge their Khorramshahr manifested cargo in Bandar Shahpour to ease the congestion at Khorramshahr.

PROVISIONS: Fresh provisions in limited quantity can be obtained, but large quantities of provisions sometimes may not be possible to arrange due to the fact that the Municipality is controlling the market and sometimes may prohibit the supply of the items which are in short supply. Due to certain formalities involved in supplying provisions to vessels, it is requested that 24-hour notice be given to the shipchandler.

STORES: Local commodities only available. Bonded stores not available.

LAUNDRY: Laundryman can be arranged upon request.

AUTHORITY: Ports and Shipping Organisation, Koutcheh Simorgh No. 24 Tehran, Iran.

Khorramshahr Port Director. Ministry of Finance – Ports and Shipping Organisation Port Administration of Khorramshahr.

AGENTS: Gulf Agency Co. (Iran) Ltd., serving: Khorramshahr, Abadan, Bandar Shahpour, Bandar Mahshahr, Ras Bahregan, Kharg Island (Kharg, Darius and Cyprus Terminals), Bushire, Lavan Island and Bandar Abbas. Freight Booking Office: Tehran.

Head Office: Khorramshahr: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Cables: "Confidence", Khorramshahr. Tel. 2280, 2278, 4755/58; after office hours: 2670, 2950, 3193. Telex: 4033 (answerback "Confidence Kor").

Due to the few available Telex lines to Khorramshahr we recommend messages from abroad to Khorramshahr to be sent to our Tehran office, Telex 2507 (answerback: "Confid Tn"). Thereby, please state: "*For Khorramshahr*".

Branch Offices: Abadan, Bandar Shahpour, Bandar Mahshahr, Kharg Island, Bushire, Lavan Island Bandar Abbas. Cable address to all Gulf Agency Company branches: "Confidence".

LAVAN ISLAND: 26.47 N. 53.20 E.

Terminal: Lavan Island Loading Terminal. 26° 47′ 10″ N. 53° 20′ 30″ E.
Operators: Lavan Petroleum Co. ("LAPCO").

PORT LIMITS: Limits of port extend approximately one mile Westward from East coast of Lavan Island, from Terminal Sea Buoy to half a mile Westward from Sassan Submarine Pipe-line Buoy.

Vessels must not enter the Port Limits unless a LAPCO Mooring Master is on board.

DOCUMENTS:

5 Crew and Passenger Lists.
4 Stores Lists.
4 Bonded Stores Lists.
Clear Bill of Health from last port.
4 Bills of Lading.
6 Manifests.

In Iran, an additional copy of the Bill of Lading is required for all exports from the country. This must be signed by the Master and forwarded to the Customs Authorities, Lavan Island by the ship's agent.

APPROACHES: Vessels approaching Lavan Island from due South will have a clear approach.

(*a*) *Landfall.* There are five gas flare towers and one ground flare. The most conspicuous flare is in position lat. 26° 47′ 34″ North, long. 53° 20′ 39″ East situated in the vicinity of Port Area. This flare onshore, when burning, makes a conspicuous landfall for Lavan Island, but at night from a distance tends to obliterate the various navigational lights.

All tanks in the LAPCO Terminal Tank Farm are painted white and numbered in black from 1 to 6. Tanks No. 1 and 2 have the word LAPCO painted in black on the South side. Tank No. 2 is in position lat. 26° 47′ 57″ North, long. 53° 20′ 24″ East.

(*b*) *Navigational Dangers.* South side of Island is open and free from dangers, but care should be exercised approaching from seaward as soundings shallow rapidly near coast with depths of 200 ft. only 4,500 ft. off shore.

PILOTAGE: Pilotage compulsory for vessels berthing on, or departing from Oil Jetty, and when manoeuvring in restricted area. Cargo vessels and men-of-war do not require Pilots as they are accommodated in cargo anchorage. Pilots provided automatically on arrival for tankers if berth available. If no berth available due to bad weather or other causes, vessels will be instructed accordingly. The normal international pilot signals are to be used.

Channel 16 VHF is to be used to call Radio Room. Pilots will normally board vessels one mile S.E. of Oil Loading Jetty. ETA is to be signalled 72 hours before arrival and confirmed, correcting ETA, if necessary 24 hours before arrival.

Ships requested to have pilot ladder safely and securely rigged, and ready for immediate use, and long enough to reach Mooring Master's launch. A combination of pilot ladder and ship's accommodation ladder, so arranged that personnel can first use pilot ladder, until part way up the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard Mooring Master's equipment. There should be adequate lighting at night. Vessels will provide a lee for Mooring Master both when boarding and leaving.

NAVIGATIONAL AIDS: *Note:* Masters are cautioned to consult their latest Notices to Mariners and Light Lists for most recent information regarding navigation aids.

Lavan Island Terminal Beacon. Lat. 26° 48′ 04″ North, long. 53° 21′ 20″ East. Located in front of the Main LAPCO Administration Building on the South-eastern end of the Island, a rotating white light on a steel lattice tower, painted maroon, 172 ft. above MLWIS exhibiting three flashes every 12 seconds, with a visibility of 18 miles.

Pipe-line Lavan Island Rear Beacon. 26° 48′ 04″ N., 53° 20′ 12″ E. is located to West of Tank Farm on a steel lattice tower. This light displays a fixed red range light over a 10 degree sector beamed to seawards and centred along submarine pipe-line coming to Island from Sassan Oilfield. The light is 192 ft. above MLWIS, range 17 miles in clear weather.

Pipe-line Lavan Island Front Beacon. Lat. 26° 47′ 34″ North, long. 53° 20′ 08″ East and is located in a position 2,800 ft. bearing 176 degree from the rear beacon fixed on a steel lattice tower. This light displays a fixed red range light over a 10 degree sector beamed to seaward and centred along submarine pipe-line coming to Lavan Island from the Sassan Oil Field.

The light is 115 ft. above MLWIS and has a range of 17 miles in clear weather. The beacons when in transit from seaward, will indicate that the observer is over the submarine pipe-line and therefore should not anchor in the proximity of this line of bearing.

Sassan Oil Field Radio Beacon. Located in position 25° 32′ 16″ N., 53° 09′ East. Station identification signal is LA transmitting on 397 kc/s sec., primarily meant as an aircraft beacon but can be received clearly by ships.

Terminal Radio Beacon. Located in position lat. 26° 47′ 40″ North, long. 53° 23′ 04″ East. Station identification signal is LD, transmitting 310 kc/s (kHz/sec) from a tower on the above location. This is primarily meant as an aircraft beacon, but can be received clearly by ships.

ANCHORAGES: Vessels must not enter port limits (which enclose a Prohibited Anchorage Area and Manoeuvring Area). They should proceed to vicinity of suggested Anchorage Area East of Oil Loading Dock and East of longitude 53° 22′ 00″ E., and in suitable depths of water wait for LAPCO Mooring Master. Sea bottom generally hard and reported to be poor holding ground. Depth about 26 fathoms.

Prohibited Anchorages. Anchorage is prohibited in the vicinity of the Sassan and Rostam submarine pipe-lines and for a distance of 2,000 ft., on both East and West sides of pipelines and parallel to same. The Sassan 22 in. pipe-line runs 188 degrees seawards from a position lat. 26° 47′ 32″ North, long. 53° 20′ 05″ East, and the Rostam 18 in. pipe-line runs 205 degrees seawards from a position Lat. 26° 47′ 32″ North, long. 53° 19′ 58″ East.

Terminal Port Area. Area bounded by a line joining positions
Lat. 26° 47′ 31″ North, long. 53° 22′ 00″ East.
Lat. 26° 46′ 21″ North, long. 53° 22′ 00″ East.
Lat. 26° 47′ 26″ North, long. 53° 19′ 22″ East.
Lat. 26° 46′ 49″ North, long. 53° 19′ 22″ East.

Anchorage within Port Area prohibited. Port Area used by vessels manoeuvring to and from oil loading jetty, and no vessel permitted enter Port Area until Company Mooring Master on board.

C. *Offshore Oil Platform.* Anchorage prohibited in area of Sassan Oilfield, some 76 miles South of Lavan Island Marine Terminal, due to existence of numerous submarine oil pipe-lines connecting oil wells and production platform.

RESTRICTIONS: 24-hour service. No restrictions for vessels up to 206,000 dwt as regards time of arrival. Tankers in ballast required to have on board at least 33% of their dwt. in ballast (including permanent ballast). The state of the tide does not effect entry.

MAX. SIZE: Berth designed for up to 206,000 dwt. Vessels of larger dimensions must seek prior approval from LAPCO.

No restrictions applied to size of cargo vessels using cargo anchorage, but then their proximity to the shore will be governed by their draft.

CLEARANCE: (*Arrival*): After Mooring Master has boarded vessel at Port Limits, and before vessel allowed proceed, Master will be required to sign following forms. (*a*) Condition of use of Port of Lavan Island, (*b*) Tug Requisition.

Master will also be provided with copies of Fire and Safety Regulations and a Safety Inspection Form. After berthing has been completed, Master will be required to complete and sign "Mooring Master Time Sheet" before Mooring Master disembarks. After pratique granted, Customs inspection carried out. Master will be required to furnish particulars of vessel including bonded stores, cargo, bunkers, and other information. Five copies of the crew list and stores remaining on board will be required before clearance is granted. *Customs surveillance is strict.* On completion of loading, documentation and final clearance formalities will be carried out aboard vessel, either alongside jetty, or in Anchorage Area, as circumstances dictate.

HEALTH: Owners should check with Agent respecting any recent

imposition of anti-epidemic regulations and requirements for additional injections for crew members. In the case of tankers, doctor will board when ship berthed at Loading Dock and for cargo vessels after ship has anchored. Should vessel, in either case, arrive from another Iranian port and carry a Clear Bill of Health, doctor will not normally board, and pratique automatically granted.

Signals to be exhibited for vessels entering from foreign port: by day: "Q" Flag flown at masthead; by night: red all-round light, over white all-round light. If suspected that ship has disease or fever on board, ship will report details by VHF Channel 12 to Lavan Island.

There are occasional outbreaks of cholera. International Certificates of Inoculation/Vaccination are essential.

RADIO: Call "LAPCO Lavan Island" on VHF Channels 16, 12, or 7. Tugs keep constant watch on Channel 12 VHF and call at intervals on 2182 kc/s. when vessel believed to be approaching, or scheduled call at Lavan Island. This applies to Tankers only.

Khorramshahr Radio Station normally passes on a ship's ETA to the Agent resident on Lavan Island, through Abadan. There is a radio-telephone link from Abadan to Lavan Island.

Nomination and Loading Orders. Ship's Masters should signal their ETA Lavan Island Loading Terminal 72 hours before arrival, and confirm (correcting ETA if necessary) 24 hours before arrival. This message should include amount of cargo to be loaded by vessel, destination as per charter, hours required to de-ballast, number and size of ship's manifold connections, maximum loading rate and whether any sickness on board. This message should be addressed to LAPCO, Tehran Office, Cable address "LAPCO, Tehran", Telex address LAPCO, Tehran, No. 2420, and routed through nearest coastal radio station handling such messages.

Radio Station. There is no CW radio station on Lavan Island.

VHF Radio-Telephone. Lavan Island Loading Terminal equipped with International Maritime VHF/FM radio telephone service using standard international frequencies. Masters recommended use this facility when within range of Lavan Island Loading Terminal, particularly when approaching port. In poor visibility, when vessel's approach may not be observed from shore, VHF communication may be means of avoiding delay in berthing. The following VHF Channels available on a continuous watch basis:

No. 16 (156·8 Mc/s.) (Safety and Calling Channel).

No. 12 (156·6 Mc/s.) (Port Operations, First Choice, Simplex).

No. 7 (156·35 Mc/s.) (Port Operations, Second Choice, Simplex).

Initial contact should be made on Channel no. 16 and then transfer to Channel no. 12 for Port Operations.

High Frequency Radio. HF frequencies used by LAPCO office at Lavan Island for voice communication as follows: High Frequency Single Side Band System.

Channels	*Frequencies*
1	4133 kc/s.
2	5233 kc/s.
3	6840 kc/s.
4	7383 kc/s.
5	9208 kc/s.
6	9153·5 kc/s.

LAPCO normally stands by on Channel no. 5, Upper Side Band.

Marine Frequencies. The tugs presently equipped for voice communication with Marine Frequencies as follows:

1	2182 kc/s.
2	2570 kc/s.
3	2628 kc/s.
4	2738 kc/s.
5	4133 kc/s.

Additional frequencies will be added at a later date.

Radio Telephone Frequencies. LAPCO Tugs fitted with VHF radio telephones covering all international maritime VHF radio telephone frequencies (156–162 Mc/s.).

Radio Watches. LAPCO Radio Station on Lavan Island keeps a 24-hour watch.

TUGS: 2 diesel powered tugs. Both tugs are twin screw, 3,400 b.h.p. Kort Nozzle types with a static bollard pull of 40 long tons. Normally, two tugs used to handle a vessel.

For each tug employed berthing, 3 copies of Towage Certificate to be signed by Master and delivered to LAPCO Mooring Master. For each tug employed unberthing, 3 copies of Towage Certificate to be signed by Master and delivered to LAPCO Mooring Master.

The LAPCO tugs and mooring launches assist in mooring and unmooring vessels. These are under the direct supervision and control of the LAPCO Mooring Master. Service and facilities provided by the company including the services of the LAPCO Mooring Masters, tugs, mooring launches, or berthing equipment, are at the vessel's risk.

Note: On occasions when tugs are employed standing by vessels whilst in the berth for use, if required, the full tug charge will be charged.

BERTHING: The Oil Loading Dock is located on the South Coast approximately 2½ miles from the East end of the Island. The loading platform is 2,030 ft. from the shore, located in position lat. 26° 47′ 06″ North, long. 53° 20′ 30″ East.

Deck level is 32 ft. above sea level Mean Low Water Indian Springs. Under normal conditions, 12 lines used to moor a vessel as follows: Forward: 3 headlines, 2 breast lines and 1 spring. Aft: 3 stern lines, 2 breast lines and 1 spring.

During winter South-easterly storm periods, usual to use one each additional headline and breast line at each end, making total of 16 mooring lines. Breast lines and springs of wire rope acceptable, and normally secured to jetty bollards or patent quick-release hooks, where fitted. Three-inch circumference messenger lines, 240 ft. in length, available eachb erth for hauling lines from mooring launches up vertical face of jetty fendering and along jetty deck, with assistance of electrically operated capstans sited at intervals along jetty.

Berth No.	*Least depth water (in ft.) above chart datum MLWIS‡*	*Maximum capacity* dwt*	*Loading and bunker arms†*
1	69	200,000	4–16 in. 1–8 in. (future bunker)
2	65	65,000 LOA 800′	2–16 in. 1–8 in.

Distance from ship side to manifold flange, ft.	*Maximum elevation of manifold above chart datum, feet-inches*
10	76–6
12	75–9
14	75–0
16	74–0
18	72–9

* Subject to weather, tidal conditions.

† Bunker arm at Berth No. 2 only. All Chiksan Loading Arms are fitted with series 150 Flanges.

‡ Chart Datum is Mean Low Water Indian Springs and maximum range of tide is 7 ft.

Tankers to have ready: Fore and aft winches ready for use, and minimum of 16 good mooring lines, 120 fathoms each, with adequate stoppers.

The Terminal accepts tension wires or ropes, only with proper supervision on the brake. Derricks, hose-lifting winches and gear must be rigged on port and starboard sides, topped over the manifold.

Ship's crews perform all operations of mooring, connecting hoses, and unmooring, on board ships.

LOADING: If possible, ships should arrive with 16-in. spool adaptors fitted to loading manifold ready for use.

Sassan Crude Oil of approximately 34·0 degrees API gravity is available from the LAPCO 3,000,000 barrel Tank Farm. Delivery of oil to the loading dock is by gravity flow, through two 36-in. diameter pipe-lines.

Rostam Crude Oil of approximately 37·0 degrees API gravity is available from the IMINOCO 1,500,000 barrel Tank Farm, immediately West of the LAPCO tanks. Delivery of oil to the loading dock is by gravity flow through two 36-in. diameter pipe-lines.

After the vessel has berthed, the Mooring Master, who acts as a loading master, will discuss arrangements, inspect tanks, sign the tanker dry certificate, and finally check cargo figures with ship's personnel. Before loading commences, all items on the "LAPCO Safety Check List" will be complied with, and an inspection made by the Chief Officer and the Mooring Master.

Loading rates of up to 50,000 bbls/hr. (6,700 t/hr.) to berth No. 1, and 30,000 bbls/hr. (4,000 t/hr.) to berth No. 2 can be achieved at Lavan Island.

Up to 40,000 bbls/hr. (5,300 t/hr.) to Berth No. 1, and 25,000 bbls/hr. (3,300 t/hr.) to Berth No. 2 can be achieved when loading two ships simultaneously.

Do not close valves against crude oil flow.

Emergency Flow Stop Signal if all communications fail will be a continuous sounding of the ship's whistle.

BALLAST:

(*a*) Masters are warned that no dirty ballast, or bilge water should be disposed of in sea within 50 miles of coast of Iran. When so disposing of ballast all pipe-lines, sea suctions, strainers, and pumps that are later to be used to discharge clean ballast, must be flushed clean, so that there will be no chance of even a small amount of sea pollution when the clean ballast is pumped out.

(*b*) As soon as practical after arrival, all vessels' tanks will be inspected for oil in ballast. During discharge of ballast similar inspections will continue.

(*c*) Should ship's tanks be found leaking it will not be later accepted for loading, unless satisfactory evidence duly certified by "Lloyds" or "ABS" Surveyors, or other recognised surveyors of repair is submitted.

(*d*) Any vessel rejected because of dirty ballast or sea pollution will automatically nullify "Notice of Readiness" and will lose any priority of position for loading. On return from sea, Masters should tender new Notice of Readiness to LAPCO. If this accepted by LAPCO the vessel will be entered for loading as of new time of acceptance. Vessels will be rejected for dirty ballast at all times.

(*e*) Vessels equipped with separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously,providing approval is first obtained from the LAPCO Terminal Superintendent and provided NIOC Petroleum Inspector agrees.

DENSITY: Average 1026.

TIDE: The tide is mainly diurnal with a mean range of 3 ft. 0 in., and extreme range of 5 ft. 6 in., and an extreme height of 7 ft. 0 in. above chart datum, which is MLWIS.

The tidal stream varies according to the state of the tide, with a maximum rate of about 1 knot.

Tide boards are fitted to the two berthing dolphins adjacent to the loading platform.

WEATHER: In summer time from May to September temperature reaching 50°C (122°F) and humidity ranging from 10 per cent to 100 per cent. The winter (November to March) mild and pleasant with minimum temperature approximately 6°C (43°F). The wind for most of year from North-west, but sometimes particularly during

winter strong South-easterly storms likely to occur lasting for several days. Oil Loading Pier partly sheltered from North-west winds, but exposed to winds from South.

STEVEDORES: For cargo vessels the Agent requires four days Notice of Arrival in order to transport labour from Bandar Abbas. Agent provides labour for working cargo "to the rail" and receiver provides lighterage and labour thereon.

MEDICAL: LAPCO maintains small clinic on Lavan for minor medical treatment of LAPCO staff. No medical services available except in emergency and subject to availability of doctor.

FRESH WATER: None available.

FUEL: Bunkering facilities installed at each jetty berth, but bunkers are not available at this time. Diesel oil tank (used primarily to store fuel for LAPCO facilities operations) has a capacity of 20,000 bbls.

CARGO GEAR: Ship's discharging dry cargo to barges in the cargo ship anchorage use ship's gear.

FIRE PRECAUTIONS: Vessel receives full detailed instructions from Mooring Master. Vessels must have fire-wires and engines not to be immobilised.

CONSULS: No consular representation on Lavan Island. Nearest consulates at Khorramshahr near Abadan.

REPAIRS: No repairs allowed alongside oil loading jetty. No workshop or repair facilities available. Ships' main engines must be available at all times while alongside jetty.

MARINE SURVEYS: Loyd's Surveyor based at Khorramshahr and can usually be called through vessel's Agent at 72 hours notice.

AIRPORT: No scheduled or regular air flights to Lavan Island. All aircraft required for transportation of goods or passengers must be made by charter. Airport is used by Oil Company Charter planes only and no other passengers are carried except in an emergency situation.

TIME: Iranian Standard Time which is GMT plus 3 hours 30 minutes.

POLICE/AMBULANCE/FIRE: There is a Government Gendarmerie Station on the Island. There are no telephones established for these services. Emergencies will be handled by LAPCO staff in case of tankers.

SHORE LEAVE: Ship's crew not allowed to go ashore.

CREW CHANGES: Not permitted.

REGULATIONS (miscellaneous): Painting and scaling. Painting, chipping, scaling or spray painting on deck or overside *strictly prohibited* while vessel at any jetty berth.

FLAG: All vessels are required to fly the Iranian Flag (green uppermost) in Iranian territorial waters.

Garbage. Dumping overside of garbage and refuse prohibited in Port Area.

Sanitation. Government Health Regulations require suitable covers to be fitted over all lavatory discharge outlets, etc., to prevent fouling of jetty or craft alongside.

Damage to Port Facilities. If a Master has reason to suppose that any damage has been caused by his vessel to any Port Facilities, he must agree, in writing, with LAPCO Mooring Master as to nature and extent of such damage, and this must be confirmed by LAPCO Port Captain.

Rat Guards. All ships berthed alongside must provide Rat Guards for Ship's Moorings.

No Visitors. No visitors allowed on terminal dock, or on board vessels alongside dock, unless by written permission of Terminal Superintendent. Only persons having authorised work will be given access to port limits, dock or vessels.

AUTHORITY: LAPCO Administrative Offices, LAPCO has offices at the following addresses: Head Office: PO Box 3243, Tehran, Iran. Terminal Office: Lavan Island, Persian Gulf.

AGENT: Gulf Agency Co., Lavan Island.

Head Office: Khorramshahr. Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Cables "Confidence", Khorramshahr. Tel. 2280, 2278, 4755–58. After office hours 2670, 2950, 3193. Telex 4033 (answer back "Confidence Kor").

Due to the few available Telex lines to Khorramshahr, messages from abroad to Khorramshahr to be sent to Tehran office, Telex 2507 (answer back "Confid TN") stating: "For Khorramshahr".

Air-freighted spare parts and ships' mail should be addressed: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran, and sent to the Abadan International Airport marked "In Transit for M/S. . . ."

Air-freight consignments should be routed by flights arriving *directly* to Abadan Airport without trans-shipment at Tehran. Cable advise "Confidence", Abadan, of flight details and airway bill number.

RAS BAHREGAN: 29.43 N. 50.10 E.

Nowruz Loading Terminal:

DOCUMENTS:

5 Crew and Passenger Lists.
4 Stores Lists.
4 Bonded Stores Lists.
Clear Bill of Health from last port.
4 Bills of Lading.
6 Manifests.

PILOTAGE: Vessels to be moored at Bahrgan Terminal will be boarded by a Mooring Master of the Company within 2 miles of the SBM. The Mooring Master will advise the ship's Master on approaches to the berth, mooring and unmooring, connecting and disconnecting the floating hose, and in all other operations within the berthing area.

Vessels are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch. If at night, adequate lighting must be rigged overside for the Mooring Master to approach the side of the ship and climb the ladder safely. Adequate searchlights should also be rigged when mooring at night.

The Mooring Master will be in direct charge of the portable VHF ship-to-shore radio-telephone communications.

ANCHORAGE: The SBM is in the open sea with no surface obstructions in the vicinity. However, anchorage is prohibited in the following areas:

(*a*) Immediate vicinity of the SBM – within a one to two mile radius of the SBM.
(*b*) One mile on either side of 36-in. submarine pipe-line from SBM to Bahregan Oil Centre.

RESTRICTIONS: The Bahregan SBM Terminal operates 24 hours per day, seven days a week. However, mooring or unmooring is only carried out if fair or moderate weather conditions are prevailing.

In the event that berthing is delayed on account of weather, vessels will keep their position in line. Vessels required to leave the terminal area on account of weather (terminal closed) should keep in contact with the terminal via radio in order to be available when weather moderates.

FLAG: All vessels are required to fly the Iranian flag on the foremast during daylight hours. Iranian territorial waters extend 12 miles seaward from the mainland and adjacent islands.

ADVICE OF ARRIVAL: It is important that ships establish radio contact with SIRIP when 3 days distant from Bahregan Terminal and maintain this contact until just previous to arrival at the Terminal. All ships should send a 72 hour ETA message to SIRIP giving the best estimate of ship's arrival time at the Terminal.

Further ETA messages should be sent to SIRIP when the vessel is 24 hours and 12 hours distant from Bahregan Terminal and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12-hour ETA should include a positive statement regarding ships readiness to load on arrival and the number of hours that will be required to discharge clean ballast after ship is berthed in mooring, as well as details of the flange size of the manifold.

MAX. SIZE: SBM terminal designed for tankers up to 250,000 dwt.

COMMUNICATION: Radio contact ship/shore on 2477 kc/s from 0530Z–0630Z and 8230 kc/s from 1130Z to 1230Z. ETA notices to be sent to the Oil Company: cable address "Sirip Khorramshahr" via Khorramshahr port radio call sign: EQK – 500 kc/s.

RADIO: Bahregan Oil Centre Radio Telephone Station maintains a daily watch on the following frequencies at the times stated.

GMT: 0530–0630 on 2477 kc, 1130–1230 on 8230 kc.

In addition, once a tanker has advised its 72 hours ETA, the Bahregan Oil Centre maintains a watch on VHF Channel 11. The call sign for Bahregan Oil Centre is "BOC". Contact can be made on other frequencies if requested.

Communications during mooring and loading: Portable VHF radio-telephone units are brought on board by the Mooring Master.

NOTICE OF READINESS: Tenders to load crude oil cargo will normally be accepted and the berth will be assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at time, carry clean ballast and are in all respects equipped and ready to moor.

Tankers to have ready:

(*a*) Windlass and deck winches foreward, maindeck and aft.
(*b*) Six good nylon or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line.
(*c*) On port side, opposite ship's manifold, equipment capable of lifting floating hose safely and expeditiously. Weight lift of 5·5 tons.

Ship's crew performs all operations on ship.

SBM: The single buoy mooring is 13·5 metres in diameter and 3.65 metres high at its highest point. It is equipped with the following navigational aids:

Signal light: White colour, flashing morse code "U" every 15 seconds. Range 5 miles.
Fog horn: Morse code "U" every 45 seconds.
Radar reflector fitted. The whole SBM is painted a bright orange colour.

TUGS: Available and required.

SINGLE BUOY MOORING: The Monobuoy is situated about 15 kilometres from the shore in position 29° 43′ 02″ N., 50° 09′ 46″ E. Depth of water in vicinity of buoy mooring is 30 to 31 metres. Buoy is served by a 36-in. loading line with a capacity of 700 cubic metres per hour.

MOORING: The optimum approach to the single buoy mooring is into the wind and sea. Sometimes, however, this will not be possible because of tides at variance with strong wind conditions. Accordingly, it is incumbent upon the Master to exercise careful judgement when approaching the Terminal, particularly during the hours of darkness and in poor visibility. It should be noted that the incoming tides flow towards the N.W. (approx. 310°) and outgoing tides towards the S.E. (approx. 130°). The company Mooring Master will give all necessary advice to the ship's Master.

Particular attention must be paid to the location of two strings of floating loading hose. Normally the position of the floating hoses will be controlled by the tidal currents rather than by wind effect. During daylight hours the hose string is highly visible by virtue of their covering of orange plastic floats.

When approaching the SBM at night or during poor visibility the radar is an excellent means of ascertaining the exact distance to the Terminal. The floating hose strings normally stand out very clearly on the lower radar range scales.

Once the optimum approach route has been selected, the tanker should proceed towards the SBM at a suitable speed dependent

upon conditions at that time. At approximately 3,000 ft. from the SBM the tanker should have only sufficient way on for steerage. The floating hoses should be on the port side, and it is recommended that the tanker make the final approach with the SBM on the port bow, rather than dead ahead. This permits the Master on the bridge to observe the SBM at all times and in the event of any misjudgement of the approach speed there is no danger of over-running the Terminal. (The tanker should adjust her engines such that all way is off the vessel between 150–50 ft. from the SBM).

At a suitable distance from the SBM the service launch which will have maintained station during the approach, will take two lines from the ship and secure them to the mooring bitts on the SBM. The launch will then bring the two large SBM float ropes to the ship, which should have a messenger line ready to raise them. Once these float ropes (each of which has a breaking strain in excess of 305 tons) are secured the ship may, if so desired, recover its own lines which are used only to provide a safeguard during pick up of the SBM float lines.

In the event that the floatrope mooring lines provided by the Company are not used or not available, the Ship is secured using 6 lines from the tanker all on port side.

HOSES: Two flexible floating hoses connect the ship's manifold with the Terminal's cargo manifold, and separate hoses connect the underside of the SBM to the submarine pipe-line end manifold (PLEM) on the seabed. A submerged peripheral fender extending outward from the hull is provided to prevent damage to the floating hoses and SBM, should the tanker ride up against it.

After the vessel is securely moored the service launch will tow the end of the floating hoses to a point on the port side of the tanker immediately below the tanker's cargo manifolds. The tanker's derrick runner should be ready to lift the hoses which will secured by the attached chains in such a manner as to allow the ends of the hoses to reach the ship's manifold. The weight of the hose to be lifted is approximately 5½ tons.

The hoses are fitted with 16-in. flanges, and the Company will provide reduction pieces to 14 in. or 12 in.; other sizes (as well as gaskets) as required to make connections to ship's manifold. The hose connection is normally performed by SIRIP's loading crew under the supervision of the Mooring Master. However, a ship's deck officer must be present, and must direct the ship's crew as required.

LOADING: The ship's officer responsible for loading should give SIRIP's mooring Master at least half an hour's notice of readiness to commence loading. In any event, the ship should advise SIRIP during its last radio contact prior to arrival of the estimated time required to discharge ballast, so that an approximate time for commencement of loading can be established. It is also helpful if the ship advises the size and type of flange and also the distance of the manifold from the ship's side during radio connection.

The initial loading rate is normally about 1,500 long tons per hour while the recently coupled flanges are inspected for leakage and the Mooring Master and ship's officer satisfy themselves that all is in order with the SBM and the ship's facilities. As soon as this is done, the loading rate is increased to the maximum of 5,500 long tons per hour.

Caution: The incoming oil stream is controlled from the shore and it is extremely dangerous to close a ship's valve against the pressure, which may damage hose, ship's piping, or shore facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

The ship's officer in charge of loading should advise the Mooring Master half an hour before he estimates loading will be completed.

On advice from the ship a minimum of 4 minutes is required to stop the flow of crude oil, however, a reduction in loading rate before topping up the final tanks may be arranged on request to Mooring Master.

During loading or unloading the International Code Flag "B" shall be displayed from a topmast signal halyard during daylight hours. During hours of darkness a red light shall be displayed. This light should be of a character such as to be visible at a distance of at least 1 mile, and show an unbroken light all round the horizon.

CARGO: Bahregan Sar Crude, API from 20 to 32, Temperature 85°F.

BALLAST: The waters of the Persian Gulf must not be polluted, and only clean, oil-free ballast (and/or bilge water) may be discharged.

As soon as practicable after arrival, all vessel's tanks will be inspected for evidence of oil ballast and during discharge of ballast, similar inspection will continue. If evidence of oil appears at either of these inspections, the ship must leave mooring and proceed at once to a point not less than 50 miles from any coast or island and there completely discharge all oily or dirty ballast.

Vessels equipped with a separate system of ballast and cargo tanks will be allowed to discharge clean ballast and load oil simultaneously, providing approval is obtained.

Note: When loading is carried out under rough weather conditions the tanker should not be allowed to get into a light condition, and therefore deballasting should not be completed until a reasonable amount of the cargo has been loaded.

MEDICAL: Depending on the availability of the Company doctor, medical assistance can be provided, although there is no hospital available. In cases of extreme emergency, SIRIP will arrange transport to Abadan at the ship's expense and responsibility.

DENSITY: Salinity is approximately 20% more than normal sea water.

BUNKERS: Not available.

WATER: Not available.

STORES: Not available.

SERVICES: No facilities for crew change, etc., or any other vessel's requirements, as the terminal is situated off-shore in the Persian Gulf and there are no transportation facilities other than Oil Company's flights from Abadan which are meant for their own personnel.

REPAIRS: Masters of vessels loading at Bahregan Terminal are advised that this port is considered an "open roadstead" and under no circumstances may engines be shut down for repairs while their ships are moored. There are no facilities at Bahregan Terminal for making vessel repairs.

CONSULS: There are no consulates at the Bahregan Terminal; however, consular or diplomatic representatives for most nations maintain offices in Tehran and some in Khorramshahr.

SHORE LEAVE: There is no shore leave permitted due to lack of facilities.

TERMINAL OPERATORS: Societe Irano Italiene des Petroles (SIRIP).

AGENTS: See "Khorramshahr". (Actual handling is effected by Oil Company SIRIP, but Khorramshahr Agents are in a position to handle ETA messages, etc., addressed to them via Khorramshahr Port Radio EQK, also to communicate messages to and from SIRIP Khorramshahr and shipowners. Agents can also pass arrival and sailing details to principals, and despatch copies of loading cargo documents as required by Owners. Forwarding ship's mail to Bahregan and despatching official and crew mail received from ship, can be arranged by Agents. Such services are not undertaken by the Oil Company, and it is advisable to appoint an Agent at Khorramshahr.)

Iraq

BASRAH (Maqal and Umm Qasr): 30.31 N. 47.50 E.

DOCUMENTS: On arrival at pilot station vessel requires following: Ship's Register, letter from Owner confirming that vessel has not called at Israel port, all Health Certificates of Crew must be valid against cholera and smallpox, 2 copies Crew List, 2 copies Provision List, 2 copies Manifest, Freight manifest for Baghdad Rail cargo, Breakdown list and Stowage Plan, Dangerous cargo and heavy lift list (if any).

PILOTAGE: Owners having vessels bound for Basrah should contact Iraqi Maritime Transport Co. Ltd., Basrah, cables "Bawakhir Basrah" to arrange Shatt-al-Arab Pilotage. Owners should also put Iraqi Maritime Transport in funds by remittance well in advance of vessel reaching Outer Bar of Shatt-al-Arab in order to cover port tonnage dues, pilotage and dredging dues, for sailing from Outer Bar to Basrah and return.

The Pilot Boat is located usually in position 29° 46′ 45″ N. 49° 48′ 37″ E. and on arrival vessel should contact pilot boat immediately for instructions. Pilots are available for vessels proceeding to Abadan and Khorramshahr (in Iran) and Basrah (Maqal and Umm Qasr). Providing Master has given Agent 48 hours notice of vessel's ETA Pilot will board immediately providing tide is suitable to allow vessel to continue to destination. Master should use call sign YIR on 500 kc/s for Basrah Radio in order to pass messages to Agent. Vessel should listen for messages on 440 kc/s from YIR or use VHF on Channels 14 and 12. On boarding the river Pilot will hand Master various forms for completion in respect of Light Dues and River Pilotage. Master to Hoist the Iraqi National Flag.

The Pilot boat is called "Al-Rasheed" and on both sides amidships the word "Pilot" is painted in white.

The Navigation of the Shatt-al-Arab River is under the jurisdiction of the Iraqi Ports Administration which takes in the approaches to Abadan and Khorramshahr in Iran.

ANCHORAGES: On arrival off the pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognized anchorages:

Kasba Anchorage, position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water.

Bawarda Anchorage, position about 2 miles below Abadan with a maximum depth of 31ft. in fresh water.

Hartha Point, position about 6 miles above Abadan with a maximum depth of 35 ft. in fresh water. Hartha Point is the anchorage to enable vessels to lighten to 29 ft. in fresh water to enable them to cross the Karun Bar.

Abu Flus, position about 12 miles above Hartha Point with a maximum depth of 29 ft. in fresh water.

Khora Anchorage, position about 3 miles from Basrah Wharves (Maqal) with a maximum depth of 29 ft. in fresh water.

Jubailah Anchorage, position at Basrah Silo about half-mile below Basrah Wharves (Maqal) with a maximum depth of 29 ft. in fresh water.

The maximum length between perpendiculars permitted by the Iraqi Ports Administration for vessels in the Shatt-el-Arab river is 560 ft.

RESTRICTIONS: The Iraqi Ports Administration issue a booklet on Tide Tables each year and the movements of vessels in and out of the Shatt-el-Arab River are restricted to the high water tables for vessels using Basrah and Khorramshahr. Movements to and from these ports are only permitted in the hours of daylight. The maximum draft for a vessel proceeding to Basrah is 29 ft. in fresh water. If vessel's draft exceeds this lightening takes place at Hartha Point Anchorage below the Karun Bar. Although the draft obtainable alongside the wharves is 31 ft. the maximum draft for moving in the river is 29 ft. on account of the restriction at the Karun Bar.

MAX. SIZE: For vessels proceeding to Basrah the maximum length between perpendiculars allowed by the Iraqi Ports Administration is

560 ft. There is no restriction on the breadth. The maximum draft in fresh water for vessels to and from Basrah is 29 ft.

HEALTH: Masters are requested to call the Chief Medical Officer at Fao on 500 kc/s. call sign "YIS" requesting free pratique between 8 and 12 hours before vessel's arrival. All crew vaccination certificates should be valid and available for the Medical Officer's arrival on board. He will also expect to find a valid Deratisation Certificate on board. Anyone boarding the vessel ahead of the Medical Officer whilst the Q Flag is still hoisted is liable to a fine. Special precautions are taken in the case of a vessel arriving direct from an epidemic area and even if the crew are holding valid inoculation certificates the vessel may be delayed at the pilot station. The Iraq Government is very sensitive about the spread of cholera and smallpox.

RADIO: When a vessel is three days away from Basrah, radio contact can be established with Basrah Radio, call sign YIR on high frequencies 4, 6, 8, 12 and 16 kHz bands. When the vessel is within three days of arrival, Basrah Control Radio (YIR) can be used (transmitting on 500 kHz and receiving on 461·5 ot 440 kHz).

List of Coast Stations (*Iraq*). Summary of Procedures:

I. Whilst inside Iraq territorial waters, ships under way will maintain watch on channel 16 (156·80 MHz) and/or 461·5KHz to ensure immediate reception of instructions issued by the controlling authorities.

(a) Khor Al-Amaya Radio maintains listening watch on channel 16 (156·80 MHz).
(b) Pilot Station (Al-Rasheed Radio YIBE) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.
(c) Fao Radio (YIS) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.
(d) Al-Wasiliyah Radio (YIT) maintains listening watch on channel 16 (156·80 MHz) and 461·5 KHz).
(e) Basrah Control Radio (YIR) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.
(f) Umm Qasr Radio (YIU) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.

II. Special Instructions:

(a) Navigational Warnings are transmitted on 500 KHz by Basrah Control Radio (YIR).
(b) North Arabian Gulf Weather Forecast is transmitted by:
1. Basrah Control Radio on:
440 KHz at 0530, 1330 GMT and on request. 6493·25 KHz at 0530 GMT and on request. 8668 KHz at 1330 GMT and on request.
2. Khor Al-Amaya Radio on channel 16 (156·80 MHz) at 0530, 1330 GMT and on request.
(c) Traffic Control Signals on channel 16 (156·80 MHz) and 500 KHz by Basrah Control Radio (YIR).
(d) Traffic Control Signals on channel 16 (156·80 MHz) and 461·5 by Al-Wasiliyah Radio (YIT).
(e) Traffic Control Signals on channel 16 (156·80 MHz) and 500 KHz by Fao Radio (YIS).
(f) Traffic Control Signals on channel 16 (156·80 MHz) and 500 KHz by Umm-Qasr Radio (YIU).
(g) Traffic Control Signals on channel 16 (156·80 MHz) by Khor Al-Amaya Radio.

III. Commercial and public correspondence: Call Basrah Radio (YIR) on channel 16 (156·80 MHz), 500 KHz, 4, 6, 8, 12 and 16 MHz bands and after initial contact has been established change to one of the working frequencies as instructed to pass messages.

Basrah Radio follows the following time-table:

Hours	*Listen on*	*Answer on*	*Traffic Lists*
H24	500	440 461.5	–
0400–0600	6265·5–6280·5	6493·25	0505
0600–0800	16708–16748	16968	0705
0800–1000	8354– 8374	8668	0905
1000–1200	16708–16748	16968	1105
1200–1400	8554– 8374	8668	1305
1400–1600	12531–12561	12986·5	1505
1600–1800	4177–4187	4356·5	1705

TUGS: River-and sea-going tugs are available. Tug-boat services are offered as and when deemed necessary by port Pilot or Harbour Master, and are available at all times during day and night.

BERTHING: See "Restrictions". All berthing of vessels at Basrah is done during daylight hours only and according to suitable tide. The Harbour Master joins vessel on her arrival at Khora Anchorage which lies about 2 miles from the Maqal Wharves. In the case of Umm Qasr the Harbour Master joins vessel on arrival off the wharves.

Height of pier (quay) at berthing places above mean low water:

(*a*) Maqal – Plus 12·5 ft. above zero port datum. Port datum is 3·96 ft. above mean zero level at Fao.
(*b*) Umm Qasr – 24·65 f . above lowest water of spring tide which is referred to as Umm Qasr Port datum.

Difference between high and low water:

(*a*) Maqal: A daily variation of 5 ft. between tides and max. of 8 ft.
(*b*) Umm Qasr: An average of 12 ft. between tides, and maximum of 17 ft.

Maqal (*Ma'gal*). Wharves vary in length from 155 to 170 metres, depth alongside 8·84 metres.

Umm Qasr. The wharves are of reinforced concrete with a continuous frontage of 2,100 ft. with a depth of 33 ft. alongside, and capable of accommodating three cargo ships at one time. Each berth is 600 ft. long. The wharves are provided with a total of 8 electric gantry shore cranes from 3 tons to 15 tons capacity. A floating-crane of 150 tons capacity is in operation.

BRIDGES: There are no bridges across the river from the entrance to Basrah Wharves (a distance of about 80 miles).

STEVEDORING: Information on the numbers of gangs required on board on vessel's arrival should be passed to the Agent together with vessel's ETA through Basrah Radio. The average rate of discharge of general cargo at Basrah (Maqal and Umm Qasr) is 6 tons per ganghour per 16 hour day. Contractors will place labour on board to discharge or load cargo but at the risk of the vessel as a Contractor will not accept any responsibility for damage done by labour.

Unloading of vessels basically carried out from vessels to wharves by Port cranes or ships derricks. Heavy lifts and some dangerous cargoes are discharged overside into barges. Loading from jetty is by crane directly into ships. Loading at midstream is by lighters.

VHF: Port radar service. VHF can be used to call the Iraqi Port Administration at Basrah on Channel 16.

MEDICAL: For a vessel in to Basrah (Maqal and Um Qasr) no advance notice is required, in order to obtain medical attention. Hospital facilties available at the new port hospital and other local hospitals.

For arrival at Basrah it is necessary to hold valid cholera and smallpox certificates.

TANKERS: See "Khor-al-Amaya".

FRESH WATER: Fresh water is available at the wharves at Maqal and Umm Qasr but where a vessel is moored in midstream and requests water there is the additional charge for the hire of the water tanker.

FUEL: Only one grade of fuel oil available from the Basrah Refinery, a fuel oil viscosity 200 to 210 Red. No. 1, SG ·920.

Gas and diesel oils also available.

Fuelling is direct if taken alongside Muftiyah Refinery jetties, otherwise by barge. No coal bunkers available.

GANGWAY/DECK WATCHMEN: It is recommended that vessels moored or anchored in the river employ Gangway/Deck Watchmen.

OPENING/CLOSING HATCHES: This work is normally done by crew, but if the labour on board are asked to do it they should be supervised by an Officer.

CUSTOMS ALLOWANCES: (Tobacco) The Ship's Bond is sealed on arrival but prior to the sealing each member of the crew can have 200 cigarettes. The Bond will be opened by the Customs on the request of the Master at any time during vessel's stay in Basrah.

(Wine and/or Spirit) Each crew member is permitted to have 1 litre out of Bond. On sailing from Basrah the Master is required to wait till vessel has cleared the Shatt-el-Arab River before opening the Bond. This does not apply when vessel calls at Khorramshahr or Abadan on the way down river.

IDENTIFICATION CARDS: All crew members are required to carry with them some form of identification when going on shore.

CONSULS:

Belgium	Tel. 3666	Pakistan	Tel. 3598
Denmark	,, 3205	Sweden	,, 3511
Norway	,, 3511	U.S.A.	,, 4231
Saudi Arabia	,, 3219	India	,, 4824
United Kingdom	,, 4251	Portugal	,, 4469
Greece	,, 3601	U.S.S.R.	,, 5410
Kuwait	,, 2235		

REPAIRS: All types of repairs except major engine repairs can be carried out.

DRY DOCKS: There is no dry dock available for cargo vessels. The present dry dock called "Ajnadeen" built in Japan in 1965 has a displacement of about 4,220 and lifting capacity of 4,000 tons and has following measurements l × b × d – 105·35 × 29·20 × 10·95 m.

REPATRIATION: No difficulties in arranging the repatriation of crews from Basrah. Emergency visas are easily obtained for joining and departing crews.

AIRPORT: The Basrah Airport formerly an International Airport is now used only as a domestic airport and is situated about 2 miles from the Maqal Wharves but 50 miles from Umm Qasr. There is a daily flight to Baghdad to connect with International flights, also 3 flights per week to Kuwait to connect with international flights.

TIME: Iraq time is 3 hours ahead of Greenwich Mean Time and there are no alterations made to clocks during the year.

HOLIDAYS: The official holiday of the week in Iraq is Friday. The other official holidays in Iraq are: Id-el-Fitr; Army Day; 14th Ramadan Revolution; Id-el-Adha; Hijra; Ashura; Labour Day; Birth of Prophet Mohamed; Republic Day; "18th November" Revolution; Id-el-Fitr. These holidays are advanced 12 days each year.

POLICE/AMBULANCE/FIRE: A call to 7601 or 7606 will connect to the department required.

TELEPHONES: Telephone is placed on board a vessel as soon as secured alongside wharf.

GENERAL: The rain season in Basrah is between November and April and during the summer months from May to October the temperature can be as high as 55°C. It is important that crew members keep the backs of their necks covered whilst working on deck during the heat of the summer. The use of salt tablets are recommended during the heat of the summer.

SPECIAL SERVICES: There is a laundry service available.

SHORE LEAVE: There is no restriction on crew members going on shore but it is important that they carry a form of identification.

REGULATIONS: The Port Authority have requested that no photography takes place from the ship whilst passing naval or military installations.

DELAYS: As the port of Basrah is considered very well equipped, cargo vessels usually receive a very quick despatch and it is very seldom that a vessel experiences waiting time for a berth for discharging, loading or bunkering. All discharge takes place at the

wharves and all loading takes place in midstream at mooring buoys. Where a vessel can load whilst discharging, this is permitted.
AUTHORITY: Iraqi Ports Administration, Basrah.

AGENTS: The business of Shipping Agencies relating to all ships calling at Iraqi ports is entrusted solely and exclusively to Iraqi Maritime Transport Co. Ltd. The addresses of Iraqi Maritime Transport Co. Ltd. are the following:
Main office: Iraqi Maritime Transport Co. Ltd., POB 3052, Baghdad/Iraq. Cable address: "Bawakhir", Baghdad.
Basrah Branch: Iraqi Maritime Transport Co. Ltd. POB No. 3, Basrah/Iraq. Cable address: "Bawakhir", Basrah.

FAO: 29.58 N. 48.29 E.

DOCUMENTS: On arrival at pilot station, vessel requires the following:
Ship's Register.
Letter from Owner confirming that vessel has not called at Israeli Port.
Health Certificates of Crew must be valid against cholera and smallpox.
2 copies Crew List.
2 copies Provision List.
2 copies Manifest.
Dangerous Cargo List, if any.
PILOTAGE: The pilot boat is located in position 29° 46′ 45″ N. 49° 48′ 37″ E., and on arrival vessel should contact pilot boat immediately for instruction. VHF Channels 14 and 12. Provided Master has given Agent 48 hours' notice of vessel's ETA, Pilot will board immediately. The pilot boat is called *Al Rasheed* and on both sides amidships the word "Pilot" is painted in white.
ANCHORAGE: On arrival off the pilot boat vessel can anchor with no depth restriction.
MAX. SIZE: *Tankers* – 650 ft. LOA. 35 ft. draft.
HEALTH: Masters are requested to call the Port Medical Officer at Fao on 500 kc/s, call sign "YIS4", requesting free pratique between 8 and 12 hours before vessel's arrival. All crew vaccination certificates should be valid and available for the medical officer's arrival on board. He will also expect to find a valid Deratisation Exemption Certificate on board. Anyone boarding the vessel ahead of the Medical Officer whilst the (Q) Flag is still hoisted is liable to a fine.
Special precautions are taken in the case of a vessel arriving from an epidemic area and even if the crew are holding valid Vaccination Certificates the vessel may be delayed at the pilot station. The Republic of Iraq is very sensitive about the spread of cholera and smallpox.
RADIO: Basrah Radio, call sign YIR on high frequencies 4, 6, 8, 12, and 16 bands. Fao Radio, call sign YIS, traffic control signals on Channel 16, and 500 kHz. Also see Khor al Amaya.
MEDICAL: No advance notice is required in order to obtain medical attention. Medical units are present at Fao, Um Qasr and Maqal. A modern hospital containing all the essential units is found at Maqal. Crew in need of special attention or admission may be referred to it by the medical units.
DEVELOPMENTS: Plans to build a deep-sea terminal including oil storage facilities and an under-sea pipeline, about 30 miles off the Fao port, capable of accommodating giant tankers of up to 300,000 tons. The work is expected to be completed by 1978.
TIME: Three hours ahead of GMT.
AUTHORITY: Iraqi Ports Administration, Basrah.
AGENT: Iraqi Maritime Transport Co. Cables: Bawakhir Fao.

KHOR-AL-AMAYA: 29.46.45 N. 48.48.37 E.

OPERATORS: Basrah Petroleum Company Limited.
LOCATION: Island Terminal about 20 miles out in the Gulf from the mouth of the Shatt-al-Arab River.
ADMINISTRATION: All waters of the Shatt-al-Arab and of the approaches to Khor-al-Amaya are controlled by the Iraqi Ports Administration.
APPROACHES: (a) *Lights.* One white all-round navigation light has been fitted to the top of the radio mast on the centre piled structure at a height of 153 ft. above MHWS. Character: flashing every 5 seconds, visible for 18 miles; candlepower 7,400.
Red lights are fitted at the four extreme corners of the structure which is 1,300 ft. long. Character: fixed red visible 2 miles.
Additionally there are several aircraft warning lights (red) on various parts of the structure marking the upper extremities of towers and other erections including the central radio tower.
(b) *Tides.* High water at the Terminal may be expected to occur about 20 minutes before high water at the Shatt-al-Arab, Outer Bar. This may vary due to local meteorological and spate conditions. Tidal streams in the vicinity are rotatory and are not likely to exceed 2 knots. The maximum streams are generally along the berthing faces of the Terminal, but at certain states of the tide, cross sets, at right angles to the berthing faces, may be experienced. These are unlikely to exceed ¾ knot.
DOCUMENTS:
Crew List (5 copies).
Store List (2 copies).
PILOTAGE: Masters of vessels bound for Khor-al-Amaya Terminal should contact the pilot vessel which cruises in an area about 2 miles South-east of the Terminal. They will receive instructions as to whether to lie off, anchor or proceed towards the Harbour Master's launch.
HEALTH: Quarantine Officer boards after berthing. Vaccination Certificates required.
RADIO: Procedure for contacting Basrah Petroleum Company. Vessels are requested to establish contact with Basrah Petroleum Company Limited, Basrah, 48 hours prior to arrival, and to re-establish contact for 48 hours after departure. Telegraphic Address: (Baspetco Basrah), (Baspetco Fao). Position: Lat. 30° 35′ 36″ N. Long. 47° 48′ 32″ E. Call sign "HNT" (FC). (a) Transmission 8,582 kHz. (b) Reception, tankers call on 8,356–8,374 and work on 8,374–8,457.5 kHz. Periods 0400–0430, 0800–0830, 1200–1230, 1600–1630. All times GMT. Services: CV. Class of Operation: C.W. Class of Emission: A1.
Vessels should indicate their date and time of arrival, quantity of cargo required and whether in a state to receive cargo. In the event of vessels being unable to establish direct wireless contact with Basrah Petroleum Company Radio Station, messages should be passed through the Iraqi Ports Administration.
Procedure for contacting Iraqi Ports Coast Stations
1. Summary of Procedure. Whilst inside Iraqi territorial waters, ships under way will maintain watch on Channel 16 (156·80 MHz) and or 461·5 kHz to ensure immediate reception of instructions issued by the controlling authorities.
(*a*) Khor al-Amaya Radio maintains listening watch on Channel 16 (156·80 MHz).
(*b*) Pilot Station (Al-Rasheed Radio YIBE) maintains listening watch on Channel 16 (156·80 MHz) and 500 kHz.
(*c*) Fao Radio (YIS) maintains listening watch on Channel 16 (156·80 MHz) and 500 kHz.
(*d*) Al-Wasiliyah Radio (YIT) maintains listening watch on Channel 16 (156·80 MHz) and 461·5 kHz..
(*e*) Basrah Control Radio (YIR) maintains listening watch on Channel 16 (156·80 MHz) and 500 kHz.
(*f*) Umm-Qasr Radio (YIU) maintains listening watch on Channel 16 (156·80MHz) and 500 kHz.
II. Special Instructions.
(*a*) Navigational warnings are transmitted on 500 kHz by Basrah Control Radio (YIR).
(*b*) North Arabian Gulf weather forecast is transmitted by: 1. Basrah Control Radio on: 440 kHz at 0530, 1330 GMT and on request. 6493·25 kHz at 0530, GMT and on request. 8668 kHz at 1330, GMT and on request. 2. Khor al-Amaya Radio on Channel 16 (156·80 MHz) at 0530. 1330 GMT and on request.
(*c*) Traffic Control Signals on Channel 16 (156·80 MHz and on 500 kHz by Basrah Control Radio (YIR).
(*d*) Traffic Control Signals on Channel 16 (156·80 MHz) and 461·5 kHz by Al-Wasiliyah Radio (YIT).
(*e*) Traffic Control Signals on Channel 16 (156·80 MHz) and 500 kHz by Fao Radio (YIS).
(*f*) Traffic Control Signals on Channel 16 (156·80 MHz) and 500 kHz by Umm-Qasr Radio (YIU).
(*g*) Traffic Control Signals on Channel 16 (156·80 MHz) by Khor al-Amaya Radio.
III. Commercial and Public Correspondence. Call Basrah Radio (YIR) on Channel 16 (156·80 MHz), 500 kHz, 4, 6, 8, 12 and 16 MHz bands, and after initial contact has been established change to one of the working frequencies as instructed to pass messages.
Note. All messages are chargeable except those concerning navigational aids, distress, pratique and medical advice messages.
TUGS: I.P.A. tugs (of 2,000 b.h.p.) are available to assist in berthing and unberthing.
BERTHING: The Terminal consists of a piled structure, in 12 fathoms of water, having one tanker berth on each side with suitable mooring dolphins and platforms ahead and astern which are connected by catwalks. The orientation is 320°/140°. There are two berths. The maximum loading rate, with only one berth in use, is 9,000 tons per hour. With both berths in use the maximum loading rate at each is 4,500 tons per hour. Fire-fighting towers are provided, also helicopter platform. Loading is by "Woodfield" flow booms offering 2 or 4, 12 in. hoses. Vessels of the order of 120,000 dwt can be accepted at either berth.
The S.G. and A.P.I. and temperature of the crude oil will be supplied to the Master on radio request.
MEDICAL: An Iraqi Ports Administration Medical Dresser will always be available to attend to quarantine matters, deratisation certificates, etc. A doctor can be made available, through vessel's Agent, upon prior request, but necessary to give 24 hours notice to arrange.
FUEL: Not available ex-wharf.
CUSTOMS ALLOWANCES: During vessel's stay at Terminal, one carton of cigarettes only allowed to each crew member.
SAFETY REGULATIONS: Safety regulations and fire fighting procedures will be discussed with the Master on arrival.
GANGWAYS: Ships must supply their own gangways when alongside. Accommodation ladders and other ship side ladders are not suitable.
FRESH WATER: Can be supplied by water tankers if requested 24 hr. in advance at least.
REPAIRS: Basrah Petroleum Company has no facilities to undertake ship repair work of any description.
AGENCY: All Agency work is carried out by the Iraqi State Maritime Transport Company. Cable address: Bawakhir Basrah, or Bawakhir Fao. Masters of tankers should contact the Agent through Basrah Radio Station prior to arrival. Agent's representatives are not housed on the island. Ship's documents for port clearance purposes are passed by them to the Agent for action. Stores and provisions will be sent out by the Agent, given sufficient prior notice.

Israel

ASHDOD: inc. Ashkelon. 31.49 N. 34.39 E.

DOCUMENTS:
3 Crew Lists, and Crew Passports or Seamen's Books.
1 Provisions List.
1 List of Articles in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Master to declare firearms and rounds of ammunition.
4 Passenger Lists.
Stowage Plan and Manifest to be mailed in advance, preferable Master to cable 72 and 78 hours before arrival holds workable and gangs required also draft foreward and aft on arrival.

PILOTAGE: ETA through Haifa Radio 4XO addressed to Agent at least 12 hours before arrival. Pilot station and boat equipped VHF Channel 14 contact above channel for instructions. Pilot boards about ½ mile off port entrance between W. to N.W. from breakwater head (green light).

In bad weather, when boarding impossible, vessel is guided into harbour by VHF or tugboat waiting at entrance, at Master's consent.

Pilot ladder as per Safety of Life at Sea. Vessel should head about 4 points into weather. Recommended two life lines running along ladder, one each side, ropes 2½"–3" cir.

ANCHORAGE: All area open sea, no recommended safe anchorage, but vessel should avoid anchorage near fairway and too close to oil installation buoys.

RESTRICTIONS: Pilotage available 24 hours. Enter according arrival time or berths available. Vessels at anchorage awaiting berth keeps watch Channel 14 VHF.

MAX. SIZE: Draft limitations at Bulk Pier: Summer, 11 metres. Winter, 10·5 metres. Draft limitations other piers: 9·8 metres. No limits length or breadth. Tankers see below.

HEALTH: Free pratique by radio is granted on request by the International Quarantine Message to the Quarantine Station round the clock.

RADIO: Haifa Radio 4XO.

TUGS: 1 of 1,500 h.p., 2 of 1,000 h.p. Each charge included in pilotage charge for normal berthing attendance. Tugs await at port entrance and act on Pilot's instructions. Vessel's lines are requested.

TANKERS: Terminal situated at Ashkelon where tankers load crude oil by under water pipe-lines. Size of vessel is unlimited due to the depth of water. The loading rate is about 30,000 tons in 12 hours. All services such as supply of bunkers, provisions, water, crew changes, must be carried out at Ashdod roadstead where health and immigration officials board. Vessels not requiring any services at Ashdod may call directly at Ashkelon, only paying light dues and anchorage dues.

FRESHWATER: Fresh water supplied by taps at 220 tons per hour or by barge. Minimum supply is 30 T.

FUEL: Supplied by trucks, or supplied by special barges. 24 hours advance notice required.

CONSULS: All Consulates in Tel-Aviv approx. 40 km. Available by telephone.

REPAIRS: No dock, but minor repairs effected.

GANGWAY/DECK WATCHMEN: Not compulsory. Port guard keeps gangway watch.

OPENING/CLOSING HATCHES: Performed by stevedores. Mechanical hatch covers operated by crew.

CUSTOMS ALLOWANCES: 200 cigarettes, one open bottle of spirits per person.

IDENTITY CARDS: Issued by port police on arrival.

TIME: Local standard time is two hours ahead of Greenwich Mean Time.

AIRPORT: Lod, served by regular air lines, distance 35 km.

HOLIDAYS: Port business is suspended on the following holidays: Saturdays; The two days of the Jewish New Year (Rosh Hashana); The Day of Atonement (Yom Kippur); The first and the last day of the Feast of Tabernacles (Sucot); The first and the last day of Passover (Pesah); Pentecost (Shvuot); Independence Day. The first of May is observed by the port workers as Labour Holiday and therefore no work is done in the port on that day.

POLICE/AMBULANCE/FIRE: Police, Ambulance, Fire Services, telephone 22222.

AUTHORITY: Israel Ports Authority – Port of Ashdod, POB 16, Ashdod. Tel. No. 055–32121. Telex No. 69622, Cables: Ashnam.

AGENT: M. Dizengoff and Co. Ltd., PO Box 4001, Ashdod, Israel. Tel. 21581/7. Telex 03–814, 03–836.

EILAT (Elath): 29.32 N. 34.57 E.

DOCUMENTS:
For Customs:
Customs Questionnaire, Crew Customs Declaration, Stores List, Crew List Passengers List, Foreign Currency List, Narcotics List, Arms List, Import Cargo Manifest, Transit Cargo Manifest.
For Quarantine:
Maritime Declaration of Health, Valid Vaccination Certificate for smallpox all crew and passengers Deratisation (exemption) Certificate.
For Border Control:
1 Police Questionaire, 2 Crew Lists, 2 Passenger Lists, Seamen Books and travelling documents of passengers.

PILOTAGE: Compulsory, ordered through Agent. When unable to contact Agent, pilot can be ordered by contacting Harbour Master by Eilat Radio, or by VHF Channel 14. Vessel due to berth awaits opposite oil installations located approximately 2½ cables S. of the main jetty. Vessels requesting Pilot for anchoring stop opposite the main end of the North jetty. Tankers waiting Pilot for oil installations to stop ½ mile South of oil installations. Pilot motor launch, red hull, grey superstructure amidships stationed at north end of main jetty. Pilot ladder complying with all safety regulations and properly lighted during dark hours is necessary. Vessels awaiting pilot should anchor only in designated area.

ANCHORAGES: Boundaries of area marked by lines connecting following positions:
(A) 29° 32′ 51″ N. 34° 57′ 19″ E.
(B) 29° 32′ 26″ N. 34° 58′ 34″ E.
(C) 29° 31′ 40″ N. 34° 58′ 27″ E.
(D) 29° 32′ 31″ N. 34° 57′ 06″ E.
Average depth 25 fathoms. If arriving at port for first time, do not try anchoring anywhere outside anchorage area.

MAX. SIZE: For berthing alongside main cargo jetty, length 528 metres, max. draft up to 39 ft.

Additional cargo jetty length 70 metres, max. draft up to 19 ft.

North Oil Jetty accommodates tankers up to 125,000 dwt. with draft of 56 ft.

South Oil Jetty can accommodate tankers up to 500,000 dwt. Depth of water alongside 94 ft.

HEALTH: Free pratique may be requested by cable via Haifa or via Eilat Radio from Quarantine Authorities. If suspected disease or fever on board immediately advise Quarantine Eilat with all details.

RADIO: Call sign Eilat Radio 4XA. Full details working hours and frequencies found in Admiralty List Radio Signals and similar publications. Good radio connection with Eilat can be obtained also via Haifa Radio, call sign 4XO, operating continuously.

TUGS: Tugs meet vessel off quay. Lines not usually used as tugs usually push. When needed, ship's lines used.

BERTHING: No difficulty except at times of strong Southerly winds when small vessels may have to leave quay and proceed to anchorage or sea, due to strong swell.

STEVEDORES: Booked by ship's Agent. All details of cargo distribution and storage to be cabled in advance to Agent.

MEDICAL: Hospital facilities available. Crew member or passenger must have valid international cert. for smallpox.

DENSITY: 1030.

FRESH WATER: Available in unlimited quantities and supplied at all jetties. No facilities for supplying fresh water at anchorage.

FUEL: All grades supplied in small quantities by road tanker.

BULK HANDLING FACILITIES: Two heavy lift cranes for container handling installed on main cargo jetty. Capacity 25 tone each.

DEVELOPMENTS: Installing Syncrolift with lifting capacity of 1,200 tons. Construction of General Cargo quay, depth alongside 22 ft.

OPENING/CLOSING HATCHES: Normally by stevedores.

CUSTOMS ALLOWANCES: Every crew member is permitted to keep 200 cigarettes or the equivalent amount of other tobacco, out of bond. Every crew member is permitted to keep one bottle of spirits and one bottle of wine, out of bond.

IDENTIFICATION CARDS: Every crew member going ashore should have a shore leave pass. Shore leave passes will be received from the border control officer after the vessel is cleared.

CONSULS: There are no consulates in Eilat. All consulates are in Jerusalem or in Tel-Aviv.

REPAIRS: All afloat deck and engine repairs can be performed by local workshops.

REPATRIATION: There are all facilities for arranging repatriations or crew changes.

AIRPORT: Eilat Airport is used at present for internal traffic only. There are 8 flights daily from Eilat to Tel-Aviv except on Saturdays. From Tel-Aviv there is good transportation to Lod International Airport.

TIME: Local time is GMT plus 2 hours; no summer time is kept.

HOLIDAYS: No cargo work is usually performed during official holidays or Saturdays. The official holidays are: Passover (2 days during April); Independence Day (1 day end April/beginning May); First Harvest Day (1 day end May/beginning June); Jewish New Year (2 days, September); Day of Atonement (1 day end September); Feast of Tabernacles (2 days, October). No cargo work is usually performed during 1st of May although it is not an official holiday.

TELEPHONES: At present there are no facilities to arrange telephones on board ships.

SHORE LEAVE: Crew members are granted shore leave.

DELAYS: Normally vessels arriving after midnight are berthed only at daybreak, before the beginning of the morning shift.

AUTHORITY: Israel Port Authorities, Eilat Port Management, PO Box No. 37. Phone: 2191–8. Telex: Local only 621.

AGENT: M. Dizengoff and Co. Ltd., POB 11, Eilat. Tel. 2146–7. Telex No. 0529.

HAIFA: 32.49 N. 35.00 E.

DOCUMENTS:
3 Crew Lists, and Crew Passports or Seamen's Books.
1 Provisions List.
1 List of Articles in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Master to declare firearms and rounds of ammunition.
4 Passenger Lists.
Stowage Plan and Manifest to be mailed in advance, preferable

Master to cable 78 hours before arrival holds workable and gangs required, also draft foreward and aft on arrival.

PILOTAGE: Compulsory for all merchant and foreign naval vessels. Pilotage service is rendered round the clock. Vessels are boarded by Pilot seaward of the main breakwater.

ANCHORAGE: Vessels shall not anchor within the prohibited areas and must keep clear of the fairways of the main harbour and Kishon Zone.

MAX. SIZE: The width of the entrance channel to the main port, between the main and lee breakwaters, is 183 m. The depth of the entrance is 12 m. The width of the entrance to the Kishon Harbour is 70 m., with a minimum depth of 8·50 m. Vessels of maximum draft 35 ft. can be safely accommodated in the main port: in the Kishon harbour accommodation is limited to vessels of 24 ft. draft. Depth in both harbours are maintained by dredging at regular intervals.

Tankers: Up to 50 ft. draft at buoy moorings.

RADIO: Radio-telephone service from ship-to-shore and vice versa via Haifa Radio, call sign 4XO. Ships in port may also be connected to the Israeli telephone system.

The port has a signal station equipped with a modern 60 kw R/T installation, working on the frequencies 156·60 Mc/s, Channel 12, and 156·70 Mc/s, Channel 14. The station is licensed for port operation only and is in continuous service. For all other ship-to-shore communication contact Haifa Radio, call sign 4XO.

The Israeli Meteorological Service broadcasts twice daily the weather forecast in English for East Mediterranean area over Haifa Radio.

HEALTH: Free pratique by radio is granted on request by the International Quarantine Message to the Quarantine Station round the clock (including holidays) via Haifa Radio, call sign 4XO on 500 kc/s.

Medical advice by radio for all ships may be obtained through Haifa Radio 4XO free of charge. Call "Medico Haifa".

There is no special quarantine anchorage.

Vaccination against smallpox is required from arrivals, except those who were resident in a European country, in Canada or in the U.S.A. for more than 14 days before disembarkation in Israel, provided those countries are free from smallpox.

TUGS: Vessels obtain tug assistance, if required, for entering or leaving the harbour and for shifting.

BERTHING: Ships moor normally to wharves and jetties, and to a lesser extent stern to the main breakwater.

Main Harbour

The main harbour is situated on the Southern shore of Haifa Bay at lat. 72° 48″ N., long. 35° 01″ E. It is protected by two breakwaters: the main breakwater, 2,210 m. long, in the North, and the lee breakwater, 745 m. long, in the East.

The harbour basin covers an area of 1,050,000 m² (about 260 acres). The main port's land area amounts to 630,000 m² (about 155 acres).

Kishon Auxiliary Harbour

To the East of the main port, around the lower reaches of the Kishon rivulet, lies the Kishon Auxiliary Harbour. It consists of an outer harbour basin that is protected by two breakwaters of 600 m. and 350 metres length respectively, and a main channel of 1,045 m. length, of which the first stretch of 700 m., measured from the entrance to the outer harbour basin, has a depth of 8 m. while the second stretch of 345 m. has a depth of 6·50 m. A side channel, 213 m. long and 4 m. deep, which branches off the main channel toward the East, serves as a fishing dock. Another side channel 350 m. long and 8 m. deep serves as holding basin of the shipyard.

Wharves

Main Port	*Length metres*	*Depth metres*
Main Wharf	171	9·4
	400	9·4
	442	11·0
	270	11·5
	40	11·5
	170	9·0
	48	9·0
Cargo Jetty	205	9·0
	85	9·0
Oil Jetty	350	10·7
	330	9·8
East Lighter Wharf	110	4·4
West Lighter Warf	220	3·0
Kishon Zone		
Cargo Wharf	355	6·5
	285	8·0
Fishing Dock	213	4·0

BULK HANDLING FACILITIES: *Coal:* Coal imports are usually handled by grabs fixed to shore cranes.

Grain: Two mobile elevators on main wharf with combined unloading capacity of 465 tons per hour.

Chemicals: Chemicals in liquid bulk unloaded and loaded at chemical tank farm in Kishon Zone. Terminal jetty suitable for tankers up to 20,000 dwt. with draft 22 ft. 6 in.

Containers – presently containers are discharged and loaded in the Western area of the port, having all facilities to handle 20 ft. and 40 ft. containers. A container terminal is in the process of being established in the Eastern part annexed to the Oil Dock Breakwater. Operational by mid-1973.

TANKERS: Up to four oil tankers can be accommodated at one time at the Oil Jetty, two on each side (draft 28 ft.–33 ft.).

In the Roadstead

There are three submarine oil loading and unloading berths, each connected to a submerged pipe-line, two to 12 in. dia. pipe-lines and one to a 32 in. dia. pipe-line.

Berth No.	*Situation in relation to harb. entrance*	*Diameter*	*Extension from shore*	*Direction*	*Depth under water*
1	1¾ m. N.E.	12″	4,200′	307°	52′ *
2	1¼ m. N.E.	12″	4,500′	290°	52′ *
3	½ m. N.E.	32″	10,000′	319°	58′ **

The signal station ashore opposite berth No. 3 has two signal masts. Vessels moor with their own two anchors ahead and mooring lines to two buoys astern. The Oil Company's mooring master acts as a pilot until the vessel is moored and supervises the connecting and loading or discharging, remaining aboard until sailing time.

Throughput Rates

Vessels load or unload up to 1,000 tons per hour through 10 in./12 in. pipe-lines on the Oil Jetty and up to 700 tons per hour at the 12 in. pipe-line submarine berths. The 32 in. pipe-line berth is destined for loading or unloading supertankers at the rate of up to 2,000 tons per hour.

MEDICAL: Hospital facilities available. Agent will board vessel with Company doctor if so required by the Master.

FRESH WATER: Drinking water is plentiful and of satisfactory quality; no treatment is needed as water is frequently examined and chlorinated when required. The water is supplied by hydrants from shore or by water-barge at a delivery rate of 30–50 ton per hour. Boiler water not available.

FUEL: The following grades of oil are available for supply as bunkers:

Heavy Fuel Oil	1,500 secs. Red. 1 at 100°F.
Light Fuel Oil	450 secs. Red. 1 at 100°F.
Marine Diesel Oil	Standard Grade
Gas Oil	Standard Grade

The oil is supplied direct from Oil Dock or from barges. Bunkers are normally supplied between 7.00 a.m. and 15.15 p.m. on working days; at any other time by special arrangement. Delivery rate from Oil Dock is up to 500 tons (3,500 bbls.) per hour and from barges up to 150 ton (1,000 bbls.) per hour.

REPAIRS: Israel Shipyards Ltd. run a modern shipyard, situated in the Kishon Zone, capable of building ships of up to 10,000 ton deadweight and to handle hull repairs, conversions, engine repairs and repairs of electric equipment.

The yard operates 2 floating docks with a lifting capacity of 7,500 and 1,100 tons respectively.

Vessels which need no dry docking can be repaired at the shipyard's quay, totalling 400 m. length with 7–8 m. depth. Ogen Ltd. also undertake ship repairs.

STEVEDORES: Enable Agent order gangs, important obtain 48 hours advance accurate ETA from vessel. Failure give precise ETA may result in ship losing 12/24 hours, also cost gang waiting time. No work on official holidays.

Working Hours

Work is usually carried on in two shifts: the first shift is from 06.30 to 15.30 hrs., with one hour's break as noon on ordinary working days, or from 06.30 to 13.30 with no break at noon, on the eve of Saturdays and holidays. The second shift is from 16.30 to 23.30 hrs. on ordinary working days and from 14.30 to 21.30 hrs. on the eve of Saturdays and holidays. Occasionally, in order to complete work on a ship or for special cargoes, a third shift is worked from 24.00 to 06.00 hrs. on ordinary working days and from 22.00 to 04.00 hrs. on the eve of Saturdays and holidays.

GANGWAY/DECK WATCHMEN: Not compulsory. Port guard keeps gangway watch.

OPENING/CLOSING HATCHES: Performed by Stevedores. Mechanical hatch covers operated by crew.

CUSTOMS ALLOWANCES: 200 cigarettes, and one open bottle of spirits per person.

IDENTITY CARDS: Issued by port police on arrival.

TIME: Local standard time is two hours ahead of Greenwich Mean Time.

AIRPORT: International air connection from Lod Airport, 105 km. from Haifa.

CONSULS:

Austrian	Liberian
Belgian	Norwegian
Ivory Coast	Spanish
Guatemala	Finnish
Danish	Panamanian
Holland	French
Yugoslavian	Swedish
Greek	

HOLIDAYS: Port business is suspended on the following holidays: Saturdays; the two days of the Jewish New Year (Rosh Hashana); the Day of Atonement (Yom Kippur); the first and the last day of the Feast of Tabernacles (Sucot); the first and the last day of Passover (Pesah); Pentecost (Shvuot); Independence Day. The first of May is observed by the port workers as Labour Holiday and therefore no work is done in the port on that day.

GENERAL:

Persons Boarding Vessels

No person shall be allowed on board any vessel unless he is in possession of a boarding pass which must be shown on demand to the police officer at the gangway.

Passes for boarding cargo vessels on business are issued by the Port Management; passes for boarding cargo vessels for any other purpose and passes for boarding passenger vessels are issued by the Frontier Control Section of the Port Police.

Swimming
Swimming in Haifa Harbour is strictly forbidden and Masters should instruct their crews accordingly.
Use of Ship's Boats
The use of ship's boats is forbidden in Haifa Port. A public motor-launch service is available for the convenience of ship's personnel. The signal to call the motor-launch is as follows:
By day: The international Code of Signals Flag "N" hoisted at the yard.
By night: Repeated flashing light signalling of the International Morse Signal "N".
Photographing
Photographing in the port area is strictly forbidden without a written permit issued by the Commander of the Port Guard.
SHORE LEAVE: Shore leave passes are obtainable at the Frontier Control Section of the Port Police Station. Applications for the passes shall be filed with the Boarding Officer, Port Police. All shore leave passes must be surrendered to the Boarding Officer before departure of the vessel.
AUTHORITY: Israel Ports Authority, POB 539, Haifa. Cable address: Malhof. Tel. 66561, 41161.

AGENT: Messrs. M. Dizengoff and Co Ltd., POB 300, Haifa. Telegrams: Dishipping, Haifa. Telephone No. 43371. Inland Telex No. 044827. International Telex No., Haifa 044814/044815 (two lines).

Italy

ANCONA: 43.37 N. 13.32 E.

DOCUMENTS:
4 copies Crew Lists.
1 copy Provisions List.
1 copy B/L every set.
1 copy General Cargo Manifest.
3 copies Crew Dutiable Articles (slop-goods).
5 copies Passenger List (in transit or not).
PILOTAGE: Pilot usually boards vessel range 1–2 miles from harbour's entrance (red light) in fine weather conditions. Pilot house situated near the "red light" – pilot boat of international type. If bad weather Pilot boards vessel at harbour's entrance. Compulsory for vessels over 500 GRT.
ANCHORAGES: In Ancona roads at Master's discretion (Pilot available for anchorage).
RESTRICTIONS: Tankers berthed in daytime only.
MAX. SIZE: Falconara Oil Terminal: up to 44 ft. draft.
Ferruzzi Silos: up to 30 ft. draft.
General Cargo Berths: up to 28 ft. 6 in. draft.
HEALTH: Sanitary pratique obtainable by radio according International Rules by cabling "Sanimare Ancona" between 12 to 6 hours before arrival.
RADIO: Ancona Radio "ICA" – frequency 500 kc/s. – working frequency 489 kc/s. By radio telephone: Ancona Radio PT "IPA", kc/s 2182. (Service for VHF to be installed within a short period of time.)
TUGS: Usually join vessel at harbour entrance – ship's lines used, compulsory for vessels of over 3,500 GRT.
STEVEDORES: ETA usually tendered to Agent 72/48/24 hrs. prior arrival in order arrange gangs.
MEDICAL: Assistance available if required.
BULK HANDLING FACILITIES: *Grain:* Silos operated by Ferruzzi and ICIC. Discharging rate 2,500 metric tons per 16 hours.
Ore: Discharging rate 1,200 metric tons each shift of 8 hours.
TANKERS: *Falconara Oil Terminal.* Owned by Anonima Petroli Italiana S.P.A. 1 hose of 16 in., 1 hose of 12 in., 2 hoses of 14 in., 1 hose of 8 in. (for bunker), 1 hose of 4 in. (for water), 1 flying hose for fresh water about 70 mm., 1 flying hose for bunker of 100 mm.
Permitted draft up to 42 ft.
Sea Buoy Berth. Situated 600 metres N.W. of the terminal, for discharging crude oil. Seven pipe-lines with the following size: 1 for fresh water (3 in)., 1 for crude oil (300 mm.), 1 for fuel oil (200 mm.), 1 for gas oil and diesel marine (200 mm)., 1 for gasoline (200 mm.), 1 for gasoline (300 mm.).
Permitted draft is about 44 ft.
Jetty: A tanker berth is situated at 300 metres from the end of the jetty, used for vessels with draft not over 19–20 ft.; one pipe-line of 200 mm. for gasoline. A further berth at the pier is being constructed to take vessels with draft not over 26 ft.
FRESH WATER: Available from quay. Straight time plus increase for overtime and holidays.
FUEL: All grades available. (Note: marine diesel obtainable not distilled but mixed fuel/gas oil.) Delivered by pipe-line or barge.
GANGWAY/DECK WATCHMEN: Not compulsory but recommended.
OPENING/CLOSING HATCHES: Optional crew or stevedores.
CERTIFICATES:
Radio Telegraphy.
Load Line.
Tonnage.
Class.
Registry Safety Equipment.
Deratting, etc.
Italian Anchorage Dues Bill, if already paid.
CUSTOMS ALLOWANCES: Tobacco. 50 cigarettes for each man during vessel's stay at Ancona – British/U.S.A. flag vessels may obtain after a certain period of stay another ration of 50 cigarettes per man. Seals cannot be opened. Wines/vermouths/beer no restrictions. Spirits ¾ bottle depending on the number of crew.
IDENTIFICATION CARDS: Passport or seaman's book required.
CONSULS:
Swedish Consul, tel. 23252
French Consular Attache, tel. 22879
REPAIRS: Minor engine/electrical, carpentry repairs can be effected.
DRY DOCKS: One for up to 500 dwt.
REPATRIATION: From April to October weekly regular lines to Greece/Yugoslavia/Cyprus/Israel every fourth night.
AIRPORT: Falconara – 14 km. from Ancona. Direct flight to Rome/Milano, connection for international flights.
TIME: In winter plus 1 hour to GMT. In summer 2 hours to GMT.
HOLIDAYS: National and local holidays: 1st January, 6th January, 19th March, 25th April, 1st May, 4th May (local), Easter and day after Easter, Ascension Day, Corpus Christi, 2nd June, 29th June, 15th August, 1st November, 4th November, 8th December, 25th–26th December. Work can be arranged if required in time and subject to Harbour Master agreement.
POLICE/AMBULANCE/FIRE: Port Police, tel. 31030; Fire Station, Port, tel. 31715; Red Cross, tel. 23332; Yellow Cross, tel. 22680.
TELEPHONES: No facilities for connecting to vessels.
GENERAL: All tankers proceeding to Falconara must approach Ancona roadstead for Pilot and pratique.
AUTHORITY: Il Comandante, Colonello di Porto, Ancona.

AUGUSTA: (including Priolo): 37.13 N. 15.14 E.

DOCUMENTS:
Certificate of Registry.
Certificate of Freeboard.
Cargo and Gear Safety Certificates.
Radio Safety Certificate.
Safety Construction Certificate.
Derat. Certificate or Exemption.
Crew Lists (at least 6 copies).
Passenger Lists (at least 6 copies).
Customs Manifest.
Maritime Declaration of Health.
Bills of Lading.
Vaccination Certificates.
PILOTAGE: Compulsory for vessels over 500 tons. Pilot available day and night. Vessels requiring a Pilot should display appropriate International Code Signals, should approach and anchor if necessary about 1 mile from the principal entrance. Pilot boat is black with a white band, letter "P" is painted in amber on each side of the bow. Pilot boards about 1 mile from main entrance. In bad weather the launch will wait inside the breakwater by the main entrance. Pilot station telegraphic address is Augusta Piloti. ETA should be given 12 hours in advance. Vessels with VHF can contact Augusta Piloti on Channel 12.
ANCHORAGE: Within breakwater. Max. draft 25 ft.
MAX. SIZE: Depending on berth depth. Max. draft for port entrance is 55 ft. Tidal effect is negligible.
HEALTH: Pratique may be allowed by radio, request to Sanimare Augusta between 12 to 6 hours prior arrival, advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. If not requested by radio, pratique is given on arrival. Pratique is automatic for vessels coming from an Italian port.
RADIO: Roma Radio or Augusta Radio. Vessels with VHF may contact Augusta Radio on Channel 16 between 0800 and 2200 hours.
TUGS: Available, join vessel inside breakwater entrance.
BERTHING: Vessels may berth at all hours, except at Shell and Sincat installations where berthing is only in daylight hours. At Esso berths 10 and 11, vessels may use wire ropes only if the eyes are made of manila or nylon. Permitted draft at each berth is as follows:

No. 1 14 ft.	No. 10 43 ft.	No. 19 38 ft.	No. 28 18 ft.
No. 2 28 ft.	No. 11 52 ft.	No. 20 55 ft.	No. 29 29 ft.
No. 3 14 ft.	No. 12 28 ft.	No. 21 55 ft.	No. 30 30 ft.
No. 4 18 ft.	No. 13 24 ft.	No. 22 38 ft.	No. 31 32 ft.
No. 5 30 ft.	No. 14 24 ft.	No. 23 23 ft.	No. 32 14 ft.
No. 6 18 ft.	No. 15 35 ft.	No. 24 15 ft.	No. 33 18 ft.
No. 7 26 ft.	No. 16 35 ft.	No. 25 43 ft.	No. 34 26 ft.
No. 8 34 ft.	No. 17 17 ft.	No. 26 38 ft.	No. 35 27 ft.
No. 9 28 ft.	No. 18 24 ft.	No. 27 35 ft.	No. 36 13 ft.

BULK HANDLING FACILITIES: Phosphates, chemicals, fertilisers handled at Sincat Berths, equipped with conveyor belts handling capacity 2,000 tons per day.
Cement shipped at Pier No. 13 equipped with conveyor belt loader, capacity 300 tons per day.
MEDICAL: Medical and hospital facilities available. Vaccinations done ashore. Advance notice preferred for assistance required on arrival.
TANKERS: Slop disposal facilities available. Loading/discharging lines are from 6–12 in. diameter.
DENSITY: 1024 to 1026.
FRESH WATER: Available by barge.
FUEL: All grades available by pipe-line or barge; suppliers Esso, Shell, B.P., Agip, Mory, Mobil, Gulf. Forty-eight hours notice required.
DEVELOPMENTS: Planned to dredge port entrance and principle berths to a depth of 22 m.

GANGWAY/DECK WATCHMEN: Employment of shore watchmen advisable.
OPENING/CLOSING HATCHES: Normally by ship's crew.
CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man.
IDENTIFICATION CARDS: Shore passes given by local police.
CONSULS:
Liberia tel. 75341.
Panama ,, 75061 and 75373.
Norway ,, 75182.
REPAIRS: No repairs permitted while alongside tanker berths. May be done in the anchorage subject permission of port authorities.
REPATRIATION: No difficulties.
AIRPORT: Nearest at Catania, can be reached in 40 minutes by car. Daily flights to Rome and Milan for international connections.
TIME: GMT plus one hour. Summer time, May to September, GMT plus 2 hours.
HOLIDAYS: Tankers not effected. 1st January; 6th January; 19th March; Easter Monday; 25th April; Ascension Day; Corpus Domini; 1st May; 2nd June; 15th August; 4th November; 8th December; 25th December.
POLICE/FIRE/AMBULANCE: Police, tel. 75555; Ambulance, 75000; Fire, 74777.
TELEPHONES: Situated at all berths. No direct connection to vessels.
SHORE LEAVE: Allowed at all times.
AUTHORITY: Ufficio Circondoriale Marittimo, Riva Darsena. Tel. 74001.

BAGNOLI: 40.48 N. 14.10 E.

DOCUMENTS: An arrival report is required wherein are indicated main particulars of vessels entering. All vessels coming from abroad and or from another Italian port must have ready before arrival following documents:
5 Crew Lists.
5 Passenger Lists.
Store List in duplicate.
International Health Declaration.
Cargo Manifest.
PILOTAGE: Pilot is available any time of day. Usually boards vessels three miles out of port. Vessels requesting pilot service to use flag, sound and morse signal "G". No VHF available. Pilotage is compulsory for anchorage. Full pilotage fee is due even if anchored without Pilot. On departure 30 minutes will be sufficient notice for having Pilot and tugs ready. In case of bad weather (Bagnoli area is exposed to South-south-western winds) vessels to shift out of piers or change anchorage into Baia roads (sheltered natural bay three miles from Bagnoli in direction W.).
ANCHORAGE: Depths ranging from 11 to 15 metres. Sandy bottom.
RESTRICTIONS: Vessels can enter port at any time of day. No restriction for night departures.
MAXIMUM SIZE: Draft 40 ft., largest vessel allowed is 80,000 tons DW.
HEALTH: Free pratique can be requested via radio cabling to Health Officer of Naples. Cable address: Sanimar, Naples.
RADIO: Naples Radio.
TUGS: One tug available, if more required they come from Naples. Time taken approximately 2 hours.
BERTHING: One pier length 357 m. Max. depth 41 ft. 3 in.
STEVEDORES: Available. Rate of discharge 1,500/1,700 tons per hour.
FRESH WATER: Available from pier. Rate of delivery 20 tons per hour, or by barge.
FUEL: All types available always delivered by barge, 48 hours notice required.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: Tobacco, 50 cigarettes per crew member. Wine/spirit, 1 bottle opened.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: Small repairs undertaken.
TIME: GMT plus 1 hour winter. GMT plus 2 hours summer.
HOLIDAYS: See "Naples".
POLICE/AMBULANCE/FIRE: Police 602553; Ambulance 520696; Fire 330210; Port Office 602564.
SHORE LEAVE: Allowed.
AUTHORITY: Ente Autonomo del Porto di Napoli.

BARI: 41.08 N. 16. 52 E.

DOCUMENTS: On arrival:
5 Crew Lists.
3 Provision Lists.
3 Lists of Articles in possession each crew member.
Customs Documents.
Cargo Manifests.
Bills of Lading.
Ship's Papers.
PILOTAGE: Pilot boards vessels on arrival by motor-boat near harbour entry, outer buoy. Pilotage compulsory for vessel over 500 GRT inward or outward, shifting vessels from one point to another in or out of port.
Pilot call: Letter "G" of International Code. Pilot attending day and night. For services from 17.00 hrs. to sunset, or from sunrise to 08.00 hrs. the dues are increased.
ANCHORAGE: Good anchorage in all weathers, but precautions should be taken against winds from North. Rocky bottom covered by mud. Bad holding ground. Strong range in the port when bad weather. Not allowed to anchor in fairway except in case of emergency. Anchorage usually allowed East side of Nuovo Molo Foraneo at a distance of about 1 mile from shore.
RESTRICTIONS: Maximum depth at harbour entrance 40 ft., width 793 ft. Depth of water at berths from 33 ft. to 40 ft.
MAX. SIZE: Maximum permissible length 800 ft. for oil carriers proceeding to oil pier. Max. draft 39 ft.
HEALTH: Masters can request free pratique by radio applying to "Sanimare-Bari". Free pratique automatic for vessels coming direct from other italian port, and "Q" flag not to be flown on entering. In event of any suspected disease or fever on board, Master should inform Sanimare Bari, not permitting anybody to board the vessel before doctor's inspection.
RADIO: Radio Roma, call sign IAR.
TUGS: Tugs normally join vessel outside harbour entrance. Towage service is carried out by following tug-boats belonging to "Rimorchiatori Napoletani": *Camaldoli* of 674 I.H.P.; *Città di Trieste* of 812 I.H.P.; *Mastino* of 1,105 I.H.P. Basic tariff is increased by 20% when the towage rope is given by tug-boat.
BERTHING: When specific side alongside berth is required by stevedores, Agents radio Master prior arrival and advise Pilot. Otherwise side alongside at Master's option after conferring with Pilot. Depth at piers 20/38 ft. dependent location. No shore fenders alongside quays.
BULK HANDLING FACILITIES: Grain discharge by two suction pipes at rate of 90 to 100 metric tons per hour each.
STEVEDORES: Important to give ETA in good time. Normal working hours: Winter time (weekdays), 08.00–12.00, 13.00–17.00. Saturdays, 08.00–13.00. Summer time (weekdays), 08.00–12.00, 14.00–18.00. Saturdays 06.30–13.00.
Overtime: From 06.00 to 08.00 the tariff to be increased 25%; 12.00 to 13.00, 50%; 17.00 to 20.00, 25%; 20.00 to 06.00, 70%.
For handling pieces over 1,000 kilos, increase of 50% on the tariff. For unhealthy work, increase of 30% on the tariff.
Sunday. From 00.00 to 08.00 the tariff to be increased 100%; 08.00 to 12.00, 50%; 14.00 to 18.00, 50%; 12.00 to 14.00, 100%; 18.00 to 24.00, 100%.
MEDICAL: Not necessary for Agents to receive advance notice of required medical attention. Hospital facilities available.
TANKERS: Not allowed to do any degassing of tanks or any kind of repairs to vessel without Harbour Office permission.
Cleaning and degassing of tanks not allowed in port. Inspection of tankers and gas-free certificate can be obtained. Only clean ballast can be discharged in port.
Diameter of load-discharge pipelines at oil berth are:
20 in., 16 in. and 12 in. pipe-line for crude oil; 12 in and 18 in. pipe-line for fuel oil; 8 in. pipe-line for gasoil; 8 in. pipe-line for gasoline.
Crude oil discharged to Stanic refinery from Berths No. 31 and No. 4 (Molo Foraneo) suitable for tankers up to 39 ft. draft.
Fuel and other refined products discharged at Berth Nos. 31, 32, 33 and 34.
DENSITY: Salinity 36%.
FRESH WATER: Available at all berths served with hydrants. Good drinking water supplied by Ente Acquedotto Pugliese. No barge available to carry water in the harbour and in the roads. Tugs may be used for this purpose.
FUEL: Available. 3 days advance notice required.
DEVELOPMENTS: Expected draft increases in the near future for berthing tankers up to 80,000 tons.
GANGWAY/DECK WATCHMEN: Service of watchmen is recommended: shift of 10 hrs.
OPENING/CLOSING HATCHES: Normally carried out by stevedores. Opening or closing of hatches charged for work carried out during usual working hours.
CUSTOMS ALLOWANCES: 50 cigarettes only are given to each crew member out of bond on vessel's arrival. Wine is permitted to be held out of bond but no spirits allowance permitted.
IDENTIFICATION CARDS: Shore leave pass is compulsory.
CONSULS:

Great Britain	Holland
France	Spain
Belgium	Germany
Portugal	Norway
Liberia	Turkey
Sweden	Monaco
Denmark	Ethiopia
Switzerland	Bolivia
Greece	Austria

REPAIRS: Workshops and shipyards are capable to carry out repairs to hull and engines.
DRY DOCKS: No dry docks are available at Bari. Nearest dry docks are at Taranto.
REPATRIATION: Many facilities for effecting crew changes and possibilities for arranging any necessary repatriations.
AIRPORT: Airport is located about 10 km. North of city. Served by regular airlines with flights for all countries daily.
TIME: Local time one hour ahead of GMT. Alterations to clocks are made from spring to beginning of autumn, giving 2 hrs. advance on GMT.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January) St. Joseph (19th March); Liberation Day (25th April); Labour's Day

(1st May); Easter Monday; Ascension Day; Corpus Domini; St. Nicholas (9th May); St. Nicholas, Patron of the Town (10th May); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

Cargo work can be arranged on above days, and the stevedoring tariff increased as follows:
From 00.00 to 08.00, increase 100%; 08.00 to 12.00, 50%; 14.00 to 18.00, 50%; 12.00 to 14.00, 100%; 18.00 to 24.00, 100%.

POLICE/AMBULANCE/FIRE: Police, 214116; Ambulance, 246552, 341217; Fire, 212518.

TELEPHONES: No arrangements exist for placing telephone on board.

SHORE LEAVE: Allowed.

AUTHORITY: Capitaneria di Porto. Tel. 216860, 211726.

BRINDISI: 40.39 N. 17.56 E.

DOCUMENTS:
3 Crew Lists.
3 Lists of Passengers Disembarking.
3 Lists of Passengers in Transit.
Manifests of Cargo carried, with specification of port of origin and whether for local discharge or in transit. If stowed on deck or below deck.
List of Articles in possession of each crew member, such as cameras, binoculars, portable radios, cigarettes, tobacco or any kind of cheap-priced goods.
Other Certificates required to be on board:
Certificate of Ship's tonnage.
Load Line Certificate.
Deratisation Certificate.
RT Certificate.
Safety Certificate.
Anchorage Dues Receipt (if previously paid).

PILOTAGE: Vessel approaching port should apply for Pilot by hoisting the "G" flag, if by day-time. By night-time, letter "G" will have to be signalled by Morse, to port semaphore (Signal Station) which is located under shore lighthouse showing white flashes.

Telegraphic address of Pilot Station is "Piloti Porto, Brindisi". No ETA required for Pilots as station not equipped with wireless apparatus. Characteristics of pilot boat: gross tonnage, 9·4; power, 65 HP; speed, 8 Knots.

Area where Pilot boards vessel:
In good weather: One mile from harbour entrance.
In bad weather: (*a*) If vessel is heading for inner harbour and is of small tonnage (up to 3,000 tons) pilot boat will steer in a direct line, bows pointing towards vessel, up to entrance to "outer" harbour, where Pilot will board vessel. If vessel is of higher tonnage, she will have to take a "crosswise" position so as to form a sheltered area for Pilot, about one mile from harbour entrance. (*b*) If vessel (tanker) is bound for outer off-shore terminal (Montedison Installation) for discharge of crude-oil, pilot boat will endeavour to approach vessel to communicate impossibility of immediate mooring. Anchorage roads, pending possibility for Pilot to board vessel, are 0.8 miles East/North/East of "Punta Penne" (Capo Gallo).

ANCHORAGES: Besides anchorage point described above, there exists safe anchorages in bay for vessels having a draft of 9 m. (29 ft. 6 in.) and in external harbour for vessels of less than 3,000 tons (gross).

RESTRICTIONS: Tankers of over 1,500 tons gross may berth only from sunrise till sunset. Port berths are inaccessible in unfavourable winds. Passenger or cargo vessels no restrictions.

MAX. SIZE: *Inner Harbour:* Draft not to exceed 9·4 metres (30 ft. 10 in). *Outside Main Port area:* For discharging crude oil at off-shore terminal, maximum draft allowed 11·50 m. (37 ft. 8 in.). For discharging or loading of other refined products of Montedison Installations, depth of berths varies from 4 to 9 m. (from 13 ft. 1 in. to 29 ft. 6 in.).

HEALTH: Apply to "Sanimare, Brindisi" by radio, 12 hours before arrival, and not later than 4 hours before arrival, according to provisions of Health Regulations, notifying in message state of health of crew and port of origin of vessel. Procedure not required if vessel entering after calling at another port in same country.

RADIO: Vessel can communicate ETA messages to Agents through Bari Radio (nearest station) or through Rome Radio which can pick up messages from vessels at sea almost in any part of the world.

TUGS: Tug service is generally effected from Punta Riso–Faro Della Pedagne junction, up to inner harbour. It is customary to use tugs' lines for mooring and unmooring of tankers at terminals outside main port area, in view of the peculiarity of mooring operations and the area where tugs are to operate (subject to surf, choppy seas, winds). Charge for use of tugs' lines is 20% extra on normal towing rates.

TANKERS: Crude oil discharged at offshore buoy mooring for vessels up to 37 ft. 8 in. draft.

Other tanker berths at Inner Harbour for refined products, suitable for tankers up to 28 ft. draft.

STEVEDORES: Always advisable to notify in ETA messages to Agents number of hatches vessel intends working simultaneously to arrange gangs. Normal working hours: From 7 a.m. to 12 p.m. and 2 p.m. to 5 p.m. Overtime: Week-days, 70% increase on normal tariffs. Sundays and holidays: Work performed during normal hours, 50% increase. On overtime, 100% increase.

MEDICAL: Hospital facilities available. For any kind of medical attendance or hospitalisation, if needed, it will be helpful to have port Agents advised by radio in advance.

FRESH WATER: Almost all mooring points alongside wharves are fitted with fresh water distributing hydrants. At off-shore terminals, supply is effected by tugs.

FUEL: Types of fuel available: Bunker "C", viscosity Engler at 50° (centigrade), 16/20; specific weight, ·950/960. Gasoil, viscosity Engler at 20° (centigrade), 1.4; specific weight, ·830. 48 hours advance notice for any supplies required.

FIRE PRECAUTIONS: Firemen always in attendance during loading/unloading operations by oil carriers.

DEVELOPMENTS: Under construction: one pier in outer harbour, which is scheduled to be 200 m. in length (219 yards) with a depth of 12 m. (39 ft. 4 in.).

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: For vessels over 500 tons effecting international voyages:
(*a*) Passenger vessels:
Safety Certificate.
Radio and Radiophone Certificates (latter if included in vessel's equipment).
(*b*) Freighters:
Safety Construction Certificate.
Safety Equipment Certificate.
Radio and Radiophone Certificates.

CUSTOMS ALLOWANCES: 50 cigarettes a day for each crew member, if vessel's stay in port exceeds 24 hours. No allowance if stay is shorter than 24 hours. ⅓ of a bottle of liqueurs only.

IDENTIFICATION CARDS: Not particularly needed besides regular seaman's books.

CONSULS: Vice-Consulate of Denmark, Portugal and Holland, all having the same telephone number: 21123. Vice-Consulate of Spain: telephone: 21039.

REPAIRS: Only minor deck and engine repairs can be carried out locally.

REPATRIATION: Adequate facilities exist for effecting crew changes and repatriations as necessary.

AIRPORT: Distance from local airport 5 kilometres (3 miles). Airport regularly served by Alitalia Airline, ensuring 2 daily flights to Rome, and one daily flight to other Italian cities, including, among others; Naples, Catania, Palermo, Cagliari, and other destinations via Rome. Direct international flights not scheduled from Brindisi.

TIME: Local time one hour ahead of GMT (generally from early June to end September), 2 hours ahead of GMT (summer time).

HOLIDAYS: Officially recognised. Both national and religious holidays include: Sundays; New Year's Day; Epiphany (6th Jan.); St. Joseph's Name Day (19th March); Easter (Easter Monday); Anniversary of Liberation (25th April); Labour Day (1st May); Ascension, Corpus Domini (oscillating dates); Proclamation of the Italian Republic (2nd June); the Saints Peter and Paul Name Day (29th June); Assumption (15th August); All Saints' Day (1st Nov.); National Unity (4th Nov.); the Virgin Immaculate Conception (8th Dec.); Christmas, Boxing Day.

POLICE/AMBULANCE/FIRE: Police, 25555; Ambulance, 21310; Fire, 21222.

TELEPHONES: No current arrangements existing for placing telephones on board.

SHORE LEAVE: Allowed.

AUTHORITY: Comandante del Porto di Brindisi. Cables: Compamare Brindisi. Tel. 21022.

CAGLIARI Sardinia, (including Sarroch) 39.05 N. 09.01 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
2 Provisions Manifests.
2 Manifests of crew personal effects.
Cargo Manifest.
Bills of Lading.
2 Arrival Reports, completed on arrival.
Maritime Declaration of Health, completed on arrival.
Ship's Certificates including Italian anchorage dues.
Vaccination Certificates for sighting.

PILOTAGE: Compulsory for vessels over 500 tons. Requested by ship's Agents. Vessels should wait in the roads for Pilot to board. International Code signals used for calling Pilot. Pilot Station telephone number: 52929. Pilot boards tankers about 2 miles east of oil terminal.

Sarroch. Compulsory for all tankers. Vessels should wait in roads as follows:
G1 – (for tankers of more than 42 ft. draft) Lat. 35° 05′ N. Long. 09° 05′ E.
G2 – (for tankers of less than 42 ft. draft) Lat. 39° 04′ 27″ N. Long. 09° 03′ 15″ E.
G3 – (for tankers of less than 5000 grt.) Lat. 39° 05′ 48″ N. Long. 09° 02′ 00″ E.
Pilot station tel. no. 929057. VHF Channel 16.

ANCHORAGE: All of the roads is available for anchorage except where prohibited zones indicated on charts.

MAX. SIZE: Cagliari port. Max. draft 28 ft. Sarroch, SARAS Terminal, tankers up to 100,000 dwt. Max. draft 57ft.
HEALTH: Free pratique may be requested by radio to Sanimare Cagliari between 12 to 6 hours prior arrival advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
RADIO: Cagliari Radio operating continuously on 2182 Khz., and on 156.8 Mhz.
VHF: *Cagliari.* Harbour Master's Office, Channel 16.
Sarroch. Harbour Master's Office, Channel 16. Pilot Station, Channel 16. Mooring Station, Channel 6. Boat Service Station, Channel 8.
TUGS: Six available, of up to 2,000 h.p.
Cagliari. Normally join vessels at the port entrance.
Sarroch. Normally join tankers at anchorage points and assist berthing at Saras Jetties Terminal.
BERTHING: *Cagliari*
Berth No. 1: Length 68 metres; draft 14 ft.
Berth No. 2: Length 128 metres; draft 24 ft.
Berth No. 3: Length 227 metres; draft 23 ft.
Berth No. 4: Length 123·7 metres; draft 19 ft. 6 in.
Berth No. 5: Length 60·3 metres; draft 20 ft.
Berth No. 6: Length 116·8 metres.
Berth No. 7: Length 92·6 metres; draft 16 ft. 6 in.
Berth No. 8: Length 278·6 metres; draft 25 ft.
Berth No. 9: Length 325·8 metres; draft 27 ft.
Berth No. 10: Length 328 metres; draft 27 ft.
Berth No. 11: Length 203·2 metres; draft 20 ft.
Berths Numbers 2, 3, and 4 reserved daily for passenger ships.
TANKERS: *Sarroch Saras Jetties*
P.1: draft 42 ft.
P.2: draft 39 ft.
P.3: draft 39 ft.
P.4: draft 36 ft.
P.5: draft 36 ft.
P.6: draft 26 ft.
P.7: draft 35 ft.
P.8: not yet workable
P.9: ,, ,, ,,
P.10: ,, ,, ,,
Platform Island No. 1 (for crude oil discharging only) draft 57 ft.
Platform Island No. 2 (for crude oil discharging only) draft 57 ft.
MEDICAL: All facilities available at Cagliari.
DENSITY: 1025.
FRESH WATER: Available by pipe-line at all berths. No water barges, although bunker barges may be able supply small quantity fresh water in emergency only.
FUEL: All grades available ex-wharf at tanker berths. Barges supply vessels at anchor and vessels calling for bunkers only.
Vessels calling at Sarroch for bunkers by barge are required to keep Agents closely advised of their ETA and bunker requirements. Messages confirming the vessel's ETA should be sent to Agents 72,48 and 24 hours before vessel's arrival. Masters should note that customs regulations do not permit the return of bunkers to the refinery after the barge is loaded, therefore an accurate figure of bunkers required must be given in the first ETA message to Agents.
CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man, usually allowed for consumption on board while vessel in port.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS:

Belgium	Great Britain
Denmark	Netherlands
France	Norway
Sweden	

REPAIRS: Minor repairs can be handled at Cagliari. Slipway for vessels up to 400 tons.
REPATRIATION: No difficulties.
AIRPORT: Elmas Airport situated 12 km. from Cagliari.
TIME: GMT plus one hour. Summertime June to September: GMT plus 2 hours.
HOLIDAYS: Not applicable to tankers. New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and Day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter & St. Paul (29th June); Assumption B.V.Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
POLICE/FIRE/AMBULANCE: *Cagliari:* Police 58956; Fire 52222; Ambulance 56979.
Sarroch: Police 929063; Fire 52222; Ambulance 929024.
TELEPHONES: No telephone connection on board.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di Porto di Cagliari. Tel. 55733, 53937, 58897. No Telex. Sarroch; tel. 929057.

AGENT: Enrico Pernis, 5, Piazza Deffenu, PO Box 273. Cables: "Pernis". Telex: 79036. Tel.: 54754.

CATANIA, Sicily: 37.29 N. 15.06 E.

DOCUMENTS: Arrival report requested by Harbour Authorities. Also see "Augusta".
PILOTAGE: Master cannot communicate with Pilot. Pilot boards at sight on harbour entry. International Code signals used to call Pilot.
ANCHORAGE: Vessel must remain on roads awaiting Pilot.
RESTRICTIONS: No restrictions on entry at night, except for tankers (either loaded or empty, as per harbour regulation). The tide at Catania is no more than 30 centimetres. Bar at entrance 30 ft. 6 in.
MAX. SIZE: No limitation on the length and breadth but only on draft of vessel, provided same can be contained within the size of piers of Catania Harbour. See "Berthing" below.
HEALTH: The usual sanitary pratique as per all Italian ports is requested. Free pratique obtainable by radio prior arrival sending cable to "Sanimare Catania".
RADIO: The quickest way is to address messages to "Romaradio", better if adding to the telegraphic address the telex number of Agency, so that after very short time from reception at Romaradio the message is in Agents hands.
TUGS: When Pilots are on board, they can call tugs by small radio-calling station. Very frequently the tug's Company, when seeing a big ship, join vessel at same time as Pilot. Tugs using ship's lines.
BERTHING:
Berths Nos.
1 and 2, Molo Mezzagiorno, Oil berths, length 361 metres, depth 30 ft. 6 in.
6 Molo Crispi, Silo berth, length 154 metres, depth 30 ft.
7 ,, ,, length 130 metres, depth 29 ft.
8 ,, ,, ,, 140 ,, ,, 29 ft.
9 ,, ,, ,, 130 ,, ,, 20 to 28 ft.
10 and 11, Sporgente Centrale, length 307 metres, depth 30 ft.
12 Molo Centrale, length 120 metres, depth 30 ft.
13 Sporgente Centrale, length 182 metres, depth 30 ft. 6 in.
14 ,, ,, ,, 169 ,, ,, 29 ft.
17 ,, ,, ,, 142 ,, ,, 22 ft.
18 ,, ,, ,, 142 ,, ,, 22 ft.
19 ,, ,, ,, 156 ,, ,, 18 to 21 ft.
20 ,, ,, ,, 170 ,, ,, 16 ft. 6 in.
21 ,, ,, ,, 111 ,, ,, 19 ft. 6 in.
22 ,, ,, ,, 60 ,, ,, 16 to 20 ft.
STEVEDORES: As per actual Port Labour Regulations, in order to book gangs, stowage details must reach Agency not later than 11 o'clock of the day before ship's arrival, except for work to be done on Saturdays, Sundays and Mondays when application for gangs must be made on Friday.
The official load/discharge rate for general cargo is 50 tons per hatch per day (8 hours), but real output is higher. Increase for overtime, continuous shifts (0700–1330; 1330–2000; 2000–0230). Night work, Sundays, national holidays, etc.
MEDICAL: Hospital facilities easily available. No advance notice required unless for emergency cases and for cases to be urgently treated during night and holidays.
TANKERS: Two tanker berths are situated in line at Southern breakwater, called "Molo Mezzogiorno". There are three pipelines, diameters of 8 in., 6 in., 4 in. No discharge facilities for tank washing.
SALINITY: Average salinity of water inside the port is the same as the average salinity of Mediterranean.
FRESH WATER: Available at nearly all quays including bunker piers
FUEL: Bunkers available and supplied only by pipe connection at Bunker pier (Molo Mezzogiorno). Max. rate 400 tons per hour.
CUSTOMS ALLOWANCES: Tobacco, for foreign ships not in coastal service in Italian Ports: 50 cigarettes per each crew member, for the first 24 hours of the ship's stay in port. Other cigarettes can be obtained for which an application to the Customs House is required. Spirits: 2 or 3 bottles per day (provided minimum 20 crew members).
CONSULS:

Austria	France	Netherlands
Belgium	Germany	Portugal
Denmark	Greece	Spain
Finland	Nicaragua	Sweden
	Norway	

REPAIRS/DRY DOCK: Small repairs can be carried out at Catania. No dry docks available.
AIRPORT: Very near important airport with regular international flights.
TIME: GMT plus 1 hour. In summer time GMT plus 2 hours.
HOLIDAYS: Normally, during all holidays it is possible to work with extra payment.
TELEPHONES: Numbers of emergency services: Police 226741; Fire Brigade 225760; Sanitary Office 279194; Harbour Master 225202.
AUTHORITY: Capitaneira di Porto.

CIVITAVECCHIA: 42.05 N. 11.47 E.

DOCUMENTS: On arrival:
4 Crew Lists.
4 Lists Passengers in Transit.
4 Lists Passengers Disembarking.
2 Provisions Lists.
2 Lists of Crew Articles, including Tobacco, Cigarettes, Spirits, Radio, etc.
Manifest(s) and Bill(s) of Lading n/n covering all cargo on board.
It is recommended that particular care be exercised in giving the exact weight and number of tobacco, cigarettes, spirits, paper for

cigarettes, cigars, cigarillos, coffee, sugar, salt, pepper, spices, cocoa and chocolate, etc., on board, as well as bunker quantities and lub. oil, thus avoiding fines in case the Customs guards in searching vessel subsequently should find any concealed.

PILOTAGE: Pilots are advised of vessel's arrival by port authorities and by Agents. Therefore accurate advance notice of ETA should be addressed by Master to Agents. Pilot usually boards vessel within 2 miles of port. Pilot station in port area.

ANCHORAGES: Any vacant place assigned by port authorities, taking into account vessel's draft. If port is congested vessels anchor at roads. Pilot assistance is recommended.

RESTRICTIONS: No restrictions are imposed upon entry. With the exceptions of particular individual cases to be submitted for perusal to harbour authorities, vessels may berth and sail at any time, weather permitting.

MAX. SIZE: Maximum permissible draft: 29 ft.

HEALTH: Clearance is granted by radio; Master to cable Sanimare Civitavecchia 24 hours prior to vessel's arrival. Quarantine requirements are those prevailing in all other Italian ports.

RADIO: Communications to and from vessels are sent and received from Civitavecchia Radio.

TUGS: Tugs wait for vessel at port entrance. Tug assistance is necessary although not compulsory. Ship's lines have to be used.

BERTHING: Shore fenders keep vessel off the quay. Berths:

No. 2 for vessels up to 180 m. length, 28 ft. 6 in. draft.
No. 7 ,, ,, ,, ,, 160 m. ,, 25 ft. ,,
No. 8 ,, ,, ,, ,, 240 m. ,, 29 ft. ,,
No. 9 ,, ,, ,, ,, 130 m. ,, 23 ft. 6 in. ,,
No. 10 ,, ,, ,, ,, 220 m. ,, 29 ft. ,,
No. 11 ,, ,, ,, ,, 220 m. ,, 29 ft. ,,
Grain Silo located at berth No. 8.

SPECIALISED CARGO HANDLING FACILITIES: Berth No. 8: grain silo of 35/40,000 tons capacity is available; this berth is equipped with two rail-suckers, four movable suckers and one elevator. Ore, coal, fertilisers, sulphur, etc. can be handled at quays Nos. 2/7/9/10 and 11. Structures for containers not available here, nevertheless small traffic might be practicable. Roll-on/roll-off traffic practicable. Liquid chemicals practicable. No facilities exist for LPG carriers.

STEVEDORES: To enable Agent to order gangs it is very important to obtain accurate ETA in good time.

From 0800 hrs. to 1200 hrs. and from 1300 hrs. to 1700 hrs., or from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs. against payment of 32,50% extra.

Saturday: From 0600 hrs. to 1230 hrs. against payment of 32,50% extra; from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs. against payment of a further increase of 25%.

Sunday: Work can be performed at overtime rates plus 50% extra from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs and from 1900 hrs. to 0030 hrs.

Holidays: Work can be performed at overtime rates plus 150% extra from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs.

MEDICAL: Not necessary to receive advance note of required medical attention. Hospital and clinical surgery available. Master to advise in advance of particular inoculations required.

TANKERS: Maximum draft allowed 28 ft. 6 in. Maximum length 180 metres. Tankers are not permitted to enter port before sunrise and after sunset. Diameter of discharge lines 8–10 in.

FRESH WATER: Drinking water and water for boilers is supplied from pier with fire hoses. Average pumping rate 8–10 tons/hour.

FUEL: Bunkering can be effected by means of barges and/or tank-lorries at all quays. Grades available: fuel oil and gas oil.

DEVELOPMENTS: Availability of quay no. 0 dredging to 30 ft., length 180 m., equipped with two cranes of max. lifting capacity of 35 tons each. Extension of outer breakwater and deepening of the basin.

GANGWAY/DECK WATCHMEN: Watchmen services recommended.

OPENING/CLOSING HATCHES: First opening and last closing normally carried out by crew.

CERTIFICATES: Requirements are those prevailing in all other Italian ports, e.g. Tonnage Certificate, Safety Equipment, Load Line, Deratting Certificate, etc.

CUSTOMS ALLOWANCES: Tobacco. Quantity permitted to each crew member: 50 grams to be smoked within first 48 hours. Wine and/or Spirits. One open bottle of spirits.

IDENTIFICATION CARDS: Required. Passes issued by local police.

CONSULS: There are no Consulates, but only Consular Agencies or Honorary Representatives for the following countries:

France Tel. 23044 — Spain Tel. 24304
Sweden ,, 23109 — Norway ,, 25207
Finland ,, 23134 — Portugal ,, 23048
Nearest British Consulate is in Rome.

REPAIRS: Repairs of limited extent and importance may be carried out by 2 local workshops.

REPATRIATION: Facilities exist to effect crew changes and to arrange repatriations.

AIRPORT: Distance from Airport Leonardo da Vinci (Rome) 70 kilometres.

TIME: One hour in advance in relation to GMT. Clock will be advanced one hour in summertime, giving 2 hours advance of GMT.

HOLIDAYS: All Sundays, 1st and 6th January, 19th March, 25th and 28th April, 1st May, 2nd and 29th June, 15th August, 1st and 4th November, 8th, 25th and 26th December, Easter Monday, Ascension Day, Corpus Domini. Holiday work is subject to the authorisation of port authorities.

POLICE/AMBULANCE/FIRE: Police, 23729; Ambulance, 23382; Fire, 23333.

TELEPHONES: Can be connected on board vessels at quays no. 7 and 10.

AUTHORITY: Capitaneria di Porto, Tel. numbers: 20250, 23015, 22338.

AGENT: GASTALDI & C. S.p.A., c/o Ant. Bellettieri & Co. S.p.A. 3, Lungoporto Gramsci – P.O. Box 70 – 0005 3 CIVITAVECCHIA· Cables: "Dick". Tel. 23289/23625; A.O. 23289/20348. Telex 62432 "for Dick".

FIUMICINO: 41.46 N. 12.13 E.

DOCUMENTS:
3 copies of Crew List.
Store Manifest.
List of Personal Effects.
Manifest of Cargo.

PILOTAGE: Vessel should await Pilot about ½ mile off the tanker loading platforms which are situated in the following positions:
Platform R1: Latitude 41° 45′ 06″ N. Longitude 12° 09′ 15″ E.
Platform R2: Latitude 41° 44′ 37″ N. Longitude 12° 10′ 04″ E.

ANCHORAGE: Vessels waiting to berth should anchor to the South of Platform R2, not less than 1 mile from the platform. The anchorage is not recommended during strong South or South-Westerly winds, and in unfavourable weather conditions it is advisable for vessels to remain underway.

It is forbidden to use anchors in the near vicinity of the tanker berths, due to the presence of underwater pipe-lines. When approaching the moorings, anchors must be firmly secured in the hawse.

RESTRICTIONS: Pilotage and mooring is not carried out during hours of darkness.

MAX. SIZE: Ships of any length can be moored.
At R1 platform, water depth 23 metres, max. draft 54 ft.
At R2 platform, water depth 19·50 metres, max. draft 46 ft.
From time to time it may be possible to allow greater drafts subject to Pilot's advice.

HEALTH: Sanitary pratique can be granted by radio cabling "Medipro" Rome 36 hours (48 hours in case of arrival a day after holiday) before arrival stating: last port, number of crew and good health of same, ship's flag – using international code.

RADIO: Advise Refinery of vessel's ETA 72 hours before arrival via Roma Radio. Confirm ETA 24 hours before arrival.

Vessels arriving for the first time at Fiumicino should also advise dimensions of vessel's manifold flange connections.

During cargo operations, the tanker will communicate by radio-telephone with the pumping station and the refinery.

VHF: No VHF service, but vessel, when moored, can contact agent through Refinery radio-telephone.

TUGS: Not required for mooring.

MEDICAL: Local doctor and hospitals available in Rome.

TANKER BERTHS: Two offshore mooring platforms, R1 and R2, connected to sea-lines of 20 in., 28 in. and 36 in. diameters. Loading rates 600 to 1,200 cubic metres per hour. Rate of discharge 2,500 to 4,000 cubic metres per hour.

Raffineria di Roma can accept dirty ballast or tank washings up to a maximum of 15,000 tons.

MOORING: Vessel to have ready on arrival: port derrick rigged for hose handling; boat-rope and pilot ladder on the port side; three good mooring lines at the bow, each not less than 150 metres length.

Vessel is moored by the bow about 30 to 50 metres distant from the mooring platform. All ship's ropes are led back and secured on board to facilitate unmooring.

HOSES: Connecting and disconnecting hoses performed by refinery personnel, vessel to supply winchman and man the derrick. Derrick capacity to be at least 3 tons. Each platform is equipped with two floating hoses, about 200 metres long, which drift fully extended when berth is not occupied.

BALLAST: Raffineria di Roma can accept dirty ballast or tank washings up to a maximum of 15,000 tons. Recommended advise before arrival the quantity of ballast to be discharged. Ballast should be reduced to a safe minimum to save time at the mooring berth.

SALINITY: 25–28 grams per litre.

FRESH WATER: Supply by barge 100 tons per trip.

FUEL: Bunkers not available, only luboil in drums can be supplied.

CUSTOMS ALLOWANCES: 40 cigarettes per day for three days for each crew member.

CONSULS: All Consulates and Embassies in Rome.

REPAIRS: Small repairs can be effected but no dry dock.

AIRPORT: International airport "Leonardo da Vinci" at Fiumicino

TIME: GMT plus 1 hour.

REGULATIONS: Raffineria di Roma will hold vessel responsbile for consequences of any pollution caused by oil leaking or discharged from the ship. Strictest precautions to be observed.

Engine to be kept ready to leave the berth in the shortest possible time.

Propeller movements are forbidden while vessel in berth, due to presence of floating pipe-lines.

TERMINAL OPERATOR: Raffineria di Roma S.p.A., POB 9075, Aurelio 00100, Roma.

AUTHORITY: Il Comandante del Porto, 00054 Fiumicino.

GAETA: 41.13 N. 13.35 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority dues.
Vaccination Certificates for sighting.

PILOTAGE: Compulsory for entering road, docking and undocking. Pilots meet vessels about 2 miles off Punta Stendardo.

MAX. SIZE: Pontile Petrole – North side: Max. length 265 metres, draft 48 ft. South side: Max. length 190 metres, draft 39 ft.

HEALTH: Free pratique may be requested by radio to Sanimare before arrival advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece. Otherwise, free pratique granted by local Health Officer who boards ships on arrival together with harbour officers, between 7 a.m. and sunset with possible exceptions. In order to facilitate boarding by Officers at anchorage or berth, it is requested that vessels have a convenient accommodation ladder/gangway ready.

TUGS: Tug-boat assistance compulsory for docking and undocking; also stand-by tug during loading/discharge, from connection to disconnection of cargo hose.

BERTHING: Docking and undocking – normally performed in daylight only, but with favourable weather conditions exceptions have been and will be granted. Undocking normally until midnight.

TANKERS: The oil terminal is situated at Punta Molino and is represented by a finger jetty with 2 berths alongside; North for tankers up to 65,000 TDW with a depth dragged to 15·50 metres (51 ft.); South for 18,000–25,000 TDW, with a depth of 12·50 metres (41 ft.) and one separate stern berth with 10·20 metres depth available. The latter is generally used for small ships and loading refined products. At the two berths on the jetty discharge and loading is performed through up to 4 articulated 8-in. steel pipe connections. All berths are equipped for loading or discharge of full range of liquid petroleum cargoes. The distance between the connections of the hoses at midship and the stern of the ship must not be more than 133 metres.

BALLAST: Ballast is to be discharged exclusively ashore into tanks of the refinery plant; discharge is performed through 8 in. connections and a 1600 metre long 10 in. pipeline at a rate of 350/400 tons per hour. It is therefore advisable that vessels nominated to load products at Gaeta arrive with as little ballast as possible. Heavy fines are put on Masters if ballast is discharged overboard.

DRY CARGO FACILITIES:

Banchina Caboto: 106 metres long quay, with max. draft allowed of 20 ft. Vessels 130 metres long have been accommodated at this draft. No shore installations for loading or discharge, which should be performed with ship's gear. Ample room for lorries.

Genepexca Pier: about 50 metres long with 2 berths on a depth of about 4.20 to 4.30 metres (14–15 ft.). No shore cranes, possibility of cold storage (up to 1,000 cubic metres) scale for weighing trucks available. Normal shift of stevedoring work 0800–1200 1300–1700. Rates and official regulations on request. Cargo handled: frozen commodities (in and out), general cargo, newsprint.

MEDICAL: Physician, dentist, eye and other specialists available. Hospital and nursing homes in Formia about 7 km. from Gaeta. Inoculation against smallpox, typhoid fever, etc., international certificates released. Extension of deratisation certificates granted, but no fumigation performed.

FRESH WATER: Of excellent quality, is supplied from city main at all berths. The supply to ships at the jetty cannot be assured during summer season, owing to lack of water in city mains.

FUEL: Supplies of Bunker C and gas-oil, can be arranged ex installation for ships at oil berths. A minimum quantity of 350–400 T is required for fuel and 100 T for gas-oil. At dry-cargo berths bunkers can be supplied by road tankers only.

REPAIRS: There are 2 machine shops for current requirements including welding work.

CUSTOMS ALLOWANCES: 40 cigarettes and 1 opened bottle wine/spirits per man.

IDENTIFICATION CARDS: Shore passes given by local police.

TIME: GMT plus 1 hour. Summer-time: May to September, GMT plus 2 hours.

AIRPORT: Nearest Rome, Fiumicino, Leonardo da Vinci Airport.

DEVELOPMENTS: Increase of about 2 metres draft expected in the near future.

AUTHORITY: Gaeta Industrie Petroli S.p.A.

GELA: 37.04 N. 14.15 E.

DOCUMENTS:
For Maritime Authority:
Arrival Report.
Crew List.
Passenger List.
Ship's Certificates, for sighting.
For Port Health:
Maritime Declaration of Health (2 copies).
Vaccination Certificates, for sighting.
For Customs:
List of supplies and engine stores.
Cargo Manifest enclosing Bills of Lading.
For Police:
Passenger List (2 copies).
Crew List (2 copies).
Shore Passes for all Passengers and Crew.

PILOTAGE: Pilots are requested by International Code signals. (Flag or whistle acoustic signal, two long and one short blast). Telegraphic address: Piloti del Porto Gela. ETA required at least 2 hours before arrival. No VHF.

The pilot boat has black hull, white cabin with letter "P" painted in black on both sides. The pilot boat stationed near port island, pilot boards about 1 mile off the port.

ANCHORAGE: Anchorage for vessels waiting Pilot about 1 mile West of the head of the Western breakwater, South of the 10-metre depth line. Small vessels may anchor to the West or East of the pier not less than 0·2 miles from the pier and in such a position as not to obstruct vessels berthing or leaving from the dock or the pier.

LIMITATIONS: Entry only between sunrise and sunset.

MAX. SIZE: Dry Cargo vessels: 180 m. length, 30 ft. 6 in. draft. Tankers berthing at the Mole: 250 m. length 31 ft. draft. Sea Line Tanker terminal: 250 m. length, 44 ft. draft.

HEALTH: No radio pratique. Free pratique can be given on board on request.

RADIO: Roma Radio, or Augusta Radio. Messages are forwarded quicker through Rome Radio.

TUGS: One stationed to West or East of the pier, depending on weather and tide. Use of tug lines is optional.

BERTHING: The Anic Pier has berths on both sides in depths of 30 to 31 ft.

TANKERS: Anic Sea Line Terminal: situated about 1 mile off the breakwater, a crude oil discharge berth in depth of 15 metres served by 34-in. sea-line terminating in two 12-in. flexible hoses. No slop discharge facilities. At the breakwater, Berth Nos. 1 to 6 for loading refined products and LPG can accommodate vessels up to 34,000 tons with maximum draft 31 ft.

STEVEDORES: Should be ordered 12 hours in advance.

MEDICAL: All assistance can be arranged at two hours notice to Agents. Hospital and private clinic available. Vaccinations and inoculations with relative certificates can be arranged.

DENSITY: 1024.

FRESH WATER: Available at all berths.

FUEL: Usually available without notice.

DEVELOPMENTS: Two new piers for tankers planned.

OPENING/CLOSING HATCHES: Optional to employ shore personnel.

CUSTOMS ALLOWANCES: As for other Italian Ports.

IDENTIFICATION CARDS: Required.

CONSULS: No local representation.

REPAIRS: Only minor repairs possible.

AIRPORT: Catania, 104 km. away, eight flights a day to Rome.

TIME: GMT plus one hour. Summertime: GMT plus 2 hours.

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday Ascension Day; Corpus Domini; Proclamation Day (2nd June); St Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); Patron Saint (8th September) All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Police, tel. 30091; Ambulance, 37058; Fire, 30222.

SHORE LEAVE: Allowed.

AUTHORITY: Ufficia Locale Maritimo, Via More 104. tel. 30390.

GENOA: 44.24 N. 08.54 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
3 Cargo Manifests.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Authority Dues.
Vaccination Certificates for sighting.

PILOTAGE: Pilots advised of vessel arrival by port authority and the latter by vessel's Agent. Therefore accurate ETA recommended. Pilotage compulsory for vessels over 500 GRT. To contact Pilots and pilot boats, VHF Channel 12. Time of working 8.0 a.m. to 5.0 p.m. Pilots board vessel at about 1 mile off port entrance.

ANCHORAGES: In case of port congestion or awaiting Pilot, vessel may anchor outside port entrance, East of the fairway.

RESTRICTIONS: Tankers not usually berthed during night time.

MAX. SIZE: Tankers: up to 46 ft. draft. Other vessels: 31 to 40 ft. draft.

HEALTH: Free pratique may be requested by radio to Sanimare, Genoa, between 12 to 6 hours before arrival, advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

RADIO: Genoa Radio, call sign ICB. Agent uses same station when cabling to vessels.

TUGS: Tugs join vessel at port entrance. Ship's line used.

BERTHING: Pilot advises Master which side to berth. Shore fenders keep vessel off quay.

Calata Betolo: 1432 ft. berthing length, 29 ft. permitted draft; Ponte Rubattino: 1863 ft. berthing length, 31 ft. permitted draft; Ponte S. Giorgio: 2050 f. berthing length, 30 ft. permitted draft; Italsider Pier: 1700 ft. berthing length, 40 ft. permitted draft; Silos Granario: 555 ft. berthing length, 30 ft. permitted draft; Silos Granario: 490 ft. berthing length, 27 ft. permitted draft.

TANKERS: Berths in Genoa Harbour suitable for tankers up to 750 ft. length, 34 ft. draft. Tankers discharging at Calata Sanita and Calata Olii Minerali are berthed stern to quay.

Multedo Harbour situated West of main harbour has the following jetties:

Multedo Pier – for vessels up to 588 ft. length, 31 ft. draft.
Pier "A" – for vessels up to 580 ft. length, 36 ft. draft.
Pier "B" – for vessels up to 850 ft. length, 43 ft. draft.
Pier "C" – for vessels up to 850 ft. length, 46 ft. draft.
Pier "D" – Presently accommodating tankers up to 46 ft. draft.
Buoy Terminal – to be developed for vessels up to 100,000 dwt.

BULK HANDLING FACILITIES: Coal, ore, steel waste, etc., discharged at Italsider Pier, length 518 metres, depth alongside up to 13·70 metres.

STEVEDORES: Working hours: General cargo, 0800–1200 and 1330–1730; coal, 0700–1300 and 1400–2000; ore grain, 0800–1200 and 1330–1930; Saturdays, 0800–1300; grain silos, 0700–1200 and 1330–1630, 0700–1200 on Saturdays. Italsider Pier: 24 hours daily in three shifts.

MEDICAL: All medical assistance available. Advance notice required for urgent cases only.

DENSITY: Varying from 1,0253 to 1,0263.

FRESH WATER: Available direct from quay at almost all berths. Supply by lighter, minimum 20 cu. m.

FUEL: All grades available. Delivered by barge. 48 hours notice desirable.

DEVELOPMENTS: Construction of new port at Voltri.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: First opening and last closing normally carried out by crew.

CUSTOMS ALLOWANCES: Tobacco. Customs allow a maximum of 50 cigarettes or 10 cigars, or 50 grams tobacco per person, as long as vessel stays in port. All cigarettes, cigars, etc. must be ready on arrival in a locker in order to be checked and sealed by Customs guards. Wine and/or spirits. Wine allowed any reasonable amounts. Spirits allowed one bottle for every two crew members.

CARGO GEAR: Certificates must be in order, otherwise authorities may prevent vessel perform commercial operations, especially if using derricks.

IDENTIFICATION CARDS: Required. Shore passes issued by local police.

CONSULS:

Argentina	Guatemala
Austria	Haiti
Belgium	Honduras
Bolivia	Paraguay
Brazil	Spain
Chile	Turkey
Colombia	U.K.
Costa Rica	Indonesia
Cuba	Iceland
Denmark	Lebanon
Panama	Liberian
Portugal	Madagascar
Switzerland	Mexico
U.S.A.	Monaco
Cyprus	Nicaragua
Dominican	Norway
El Salvador	Netherlands
Ecuador	Peru
France	Sweden
Germany	Uruguay
Greece	Venezuela

REPAIRS: All types of repairs available. Preferable have advance notice of requirements.

DRY DOCKS: One floating dry dock, lifting capacity up to 15,000 tons; 7 dry docks (largest dimensions 280 × 40 × 12·50 metres).

REPATRIATION: All facilities available.

AIRPORT: Located at about 5 kilometres from town. Served by regular lines, international services.

TIME: Local time in relation to GMT one hour ahead. Summer time further one hour ahead from May to September.

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); Patron Saint's Day (24th June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); holiday (26th December).

Holiday work is available at overtime rates. Generally workers not available on 1st January, 1st May and 25th December. Saturday: work performed after 1200 hrs. is at overtime rates.

POLICE/AMBULANCE/FIRE: Police, tel. 55.555, 61.395; Ambulance, tel. 469659, 480171; Fire, tel. 22.222, 466666, 62.222.

TELEPHONES: Telephones can be placed on board at approx. cost of lire 6.500 for installation, lire 2.250 rent per apparatus for the first day, lire 850 for each succeeding day.

AUTHORITY: Consorzio Autonomo Del Porto.

LA SPEZIA: 44.06 N. 09.49E.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 List of Parcels.
1 Cargo Manifest.
1 Bill of Lading.
All Ship's Certificates including Italian Anchorage Dues.

PILOTAGE: Compulsory. Pilot Station situated on breakwater at entrance to Gulf. One hours notice to Pilots required for shifting, sailing vessel, Pilot boards incoming vessels at Torre Scuola.

ANCHORAGE: Safe areas available in depths 25 to 34 ft. Mud bottom, no tide. Tankers: if waiting berth required to anchor in Safety Zone immediately behind the breakwater. If this anchorage is occupied by two vessels later arrivals must anchor outside the Gulf.

RESTRICTIONS: Western entrance to Gulf is 400 m. wide with depth of 42 ft. 6 in. The dredged channel to the port is 42 ft. deep. Eastern entrance is 200 m. wide used by smaller vessels only.

MAX. SIZE: Limited only by draft; 33 ft. for the Mercantile Port and grain silos. For vessels proceeding to coal berth max. draft 30 ft. 4 in. For vessels proceeding to Enel Pier max. draft 35 ft.

Tankers up to 40 ft. draft accommodated.

HEALTH: Radio pratique may be requested to Sanimare-Laspezia before arrival. Pratique is automatic for vessels from Ports in U.K., France, Belgium, Holland, W. Germany, Greece and Italy.

RADIO: Genoa Radio – ICB or Marina Militare ICS. Radio telephone station at Leghorn, transmitting 2591 Khz., receiving 2182 Khz.

TUGS: Seven tugs available up to 1,500 h.p. For large tankers, four tugs usually used.

BERTHING:

Garibaldi Quay: length 510 metres, with three berths for ships up to 29 ft. draft.
Malaspina: length 200 metres, depth alongside 21 ft.
Paita Dock: length 535 metres, three berths for vessels up to 30 ft. draft. At Berth No. 7 depth increased to 33 ft.
Italia Quay: length 368 metres, depth alongside 19 ft. 6 in.
Dock No. 8: length 80 metres, depth alongside 18 ft.
ENEL Quay: length 200 metres, depth alongside up to 35 ft.

TANKERS: Shell Pier, length 177 metres, with four berths up to 39 ft. 6 in. depth.

SPI Buoy Terminal, situated 650 metres from San Bartolomeo shore. Vessels moor stern towards the shore. A crude oil discharge berth in depth of 11,50 metres, suitable for tankers up to 36 ft. draft. Other oil berths at ENEL Quay, depth 35 ft.

Safety regulations are handed to Master on arrival and must be strictly observed. No shore steam or electricity available. At Shell pier, no goods may be loaded from shore.

Slop discharge facilities available only at the Shell pier.

BULK HANDLING FACILITIES: Ferruzzi Grain Silos at Paita Dock. Discharge by two mechanical conveyors, capacity 2,000 tons per 8 hour shift.

At Garibaldi Quay grain discharged by four vaccuum-operated intake pipes, capacity 400 tons per hour.

Coal conveyor system at Paita Dock, capacity 450 tons per hour.

CONTAINER TERMINAL: Situated on the Eastern side of the Commercial Port. Owned by Contship of Cadenazzo. Crane for discharging and handling containers up to 40 ft. max. draft. 18 ft.

STEVEDORES: Gangs to be ordered by 0700 for morning shift, and by 1300 for afternoon shift every normal day from Monday to Friday. For mechanised work the same routine is to be followed. Saturdays, morning is considered as overtime work (tariff plus 27·50%). On the afternoon of Saturday, time is considered as holidays and so are Sundays. Saturdays and Sundays shift to be ordered on Friday afternoon within 15.30 hours.

MEDICAL: All facilities available. Vaccination/inoculation can be arranged. Prior notice should be given if urgent attention required on arrival.

FRESH WATER: Available at most berths, or by barge.

FUEL: Can be taken concurrent discharge at Shell Pier. Supplied by barge at other berths. S.P.I. terminal expected fit bunker lines shortly.

IDENTIFICATION CARDS: Shore passes issued to crew.

CONSULS: Following countries represented at Spezia: Denmark, France, Finland, Holland, Norway, Portugal, Sweden.

REPAIRS: Naval and civil repair yards can undertake all types of work.

DRY DOCKS: Available only when not used for naval vessels: No. 5, 209·65 m. by 27·60 m.; No. 6, 210·20 m. by 23·10 m. Floating dock for 80,000 dwt. under construction.

TIME: GMT plus one hour.

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and Day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victoria Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

SHORE LEAVE: Allowed.

AUTHORITY: Capitaneria di Porto, La Spezia.

AGENT: Gastaldi & C. S.p.A., 39–A/4, Via F. Crispi, PO Box 371. Cables: "Dick". Telex: 27482. Tel.: 32040 and 32041.

LIVORNO (Leghorn): 43.33 N. 10.20 E.

DOCUMENTS: Complete set of Manifests and B/Ls relative to cargo destined for this port. Complete set of Manifests of all cargo in transit. 3 Crew Lists. 3 Passenger Lists. All ship's documents.
ANCHORAGE: Anywhere between 1–1½ miles from breakwater.
PILOTAGE: Sound signals for calling Pilot, 3 long blasts, or international signal "G". Pilot boards vessels 1 mile from breakwater.
RESTRICTIONS: No night berthing for tankers; no restrictions for tankers on sailing, when empty and up to 15,000 gross tonnage according to weather conditions.
MAX. SIZE: Maximum draft for commercial port 34 ft. 6 in.; for oil carriers: 37 ft. 6 in. for tankers up to the length of 215 metres, or 34 ft. 6 in. for tankers from 215 to 240 metres length.
HEALTH: To obtain free pratique by radio cable to "Sanimare", Livorno, advising all health particulars at least 12 hours before arrival.
RADIO: Roma Radio generally used for communications.
TUGS: Tugs normally join vessel at entrance of the port. Ship's lines used.
BERTHING: Alto Fondale, depth alongside 34 ft. 6 in.
Calata Orlando, depth alongside 28 ft. 6 in.
Calata Carrata, depth alongside 28 ft.
Calata Pisa, depth alongside 26 ft.
Calata Depositi Franco, depth 29 ft.
Calata Sgarallino, depth 28 ft. 6 in.
BULK HANDLING FACILITIES: Grain: discharging rate 1,000 to 1,500 metric tons per day.
Ore and coal bulk: discharged by shore elevators at Calata Orlando, discharging rate 1500 to 2000 tons per day.
TANKERS: Two berths at Darsena Petroli for tankers up to 240 metres length, draft 39 ft. 6 in.
Four other tanker berths, for vessels up to 30 ft. draft.
Loaded tankers berth only in daylight hours, tankers may sail up to midnight.
No slop facilities available.
STEVEDORES: ETA required by Agent in order to arrange matters with stevedores at least 48 hours before arrival.
MEDICAL: It is advisable to give details of assistance required together with ETA cable. Hospital facilities available.
FRESH WATER: Available, by pipe-line. On other quays delivery by barge.
FUEL: All grades available from berth. Advance notice required 48 hours; supply subject to Owners' stem.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: All ship's certificates required.
CUSTOMS ALLOWANCES: Tobacco. 50 cigarettes, or 50 grams tobacco per man for the first 24 hours. Wine and/or Spirits. Only in consignment of the Master.
IDENTIFICATION CARDS: Issued by local police authorities.
CONSULS:

Denmark	Norway
Finland	Netherlands
France	Peru
West Germany	Panama
Greece	Portugal
Haiti	Spain
Liberia	Sweden
Monaco	Switzerland

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: Dry docks suitable to accommodate a Liberty type ship. A small floating dry dock for vessels up to maximum of 1,500 tons.
REPATRIATION: All necessary repatriations possible.
AIRPORT: Nearest at Pisa, distance about 20 km.; served by Alitalia.
TIME: Local time is one hour ahead of GMT, and summer time 2 hours ahead.
HOLIDAYS: 1st January, 6th January, 19th March, Easter Monday, 25th April, 1st May, 23rd May, 2nd June, 13th June, 29th June, 15th August, 1st November, 4th November, 8th December, 25th December, 26th December. On these days work can be arranged with an increase of 150%.
TELEPHONES: Only at some quays is it possible to place telephones on board.
AUTHORITY: Camera di Comercio Industria e Agricultura, Livorno.

MESSINA: 38.11 N. 15.34 E.

DOCUMENTS: If vessel comes from foreign port, whenever possible, at least one copy of Crew List and Passenger List to be sent some days before her arrival, so that they can be delivered to police in advance. Required on arrival:
3 Crew Lists.
1 Provisions List.
3 Lists Passengers in Transit.
3 Lists Passengers Disembarking.
1 List of Articles – new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, new articles, etc. If on inspection articles or quantities not in conformity or in excess, Master responsible; articles removed and heavy fine imposed.
Copies of Cargo Manifest also to be prepared on arrival.
If Anchorage Dues already paid and still in force, the relative receipt to be shown to the Harbour Authorities, together with other ship's papers and report of arrival to be delivered to them.
PILOTAGE: Pilot meets vessel at about 1 mile from port's entrance. On request he can meet vessel at a greater distance, but additional tariff to be paid. Pilotage through Messina Straights is available but not compulsory.
MAX. SIZE: Maximum draft allowed: 33 ft. at passenger quay: Other berths 27 ft.
Max. length 200–300 metres.
Tankers: Length 100 metres, draft 27 ft.
ANCHORAGES: Allowed outside harbour; at Paradiso's bay, sufficient depths for safe anchorage existing. Advisable to request Pilot's assistance for indication of best anchorages.
RESTRICTIONS: For entering harbour during night time ETA to be given in advance.
HEALTH: Free pratique automatic for vessels coming from other Italian ports and quarantine flag not to be flown on entering. From other countries usual procedure applies.
RADIO: Contact through Rome Radio, Naples Radio, Augusta Radio, or Messina Radio.
TUGS: Not compulsory. Tugs join vessels at about ½ mile from entrance of harbour. If tug's lines used increase of 10% on tariff.
STEVEDORES: Enable Agent order gangs important obtain accurate ETA. Latest time to order gangs: normal shift 07.30 for work in the morning; 12.00 for work in afternoon; night shift 16.00 same day – Saturday noon or Sunday at 12.00 on Saturday.
Failure to give ETA results in cost of waiting gangs, charged to vessel.
Tonnage: Per gang in 8 hours: General cargo 50 ton – cereals 80 ton.
HOLIDAYS: Work can be arranged, provided timely notice is given, in following official holidays, paying the respective increase on normal tariff:
New Year's Day (January 1st); Epiphany (January 6th); March 19th; Easter Monday; 25th April; 1st May; Ascension Day; June 2nd; June 3rd; local religious holiday; Corpus Domini; 29th June; 15th August; 1st November; 4th November; 25th December; 26th December.
MEDICAL: Doctor can attend sick crew members or for vaccinations. Hospitals available.
TANKERS: There is an Esso bunkering station only. Small tankers from time to time discharge fuel oil, gasoline, etc.
FRESH WATER: All quays have water pipe-line connections and water may be supplied day and night (provided ETA given) directly from ashore by hoses; during summer time water may be supplied from 07.00 to 11.00 only.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: May be carried out by the crew or stevedores.
CERTIFICATES:
Safety Certificate.
Wireless Safety Certificate.
Freeboard Certificate.
Deratisation Certificate.
Anchorage Duties Voucher.
Crew List.
Passenger List.
Construction Certificate.
CUSTOMS ALLOWANCES: 50 grms. tobacco for each seaman. Spirits: ¾ bottle for all crew.
IDENTIFICATION CARDS: Required.
CONSULS:

Argentina	Peru
England	Germany
Norway	Panama
Sweden	Denmark
Colombia	Finland
Holland	Guatemala

REPAIRS: Almost all types of deck and engine repairs can be carried out.
DRY DOCK: Dry dock belonging to Italian Navy. If it is not engaged for warships it can be hired. Therefore application must be granted by the Marina Militare. Dimensions are as follows: 492 ft. × 52 ft. 7 in. (bottom), 81 ft. 6 in. × 24 ft. 8 in. (top).
Smaller floating dry dock available, but also belongs to Italian Navy. Under construction a big dry dock to receive tankers.
REPATRIATION; No particular facilities existing; but necessary repatriation can normally be arranged.
AIRPORT: Reggio Calabria Airport – distance about 10 km. From Messina, Reggio Calabria can be reached in 15 minutes by hydrofoil boats, which run every half hour (about). Flights from Reggio Airport in winter, one per day; in summer, 2 per day.
TIME: In relation to GMT local time is an hour ahead. During summer, from June to September, clocks are put one hour forward.
POLICE/AMBULANCE/FIRE: Police, 46830; Ambulance, 45070; Fire, 30222.
TELEPHONES: No arrangements exist.
SHORE LEAVE: Allowed.
AUTHORITY: Il Comandante Colonello di Porto, Messina.

MILAZZO (Sicily): 38.13 N. 15.16 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority dues.
Vaccination Certificates for sighting.

PILOTAGE: Pilot boards 1½ miles off the berths. International Code signals used. Pilot can be contacted on VHF channel 12.

ANCHORAGE: There are 6 anchorages for tankers over 3,000 GRT.
nr. 1 to 600 metres off the harbour green light – Bearing 034°;
nr. 2 „ 920 „ „ „ „ „ „ – „ 091°;
nr. 3 „ 3.870 „ „ „ „ „ „ – „ 097°;
nr. 4 „ 3.050 „ „ „ „ „ „ – „ 101°;
nr. 5 „ 1.200 „ „ „ „ „ „ – „ 036°;
nr. 6 „ 1,600 „ „ „ „ „ „ – „ 065°.
Anchoring prohibited within 1 mile of Refinery Wharves.

RESTRICTIONS: Large tankers are berthed in daylight hours only, medium and small tankers all hours. Unberthing all hours.

MAX. SIZE: Tankers up to 326,000 DWT.

HEALTH: Free pratique may be requested by radio to Sanimare between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

TUGS: Five available (most powerful 1,000 h.p.). Meet vessel ¾ mile off berths. Ship's lines used.

DRY CARGO FACILITIES: Ludovico Mazzullo Jetty, length 340 metres, depth 22 ft.; Pennello Eolie Jetty, length 65 metres, depth 23 ft.

MEDITERRANEAN REFINERY FACILITIES: One wharf 500 metres long and with a depth of 62 ft. allows the simultaneous loading or discharging of 2 ships (max. size 150,000 DWT) and 1 ship of small tonnage. Vessels berth head out. One anchor is used in mooring, but is not obligatory. Lines run to buoys ahead and astern.

One wharf 650 metres long and with a depth of 89 ft. on West side and 72 ft. on East side allows the simultaneous loading or discharging of 2 big ships (up to 326,000 DWT on West side and up to 250,000 on East side) and 1 ship of medium tonnage by the stern. Vessels berth head out. One anchor is used in mooring, but is not obligatory. Lines run to mooring dolphin ahead and astern.

Crude oil: loading arms 12 in. and 16 in.; fuel oil, ballast and other grades: arms 12 in.

Ballast line: 1×20 in.

FRESH WATER: Boiler and drinking water supplied from the jetty. At anchorage by barge. Max. pumping rate 50 tons per hour.

FUEL: All grades available subject to prior notice.

BALLAST: Ballast facilities available. Reception 700/800 tons per hour. No restrictions in capacity.

IDENTIFICATION CARDS: Shore passes given by local police.

TIME: GMT plus 1 hour. Summer-time: May to September GMT plus 2 hours.

CUSTOMS ALLOWANCES: 50 cigarettes are allowed per man per day for the first two days.

CONSULS: No Consul in Milazzo. The nearest are in Messina for the following countries: Peru, Great Britain, Argentine, Norway, Uruguay, Chile, Denmark, Germany, Australia.

AIRPORT: The nearest is at Reggio Calabria where there are three regular flights per day. Reggio Calabria can be reached by car and by hydrofoil in about two hours.

TELEPHONE: No connection possible.

SHORE LEAVE: Allowed but transit through the refinery area not permitted except in emergency. Boats are available for hire from wharves and anchorage to the landing pier in the port of Milazzo. Shore passes given by local police.

AUTHORITY: Mediterranea – Raffineria Siciliana Petroli, S.p.A.

NAPLES: 40.50 N. 14.17 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority Dues.
Vaccination Certificates for sighting.

PILOTAGE: 15 pilots and 3 motor launches. Pilot station tel. 322.832 and 312.604.

ANCHORAGES: Approximately 70, having depths ranging from 11 to 15 metres.

RESTRICTIONS: 2 port entrances of which the Western is 300 metres wide, the Eastern is 250 metres wide.

MAX. SIZE: Tankers up to 40 ft. draft.

HEALTH: Free pratique may be requested by radio to "Sanimare Naples" between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

TUGS: 19 tugs available as required to assist berthing.

BERTHING:

	Berth No.	*Depth*
Molo Angioino Ponente	5	33 ft.
	6	35 ft.
	7	35 ft.
Molo Angioino Testata	8	35 ft.
Molo Angioino Levante	9	35 ft.
	10	35 ft.
	11	32 ft.
Calata Piliero	12	28 ft.
	13	28 ft.
	14	26 ft.
Pontile Immacolatella Vecchia	15	28 ft.
Calata Porta di Massa	16/17	30 ft.
	18	27 ft.
	19	27 ft.
	20	27 ft. 6 in.
Pontile Pisacane Ponente	21	31 ft.
	22	31 ft.
Pontile Pisacane Testata	23	31 ft.
Pontile Pisacane Levante	24	27 ft.
	25	28 ft.
Villa Popolo Ponente	26	24 ft.
Pontile Silos Ponente	27	32 ft.
Pontile Silos Levante	27	30 ft.
Villa Popolo Levante	28	28 ft.
Molo Carmine Ponente	29	29 ft.
	29	30 ft.
	30	29 ft.
Molo Martello	—	30 ft.
Molo Carmine Levante	31	25 ft.
	32	
Testate Bacini	32	30 ft.
Cesario Console Ponente	33	26 ft.
Cesario Console Levante	34	26 ft.
	35	26 ft.
Calata Marinella	36	—
	37	27 ft.
	38	—
Vittorio Emanuele Ponente	39	—
	40	27 ft.
Vittorio Emanuele Levante	42	30 ft.
	43	29 ft.
Vittorio Veneto Calata	44	29 ft.
Flavio Gioia Ponente	45	27 ft.
	46	27 ft.
Flavio Gioia Testata	47	28 ft.
Flavio Gioia Levante	48	28 ft.
	49	30 ft.
Calata Granili	50	29 ft. 5 in.
Bausan Ponente	51	31 ft.
	52	31 ft.
Bausan Testata	53	31 ft.
Bausan Levante	54	35 ft.
	55	36 ft.
Calata Pollena	56	35 ft.
Calata Vigliena Ponente	57	27 ft.
Darsena Pellegrino	57	18 ft.
	57	18 ft.
Calata Vigliena Levante	58	28 ft.
Vigliena Ponente	59	31 ft.
	60	31 ft.
Vigliena Testata	61	25 ft.
Vigliena Pennello	62	33 ft.
	63	33 ft.
Vigliena Levante	64	39 ft.
	65	39 ft.
	66	39 ft.
Calata Progresso	67	38/40 ft.
Diga Curvilinea	—	17 ft. depth
Molo San Vincenzo	—	at 5 metres from quay

BULK HANDLING FACILITIES: Grain: discharged at Calata Villa Popolo and Pontile Silos berths, discharging rate 400 tons per hour.
Containers: discharged at Calata Granili,
Coal: discharged at Bausan West and Bausan Testata.

TANKERS: The Petroleum port is located at the far East area of the port of Naples and consists of the Vigliena Pier, Progresso Pier and "Diga Foranea". The Petroleum pier is exclusively used for handling petroleum products at its 7 berths, and several pipe-lines connect these berths with the Naples Refinery of Mobil Oil Italiana, Shell Italiana and State Railway Organisation which are all located in industrial area of Naples adjoining the petroleum port at a distance not exceeding 3 miles. The "Diga Foranea" is used exclusively by Mobil Oil Italiana for crude oil unloading and fuel oil loading. The imported crude oil is then pumped to the Naples Refinery. A new plant, owned by Mobilchimica Italiana, is now operating in the Industrial area and loads its petrochemical products into Vigliena Pier. New petroleum basin located at the Eastern side of port can berth two supertankers simultaneously up to 40 ft. draft.

FRESH WATER: Water pipelines are connected to all wharves and piers in Port. Water barges available.

FUEL: All grades available. Delivered by barge subject to advance notice given.

REPAIRS: All types of ship repairs can be carried out by the ship-

yards of Soc. Esercizio Bacini Napoletani and Soc. Cantieri Pellegrino, at Pontile Vigliena.

DRY DOCKS: Three graving docks with dimensions as follows:

Length	206	metres	width	21	metres		
,,	115	,,	,,	16	,,		
,,	335	,,	,,	40	,,		

In addition two floating docks:

Length	100	metres	width	17	metres	lifting capacity		1,400	tons
,,	233	,,	,,	37	,,	,,	,,	28,000	tons

CONSULS: The following countries are represented in Naples:

Argentina	Great Britain	Spain
Belgium	Greece	Sweden
Brazil	Indonesia	Switzerland
Denmark	Liberia	Turkey
Finland	Netherlands	U.A.R.
France	Norway	U.S.A.
Germany	Panama	Uruguay
	Portugal	

CUSTOMS ALLOWANCES: 40 cigarettes and 1 opened bottle wine/spirits per man.

IDENTIFICATION CARDS: Shore passes given by local police.

AIRPORT: Capodichino Airport, situated 8 km. from city. Full international services.

POLICE/FIRE/AMBULANCE: Police tel. 315032; Fire 330210; Ambulance 351450.

TELEPHONES: Telephone system permits the connecting up of the ships in all berths with the city network.

TIME: GMT plus 1 hour. Summer-time: May to September GMT plus 2 hours.

HOLIDAYS: Local and national holidays: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); Local Saints' Day (19th September); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); and 26th December.

AUTHORITY: Ente Autonomo del Porto di Napoli.

OLBIA (Terranova) Sardinia: 40.45 N. 09.31 E.

DOCUMENTS:

For Maritime Authority:
- Arrival Report.
- Crew List.
- Passenger List.
- Ship's Certificates, for sighting.

For Port Health:
- Maritime Declaration of Health (2 copies).
- Vaccination Certificates, for sighting.

For Customs:
- List of Supplies and Engine Stores.
- Cargo Manifest, enclosing Bills of Lading.

For Police:
- Passenger List (2 copies).
- Crew List (2 copies).
- Shore Passes for all passengers and crew.

PILOTAGE: Pilots are requested by International Code Signals Telegraphic address, Pilot-Olbia. At least 2 hours notice of arrival required. No VHF. Pilots have portable radios with range 10 miles operating on 27112 and 27085 kHz. Pilot launch is wooden motor boat of 65 h.p., speed 9 knots. Pilot boards 1 mile from Lighthouse Isola Bocca. Vessels may anchor temporarily in this location to await Pilot.

ANCHORAGE: In the roads of Golfo Aranci.

RESTRICTIONS: Between 05.30 and 06.30; 22.30 and 23.30, channel kept free for entrance and exit of liners.

MAX. SIZE: Isola Bianca, max. draft 22 ft. Inner port, max. draft 18 ft.

HEALTH: Before arrival vessel to advise Agents if free pratique required, indicating state of health on board.

TUGS: One available, service is optional, tug normally meets vessel in vicinity of Isola Bianca.

STEVEDORES: Agents require ETA 24 hours before arrival in order to arrange gangs.

MEDICAL: Hospital facilities available. Vaccinations and inoculations can be done, except for yellow fever which must be done in Cagliari.

FRESH WATER: Available in inner port and Isola Bianca.

FUEL: Available only by barge, subject 2 to 3 days notice.

DEVELOPMENTS: Planned to dredge entrance to 10 m. depth. The channel to the inner port is being dredged to 7·50 m.

GANGWAY/DECK WATCHMEN: Service is optional.

OPENING/CLOSING HATCHES: Work is exclusively done by stevedores.

CUSTOMS ALLOWANCES: For first 48 hours, 50 grammes tobacco per person and 20 gm. for each successive day. Not permitted to take tobacco out of the docks. Reasonable amount wine/spirits allowed for normal consumption on board.

IDENTIFICATION CARDS: Shore passes required.

CONSULS: No local representatives.

AIRPORT: Olbia Airport is Vena Fiorita, 10 km. away. Regular services.

TIME: GMT plus one hour. Summertime GMT plus two hours from June to September.

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January) St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday, Ascension Day, Corpus Domini (variable date); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

Sundays – tariff plus 50%. Holidays – tariff plus 150%.

POLICE/AMBULANCE/FIRE: Police, 22081; Ambulance, 22394; Fire, 22222.

SHORE LEAVE: Allowed.

AUTHORITY: Capitaneria di Porto.

PALERMO, Sicily: 38.07 N. 13.20 E.

DOCUMENTS:
- 6 Crew Lists.
- 6 Passenger Lists.
- Provisions Manifest.
- Manifest of Crew Personal Effects.
- Cargo Manifest.
- Arrival Report, completed on arrival.
- Maritime Declaration of Health Certificate, completed on arrival.
- Ship's Certificates including Italian Authority Dues.
- Vaccination Certificates for sighting.

PILOTAGE: Compulsory for vessels over 499 gross tons. Pilot joins vessel 1 mile off port entrance. Pilot can be requested by International Code Signals. Pilot station and every Pilot equipped with walkie-talkie VHF set. In case of rough weather pilot boat will be in the bay and will lead ships through port entrance where pilot will be able to board.

ANCHORAGE: It is advisable to use Pilot for anchoring in Palermo Bay.

RESTRICTIONS: No entry restrictions, but there is a daily mail boat service to and from Naples arriving about 0800 hrs. and sailing at 19.15 hrs. No vessel is allowed to leave or enter the port half an hour before arrival or sailing of this vessel.

MAX. SIZE: Draft maximum is 23 ft. to 32 ft. according to the quay. Tankers up to 15 m. draft.

HEALTH: Free pratique may be requested by radio to "Sanimare", Palermo, between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

RADIO: Naples Radio, call sign IQH, Roma Radio, call sign IAI, Cagliari Radio, call sign IDC.

TUGS: 6 to 8 tugs are available with up to 800 horse power. Tugs normally join vessel in the Bay. Ship's lines are used.

BERTHING: *Grain in bulk.* One private silo (22,000 tons) owned by Silos Granaria Sicilia, S.p.A. available. Maximum depth 33 ft., length 326 m.; largest fully loaded grain vessel berthed up to now about 25,000 tdw., with 33 ft. 6 in. draft. Three berths are also available for grain discharged on wagons or trucks. Discharge can be made by shore crabs or by vessel's gears. Discharging rate 300 tons per day per hatch. Draft normally maximum 32 ft., length 326 metres.

The quay Puntone has been completed recently with about 12,000 sq. metres available to discharge containers, general cargo, cars, etc.

STEVEDORES: Gangs arranged through agent. To be ordered before 8 a.m. to start work in the morning, and not later than 11 a.m. to start work at 1 p.m.

MEDICAL: Assistance will be given upon request. English-speaking doctors available.

TANKERS:

Oil Products and Crude Oil: Agip. Max. length 185 m., draft 32 ft., 25,000 dwt. Tankers drop anchors and are tied up at 2 buoys astern. Discharge rate 200–400 tons per hour.

Islom. Max. length 260 m., draft 40 ft., 96,000 dwt. Vessels are berthed alongside. North breakwater is used for loading and discharging fuel oil at discharging rate of 400 tons per hour.

Esso. Max. draft 15 m., no limitation for length. Vessel drops anchor and ties up at 2 buoys by stern. Discharging rate 600–700 tons per hour.

DENSITY: 1025.

FRESH WATER: Available at any quay by hoses or barges. By hose at 25 tons per hour, by barge 45 tons per hour.

FUEL: Available.

GANGWAY/DECK WATCHMEN: Not compulsory; usually number of watchmen required depends upon the Master.

OPENING/CLOSING HATCHES: Crew usually carry out this operation.

CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man.

IDENTIFICATION CARDS: Shore passes given by local police.

TIME: GMT plus one hour. Summertime: May to September, GMT plus 2 hours.

CONSULS: Belgium, Holland, France, Germany, Norway, Panama, Portugal, Spain, U.K., United States.

REPAIRS: Any type of repairs undertaken.

DRY DOCKS: One graving dock and two floating graving docks. 172 m. length, 24 m. width, 1st floating dock. 193 m. length, 24 m. width, lifting power 10,000 tons, 2nd floating dock. 254 m. length, 46 m. width, 40,000 lifting power.

AIRPORT: Distance from Punta Raise Airport is about 20 km. Airport served by regular services.
REPATRIATION: Good facilities exist.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Holiday (26th December).
Cargo work can be arranged on the above days.
POLICE/AMBULANCE/FIRE: Police, 233333; Ambulance, 231166; Fire, 212222.
TELEPHONES: Available if required, but only for local use.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante di Porto.

PIOMBINO: 42.56 N. 10.33 E.

DOCUMENTS:
3 copies of Crew List.
3 copies List of Passengers in Transit or Disembarking.
1 Customs List, including ship and crew articles (Master is responsible for any excess, less or more).
1 copy of Manifest and B/L of Cargo Discharging.
1 copy of Manifest for Cargo in Transit.
PORT LIMITS: Within one mile of Breakwater light.
PILOTAGE: ETA to Agent in local time (GMT plus one hour). Summer-time May to September (GMT plus two hours).
Pilots embark E.S.E from breakwater light, distance one mile or less according to weather conditions Pilotage usually available at greater distance on request of ship or Agent Being an open road, care should be given to provide shelter to Pilot embarking/disembarking facilities, especially in Southerly winds or a swell.
Pilot ladder according to Convention Safety of Life at Sea, and EMPA recommendations.
Southerly gales may prevent Pilot from embarking or even from approaching the ship; in this case pilot boat may guide limited size vessels to sheltered water and then embark Pilot (signals by lamp or flags UF).
Pilots VHF will be activated in near future.
ANCHORAGE: Outside the harbour leaving entrance of dredged channel clear and ample sea room to intense traffic of car ferries to and from Island of Elba.
Pilot not compulsory, but available day and night on request of ship or Agent.
RESTRICTIONS: Berthing of ships over 35,000 dwt unadvisable in darkness. Berthing may be restricted by Southerly gales also for smaller vessels. No restrictions on sailing but may be necessary to disembark Pilot at Portoferraio (Island of Elba). Considerable swell in the harbour during gales.
MAX. SIZE: Maximum draft 39 ft., length 260 metres, no breadth restriction. Can accommodate vessels up to 50,000 dwt.
HEALTH: Free pratique automatic for vessels coming from Continent, "Q" flag not to be flown on entering. From other countries, including Spain and Portugal, usual procedure applies. Not coming from Continent it is possible to request free pratique by radio to "Sanimare", Piombino, between 12 to 6 hours before arrival.
RADIO: Civitavecchia or Leghorn Radio.
BERTHING: "Acciaierie di Piombino" (ex-Italsider) pier equipped for quick discharging of ore, coal, scrap, etc.—Berth No. 4 depth 39 ft. Berth No. 3 depth 35 ft. 6 in Other commercial berths, max. depth 29 ft., equipped with mobile crane 10 tons. One berth (21 ft.) with roll-on/roll-off facilities.
STEVEDORES: To enable Agent to order gangs, it is important to radio accurate ETA. Latest time to order gangs: shift 0600–1400, 1700 hrs. day before, shift 2200–0600, 1700 hrs. same day, shift 1400–2200, 1100 same day. Failure to give precise ETA may result in ship losing 12–24 hours, and the cost of the gang not employed, about lit. 70.000.
MEDICAL: Doctor and dentist can attend sick crew, For yellow fever and smallpox vaccination doctor comes from Leghorn.
FRESH WATER: Available at any pier, by pipe-line.
FUEL: Available by barge from Livorno.
OPENING/CLOSING HATCHES: Normally carried out by crew (if stevedores, extra charge).
CERTIFICATES:
Certificate of Registry.
Load Line.
Safety Equipment.
Radio Certificate.
Deratisation Certificate.
CONSULS: No Consuls.
REPAIRS: Small repairs only undertaken.
REPATRIATION: It is possible to arrange repatriation.
HOLIDAYS: Cargo work can be arranged on all official holidays.
POLICE/AMBULANCE/FIRE: Police 31111 or 32222; Ambulance 36022; Fire 33333; Emergency call (all services) 113.
SHORE LEAVE: Allowed.
AUTHORITY: Il Comandante, Capitano di Porto.

PORTO TORRES (Sassari): 40.51 N. 08.24 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Maritime Health Declaration.
1 Arrival Report.
PILOTAGE: International Code Signals are used to call Pilot. Pilot station telegraphic address, Corpo Piloti Porto Torres, tel. P. Torres 54936. No VHF connection at present. The pilot boats carry international pilot signals. The Pilot normally boards about 1 mile from port entrance. On request, vessel can be boarded 3 miles off port entrance.
RESTRICTIONS: The oil terminal is exposed to winds and swell from N.W. to N.E. Heavy N.E. swell may delay berthing of larger vessels. Vessels should be ready to leave the berth if necessary due to adverse weather conditions.
ANCHORAGE: About 1 mile from the green light on head of West Mole in depths of 25 m.
MAX. SIZE: Inner port: length 120 m., draft 7 m.; Outer port: length 150 m., draft 8 m.; West Mole: length 150 m., draft 8–10 m.
S.I.R. Terminal: Pier A, length no limit, draft 9 m.; Pier B, length no limit, draft 12 m.; Pier C, length no limit, draft 15 m.; Pier E, length no limit, draft 8 m.
S.B.M. mooring: up to 300,000 tons.
HEALTH: Pratique is given by the Port Medical Officer who boards all vessels coming from foreign ports. No Radio pratique at present.
RADIO: Coastal radio station, Porto Torres Radio P.T., call sign IZN, operating on 2182 kHz. A continuous service.
TUGS: Join vessel about ½ mile from port or from S.I.R. Piers. Ship's lines normally used. Four tugs available.
TANKERS: Largest tankers afloat can moor at single Buoy mooring located 1·7 miles N.N.W. of S.I.R. terminal.
BERTHING: While dry cargo vessels may enter port at any time, tankers are only allowed to berth between sunrise and sunset; sailing is permitted at any time.
STEVEDORES: There are two ordering times each day. The first at 08.00 and the second at 13.30. It is possible to order gangs outside normal working hours through ship's Agents.
MEDICAL: All facilities available. Nearest hospital located at Sassari, 18 km. away.
DENSITY: Salt water.
FRESH WATER: Can be supplied in limited quantities to vessels in port and in the roads.
FUEL: All grades available by pipeline at S.I.R. piers. Elsewhere, can be supplied by barge, subject advance notice of 12 hours.
GANGWAY/DECK WATCHMEN: Authorised shore service available.
OPENING/CLOSING HATCHES: Normally done by crew, can be done by stevedores on request.
CUSTOMS ALLOWANCES: 40 grammes tobacco per man. Normal daily consumption wine/spirits allowed.
IDENTIFICATION CARDS: Not required.
CONSULS: No local consular representation.
REPAIRS: Only minor repairs can be effected locally.
REPATRIATION: can be arranged through Agents.
AIRPORT: Nearest at Alghero-Fertilia, 34 km. away. Daily flights to main Italian cities.
TIME: GMT plus one hour. Summer-time, clocks advanced 1 hour between 24th May and 21st October.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Patron Saint (22nd May); Easter Day, Ascension Day, Corpus Domini (variable date); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day 25th December); Boxing Day (26th December).
POLICE/FIRE/AMBULANCE: Police tel. 54888; Fire, 31421; Ambulance, 54973.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di porto di Porto Torres. Cables: Compamare Portotorres. Tel. 54884 and 54396.

RAVENNA: 44.25 N. 12.12 E.

DOCUMENTS:
For Maritime Authority:
Ship Safety Certificates.
3 Crew Lists.
3 Passenger Lists.
For Customs:
1 Crew List.
1 Passenger List.
Cargo Manifest.
Bills of Lading.
1 Provisions List.
1 Customs Declaration of each Crew Member.
For Maritime Health:
1 Crew List
1 Passenger List.
De-rat. Certificate or Exemption.
Maritime Health Declaration.
For Police:
1 Crew List.
1 Passenger List.

PILOTAGE: Ordered by Agent in advance. Contact by radio telephone: Nos. 430453 and 430204 during office hours. Cables to Piloti del Porto, Marina di Ravenna. Pilot station and both pilot boats equipped with VHF, Channels 16, 9, 6 and 12. Pilot is embarked not less than 1 mile from head of breakwater. Vessel awaiting Pilot may anchor 1·5 miles from breakwater head. This anchorage is not secure in bad weather. Vessels bound for SAROM installation, embark Pilot at least ½ mile from the berths. Pilot launches have black hull with white band, white superstructure, 10 or 14 m. in length.
ANCHORAGE: Anchorage prohibited in vicinity of submarine pipe-lines and cables. Vessels waiting for a berth may anchor at a distance more than 1·5 miles. from the outer breakwater head according to their draft and subject to weather conditions.
RESTRICTIONS: Berthing in daylight only. The channel to the inner port is navigable one way only. Traffic signals are displayed to indicate when channel closed to incoming vessels.
MAX SIZE: *Inner Port*, draft limited from 17 ft. to 17 ft. 6 in. depending on vessel's beam.
San Vitale, max. draft 28 ft. allowed from port entrance to San Vitale Basin.
Sarom (Oil Platform), length not limited, max. draft 36 ft.
Sarom (Oil Berth), length not limited, max. draft 36 ft.
SBM Terminal, length not limited, max. draft 44 ft.
HEALTH: Pratique given by radio, on request to Sanimare Ravenna. Pratique is automatic for vessels coming from ports in Italy, United Kingdom, France, Belgium, Netherlands, Germany and Greece.
RADIO: Messages via Ancona Radio, Venezia Radio, or Trieste Radio. Ravenna VHF Radio Station operates on Channels 16, 25, 26, and 27.
TUGS: Available, join vessel in outer port. Ship's lines are used.
STEVEDORES: To be ordered before 1030 hours for afternoon work, and before 1630 hours for following morning.
MEDICAL: All facilities available.
TANKERS: No slop discharge facilities available. Dirty ballast may not be discharged within 20 miles of the port.
S.B.M. TERMINAL:
No. 3 Terminal (Ocean Berth) lies in position Lat. 44° 29′ N., Long. 12° 25′ E. It can accommodate vessels of any length but there is a maximum draft of 44 feet.
Discharging by 10-in. flexible hoses connected to the ship's port manifold.
Vessel lies stern to buoy heading Northward, using both anchors. These are backed up with a shore wire on each bow. At the stern shore wires are used and there are two breast lines on either side.
If the vessel has to anchor, this should be to the North of the buoy and not less than 3·5 miles from the coast. This gives good holding in mud and clay if plenty of cable is used, as there is occasionally a 2·5 to 3·0 knot Southerly current. Vessels should not anchor South of the buoy due to the presence of telegraphic cables and pipe-lines
DENSITY: 1024.
FRESH WATER: Only available ex-wharf at San Vitale and at inner port piers. Barge available for deliveries to the Silos Piers and tanker terminals.
FUEL: Available by barge.
FIRE PRECAUTIONS: Tankers are given copy of port fire regulations on arrival. No repairs or gasfreeing to be carried out without permission of Port Authorities.
DEVELOPMENTS: Construction of a new tanker terminal in depth of 20 m.
GANGWAY/DECK WATCHMEN: Optional, can be employed from shore if required.
OPENING/CLOSING HATCHES: Can be performed by ship's crew, or by the stevedores.
CUSTOMS ALLOWANCES: 50 cigarettes per man for first day in port. Wine/spirits, allowance is made for normal daily consumption on board.
IDENTIFICATION CARDS: Shore passes given by police.
CONSULS:

Norway	tel. 24.5.47
Sweden	,, 22.6.39
Spain	,, 24.0.14

REPAIRS: Minor engine repairs can be effected. Floating dry-dock available for up to 1,000 tons displacement.
REPATRIATION: Can be arranged.
AIRPORT: Forli Airport situated 25 km. away, with daily flights to Rome and Milan.
TIME: GMT plus one hour. From May to September, GMT plus 2 hours.
POLICE/FIRE/AMBULANCE: Police, tel. 22.4.66; Ambulance, 22.3.11; Fire, 22.2.22.
TELEPHONES: Cannot be installed on board.
SHORE LEAVES: Allowed. Launch service available for vessels in the roads.
AUTHORITY: Capitaneria di Porto Ravenna, Via Antico Squero 9, tel. 22 100, 24 1 24.

AGENT: Gastaldi and Co. S.p.A., 23 Via Carducci, P.O. Box 391, Cables "Dick Ravenna". Tel. 23505. Telex 55183.

SALERNO: 40.40 N. 14.45 E.

DOCUMENTS: As for all Italian ports, i.e. all ship's documents in valid condition and Arrival Reports, to be filled upon arrival with the Port Authority's representative.
PILOTAGE: Master may communicate with Pilot in the normal way. Either by hoisting "G" flag, or by calling him on "ALDIS" if night time.
ANCHORAGE: Position of anchorage, about 1·8 miles S.W. of the intermittent red light. Depth of water 12 metres.
RESTRICTIONS: Vessel cannot enter or sail from the harbour between 2100 and 0500 hours.
MAX. SIZE: Vessel allowed to enter port should not exceed 150 metres in length or 23 ft. draft.
HEALTH: Free pratique not obtainable by radio. Usual formalities on berthing.
RADIO: All cables should be sent via "NAPOLI RADIO" call sign IQH.
No VHF Station exists.
TUGS: Lines must be supplied by the ship. Tugs position is near the intermittent light (red).
BERTHING: Five berths with depths from 19 ft. to 23 ft.
STEVEDORES: Stevedores are to be informed 24 hours prior to vessel's arrival.
MEDICAL: Medical Service should be requested in advance. Hospital facilities are obtainable.
DENSITY: Average salinity is 1025 inside port.
FRESH WATER: Fresh water available at all berths.
FUEL: Bunkers may be supplied from Naples by truck or barge. If large quantities are requested supply will be effected by barge from Naples.
DEVELOPMENTS: Presently some works are in progress in order to obtain a further berth with deeper draft.
CUSTOMS ALLOWANCES: Only 40 cigarettes on vessel's arrival. This applies to officers and crew. The remaining stock will be sealed in vessel's bonded store.
CONSULS: No consular representatives exist in Salerno. Nearest at Naples.
REPAIRS/DRY DOCKS: No dry dock exists. Only small workshops attending minor repairs.
AIRPORT: The nearest airport is at Naples. Distance 70 km.
TIME: One hour ahead of GMT.
HOLIDAYS: Other than the national festivities, 21st September, a local holiday, being the Name Day of the town's Patron Saint.
TELEPHONES: Emergency phone number is: 113.

SAVONA (including Vado Ligure): 44.18 N. 08.29 E.

DOCUMENTS:
Arrival Report for Port Authority.
Cargo Manifest.
Provisions and Crew Personal Effects Manifest.
8 Crew Lists.
Safety Certificates.
PILOTAGE: Ordered through Agent. Telegraphic address: Piloti Porto di Savona. Pilot launch is black with white band. To call pilot, use flag or light signals according to International Code. For vessels bound for Savona or Vado Ligure, pilot boards about ½ to 1 mile SE of the red light at Savona port entrance.
ANCHORAGE: Depths of 25 metres. Important limit: it is forbidden to anchor North of bearing 270° from red light between 1st October and 14th May. It is forbidden to anchor East of bearing 360° from the white light between 15th May and 30th September.
RESTRICTIONS: Night entrance is considered for each case depending on type of mooring and vessel's draft. At Savona berths, vessels on maximum draft berth in daylight at high tide. No restrictions on un-berthing.
MAX. SIZE: Savona inner port, max. draft 9 m.; Savona Silos, max. draft 10·50 m.; Vado Ligure Roads, depending on berth depth.
HEALTH: Request free pratique by radio from Sanimare Savona prior arrival.
RADIO: Genova Radio or Roma Radio. VHF at Harbour Master's Office (tel. 22464).
TUGS: Available, join vessel in vicinity of Savona port entrance or at Vado Ligure just off the berth. Ship's line usually used. If tug line used, tariff plus 20% is charged.
BERTHING:
Savona: Funivie (S. Giuseppe), 32 ft. depth; Savona Silos S.p.A., 30 ft. depth.
Vado Ligure: Fornicoke Pier, 38 ft. depth; Esso berth, 32 ft. depth; Vadoil berth, 39 ft. depth; Shell berth, 31 ft. depth; SARPOM buoy berth, in 60 ft. water serving Quiliano/Trecate pipe-line; SARPOM buoy berth, in 55 ft. water serving Savona/Trecate pipe-line; Chevron berth, 31 ft. depth.
BULK HANDLING FACILITIES: Grain: discharged at berth No. 17, rate 500 tons per hour.
Coal: discharged at Funivie, discharging rates ranging between 7,500 and 16,000 tons per day, depending on suitability of vessel for discharging facilities.
TANKERS: SARPOM Sealine Terminal: vessel moored at five buoys in 60 ft. of water, suitable for tankers up to 49 ft. draft, and 285 metres length.
At Chevron, Shell and Vadoil berths, tankers are moored stern to quay.
No slop discharge facilities available.
STEVEDORES: Ordered by ship's Agent, no separate ETA required.
MEDICAL: All facilities available.
DENSITY: 1025.
FRESH WATER: Obtainable at berths by pipe-line. Barge available for quantities in excess of 60 tons.

FUEL: All grades available by barge.
FIRE PRECAUTIONS: Watchmen on board tankers or vessels handling dangerous cargo.
OPENING/CLOSING HATCHES: Can be handled by ship's crew or stevedores.
CUSTOMS ALLOWANCES: Bond Sealed. Small quantity cigarettes and spirits permitted for consumption while in port.
IDENTIFICATION CARDS: Shore passes given by local police.
CONSULS:

Finland	Norway
France	Spain
Netherlands	Sweden

REPAIRS: All types of repairs possible.
HOLIDAYS: 1st January; 6th January; 19th March; 25th April; Easter Monday; 1st May; 7th May; 28th May; 2nd June; 29th June; 15th August; 1st November; 4th November; 8th December; 25th and 26th December.
POLICE/FIRE/AMBULANCE: Police, tel. 28868; Ambulance, 20125; Fire, 21000.
TELEPHONES: Can be connected on board.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di Porto, tel. Savona 20940.

TARANTO: 40.29 N. 17.15 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Anchorage Dues.
Vaccination Certificates for sighting.
PILOTAGE: Piloting in Port of Taranto is compulsory to all vessels over 500 GRT. Vessels are taken 1 mile off S. Vito Cape Lighthouse. Also for shifting from berth to berth Pilot assistance is compulsory.
RESTRICTIONS: Entry allowed day and night.
MAX. SIZE: Tankers up to 72 ft. draft may berth at buoy mooring. Bulk carriers up to 50 ft. draft may berth at Italsider Pier.
HEALTH: Free pratique is automatic for vessels coming from Italy, France, Great Britain, Ireland, Germany, Belgium, Holland and Greece. From other countries it may be obtained via radio, by applying to "Sanimare Taranto" between 12 and 6 hours before arrival.

Smallpox vaccinations available. Yellow fever vaccinations could be arranged by calling Bari port doctor to Taranto with two days notice.
TUGS: Towage service is not compulsory and is supplied by one tug of 1,350 h.p., 2 tugs of 1,000 h.p., and one of 1,035 h.p. belonging to Rimorchiatori Napoletani. It is expected that the service will be improved in the future with a further tug of 1,920 h.p.
BERTHING: *Outer Harbour:* Quays No. 1/2, combined length, 1,050 ft. (32 m.); maximum draft, 26 ft. 3 in. (8 m.); Quay No. 3, length, 820 ft. (250 m.); maximum draft, 27 ft. 10 in. (8·50 m.).

Italsider Pier: *Eastern side* (for discharge of ore, coal, steel scrap): length, 4,456 ft. (444 metres); depth alongside 52 ft. 6 in.; max. draft allowed 50 ft.

Western side (for discharge and loading of finished goods): length, 1,566 ft. (477 metres); depth alongside 33 ft

Safety. During winter time, berths are subjected to heavy swell which may force vessels to leave same, as the breakwater effectively protects only the Eastern side. However, work is now in progress to lay new breakwater, which should also render safe the Western side.

Head of the Pier: Width, 448 ft. (136·55 m.); maximum length of vessel, 459 ft. (140 m.) or up to 525 ft. (160 m.), subject to vessels laying at Western and Eastern sides being berthed at not less than 164 ft. (50 m.) from head of pier; depth alongside, 32 ft. 8 in. (10 m.).

Cement Pier: Maximum depth is 8·50 m.; suggested maximum draft 8·20 m. (26 ft. 10 in.); maximum vessel length acceptable, 120 m.; rate of loading (in bulk): up to 280 m./ton per hour; (in bag): up to 35 m./ton per hour.
TANKERS: *Aviation Gasoline Oil Jetty.* Tankers moor with two anchors and with stern made fast to four buoys. Connection by stern. Vessel lifting up hoses (9 in.) from the jetty (breadth 9 ft., length 1,476 ft.). Length of pipe-line from ½ to 1½ miles.

Access to vessel by boat. No water or bunkers available. Maximum draft 25 ft. Night crossing of Mar Piccolo up to and from jetty is not allowed.

Navy Oil Jetty: Pier, terminating in two quays, which may accommodate two vessels each. Max. draft 33 ft., hoses 300 mm. Night movements allowed.

Petroleum Pier: Exclusively used for handling petroleum products at its four berths and is connected by several pipe-lines with Shell Italiana Refinery, as well as with the bulk plants belonging to Agip, and Industrie Chimiche De Gaeta, which are all located in the industrial area of Taranto adjoining to the petroleum port. Access to the pier is through a dock 350 m. long and 33 m. wide. The pier itself is 560 m. long.

Berth No. 1 and 2 (aft berths), maximum length of vessel, 175 m. (557 ft. 3 in.); maximum draft, 9·50 m. (31 ft. 2 in.). Maximum depth, 10 m. (32 ft. 9 in.). Bunkers from line, (8 in. hose, 10 in. pipe-line). Water, by barge. Loading arms, 2 of 10 in., 3 of 8 in.

Berth No. 3 and 4 (fore berths), maximum length of vessel, 208 m. (682 ft. 5 in.); maximum draft, 10·50 m. (34 ft. 5 in.); maximum depth, 11·00 m. (36 ft. 1 in.). Bunkers and water, as per berths 1 and 2. Loading arms, 6 of 10 in.

Pier is fitted with one line for each product to be loaded (14 lines) and a 20 ft. line for ballast discharge. Any quantity of ballast may be received by the pier. Access to the pier for provisions only via boats.

Shell CBM. Shell terminal for discharge of crude oil is situated in Mar Grande North-east of St. Paul's Island. Distance 3,000 metres, and bearing 048° from light at the head of St. Paul Breakwater. Vessels moor at five buoys with port anchor down. Buoys are equipped with intermittent red lights and quick-release hooks.

The hoses (two of 12-in.) are signalled by marker floats and have to be lifted by vessel with derrick capacity at least 8 tons. The terminal is connected with the refinery by a 34-in. pipe-line, 5 kilometres long. Maximum length acceptable 330 metres, maximum draft 72 ft., maximum dwt. 200,000 tons.

Two tugs recommended for berthing with good weather and without North-westerly winds. Night mooring and unmooring allowed.

Agip/Anic Terminal: Vessels moor with two anchors and with stern made fast to four mooring buoys.

Maximum draft 26 ft. 3 in. (8 m.). Under rough weather conditions vessels may have to leave the terminal, position being exposed. No mooring at night allowed, while unmooring is permitted. Supplies, bunkers, water, and connections with vessel by barge.

For methanol, tank inspection is usually carried out in the road, before berthing.

Pozzi Ferrandina SPA Terminal: Three sea lines, the hoses of which must be lifted from the sea bottom by ship's gears. One sea line (6 in.) is used to load methanol and one (6 in.) to load soda. Third (3 in.) sealine is for water. Port side hose connection. Pipe-line length ¼ mile.

Vessels moor with starboard anchor and made fast to three buoys astern and one port. Night movements are not allowed. Maximum draft 22 ft. Maximum length 85 m.

Industrie Chimiche Di Gaeta, G.I.D. Terminal: Situated further West of Pozzi Terminal, it has three sea lines with hoses of 6 in. and 10 in., which have to be lifted from sea bottom.

Vessels moor with port anchor and make fast to three buoys astern and one buoy forward starboard. Maximum draft 22 ft. Night movements not allowed.
BRIDGES: One bridge in inner harbour. Opening times: 00.20–04.20, 08.30, 15.10, 21.10. Opening on Agent's request to Harbour Master (24 hours notice requested for day opening time). Maximum speed in the canal, 6 knots.
STEVEDORES: Available. Normal working hours are from 07.00 to 15.00. For work performed in overtime/and/or holiday, the "Tariffs to the Workers" are increased as follows:

Day	*Shift*	*Increase*
Weekday	15.00–23.00 hrs.	40%
	23.00–07.00 hrs.	80%
Saturday	11.00–15.00 hrs.	40%
	15.00–23.00 hrs.	40%
	23.00–07.00 hrs.	80%
Sunday	07.00–15.00 hrs.	50%
	15.00–23.00 hrs.	80%
	23.00–07.00 hrs.	100%

DENSITY: 1029 and 1031. Tides negligible. Maximum variation 1 ft.
FRESH WATER: Available at all quays from 0700 to 1700 hours. also available by barge of up to 190 tons capacity.
FUEL: Available by barges from Agip; Shell and Sincat. 48 hours notice requested, aside from usual stemming.

Lubricating Oil. Available from Shell, Mobil and Esso.
FIRE PRECAUTIONS: Performed by fire brigade and compulsory to all tankers undergoing repairs/dry docking. It is requested and paid for by the shipyard, which afterwards charge same directly to the Owners.
WATCHMEN SERVICE: Available. Hourly cost, lire 450 per watchman used (lire 500 on Sunday and holiday).
OPENING/CLOSING HATCHES: Usually carried out by crew, but stevedores also carry out this operation at 1,202 lire per hatch.
CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man.
IDENTIFICATION CARDS: Required. Shore passes issued by local police.
CONSULS: Spain, France, Panama and Norway.
REPAIRS: All major repairs undertaken.
DRY DOCKS: Two floating docks owned by Stabilimenti Navali with dimensions as follows:

	Dock No 1	*Dock No. 2*
Length at support level	699 ft. 8 in.	808 ft. 4 in.
Length overall	765 ft. 4 in.	869 ft. 4 in.
Breadth at support level	121 ft. 3 in.	137 ft. 1 in.
Depth	29 ft. 8 in.	27 ft. 9 in.
Lifting capacities	28,000 tons	40,000 tons

Maximum draft acceptable in channel leading to the shipyard is 33 ft.
REPATRIATION: Good facilities exist.
AIRPORT: Located at Grottaglio, 20 minutes by car from the city. It is served by four daily connections with Rome, and one to Naples.
TIME: GMT plus 1 hr. winter. GMT plus 2 hrs. summer.
HOLIDAYS: New Year's Day (1st January); Epiphany Day (6th January); Saint Joseph's Day (19th March); Liberation Anniversary (25th April); Easter Monday; Ascension Day (19th May); Corpus Domini Day (9th June); Labour Day (1st May); Republic Foundation's Day (2nd June); Saint Peter and Paulus Day (29th June); Assumption Day (15th August); All Saints' Day (1st November);

National Unity Day (4th November); Immaculate Conception Day (8th December); Christmas Day (25th December); Saint Stephen's Day (26th December); Town Saint Patron's Day (10th May, at Taranto).
SERVICES: Compass adjusting, etc. available.
SHORE LEAVE: Allowed.
AUTHORITY: Il Comandante Colonello di Porto. Ministero della Marina Mercantile.

TORRE ANNUNZIATA: 40.45 N. 14.27 E.

DOCUMENTS and all General Information – refer to "Naples".
RESTRICTIONS: Mainly a fishing port with few facilities for larger vessels. Reported not to be suitable for larger vessels during winter months due to frequent high winds and heavy swell within the harbour.
MAX. SIZE: Length 472 ft., draft 30 ft.

TRIESTE: 45.39 N. 13.45 E.

PORT LIMITS: From Barcola (4 km. East of Capo Miramare) to Zaule, in the Muggia Bay. The roastead is 18/24 metres deep. The lay-days begin from 1.00 p.m., if the Captain declares the "readiness" of the ship within 12.00 a.m., and from 8.00 a.m. of the following day if the declaration of "readiness" has been made within 5.00 p.m. The declaration of "readiness" is made when the ship docks at the operative pier or when the ship anchors in the roadstead.
DOCUMENTS:
For Customs:
2 Cargo Manifests.
1 Stores List.
1 Provisions List.
For Port Authorities:
Arrival Report.
2 Crew Lists.
3 Passenger Lists.
For police:
1 Crew List.
1 Passenger List.
Shore Passes, provided by Agents.
For Port Health:
Maritime Declaration of Health.
PILOTAGE: Is compulsory for vessels over 499 GRT. Location of pilot station for large tankers is in approximate position 45° 37′ N., 13° 43′ E.
For smaller vessels Pilot boards in approximate position 45° 39′ N., 13° 44′ E.
ANCHORAGE: No pilot required to anchor in roads.
MAX. SIZE: Tankers up to 52 ft. draft, length 350 metres.
HEALTH: Free pratique is granted by the local Health Officers who board the vessels on arrival together with Port Authorities. The pratique can also be requested by cable, addressed to "Sanimare – Trieste" and stating the port of origin, the number of crew and general health condition on board.
RADIO: Trieste radio, call sign IQX, operating continuously. Radio Telephony and/or telegraphy can be used. RTF Channels 8, 12, 16, and 500.
TUGS: Ten tugs available up to 2,500 h.p. Tugs normally join vessel at pilot boarding station. Ship's lines usually used. If tug's lines used the tariff is increased by 10%. Tug assistance is compulsory for tankers.
BERTHING: Maximum draft allowed at berths as follows:
Punto Franco, Vecchio, ore pier, 28 ft.; Other berths, 21 ft. Punto Franco, Nuovo, ore pier, 30 ft. silos, 31 ft. 5 in.; general cargo, 31 ft. Punto Franco, Scalo Legnami, 24 ft. Molo Martello, 30 ft., max. length of ship, 171 m. Italsider, berths, 45 ft. Siot, terminal, 55 ft. Pontile Aquila, oil pier, 38 ft. Italcementi, berths, 30 ft. Vetrobel, berth, 30 ft. A.F.A., berth, 21 ft.
Mole No. 7 (Container Terminal), max. draft 45 ft.
SPECIALISED CARGO HANDLING FACILITIES: Wheat storage-bin for cereals and oil-seeds, capacity 30,000 tons, with 4 pneumatic unloaders. Auxiliary set, capacity 16,000 tons, with 3 pneumatic dockers.
Coals and minerals plant, Molo VI North, with 7 cranes and 2 bridge cranes.
Coals and minerals plant, Italsider pier with two 25-ton unloaders.
Unloading, loading, alcohol and other liquid stowage plant, capacity 5,340 cubic meters.
Maturity, conservation and disinfestation fruits and vegetables plant.
Refrigerant, capacity 3,700 tons.
Roll on/roll off: 2 berths.
STEVEDORES: Working hours 0800–1200 and 1300–1700; Monday to Friday. Gangs to be ordered by 1500 to commence at 0720 following morning; by 1100 to commence at 1300.
MEDICAL: All facilities available. Preferable order in advance if required on holidays.
TANKERS: No slop discharge facilities; no repairs allowed to tankers at loading/discharge berths; no trucks or lorries allowed at Aquila Oil Pier which can only be approached by motor boats.
Transalpine Pipeline Terminal. The TAL tanker terminal provides the following facilities: Main pier, 1,870 ft. long; Mooring pier No. 1, 1,558 ft. long; Mooring pier No. 2, 1,607 ft. long; draft allowed, 52 ft.
Piping layout – one crude oil line 42 in. diam, for each mooring pier; one main manifold of 42 in. diam.; one 42 in. line from main manifold to tank farm; two lines for bunkering purposes, 42 in. diam. for fuel oil service, 10 in diam. for diesel oil service; one 8 in. line for fresh water service.
DENSITY: 1025.
FRESH WATER: Available by pipe-line at all berths. No barges available.
FUEL: All grades available, loading rate about 250 tons per hour. 48 hours notice required.
DEVELOPMENTS: New dry dock 350 metres length under construction.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Optional, but stevedores usually perform this operation for convenience.
CUSTOMS ALLOWANCES: 50 cigarettes for each man and one bottle wine/spirits between 5 men. Only one allowance given while vessel in port.
IDENTIFICATION CARDS: Shore passes are issued by local police.
CONSULS:

Austria	tel.	90891	Holland	tel.	61690
Belgium	,,	37073	Honduras	,,	95225
Brazil	,,	35317	Lebanon	,,	37370
Chile	,,	28960	Sweden	,,	29182
El Salvador	,,	36556	Turkey	,,	24393
Germany	,,	37141	Uruguay	,,	31664
Great Britain	,,	35760	U.S.A.	,,	30221
Greece	,,	28278	Yugoslavia	,,	24969
Guatemala	,,	29551			

REPAIRS: All kinds of hull, deck and engine repairs can be carried out by Arsenale San Marco, Cantieri Alto Adriatico and other yards.
DRY DOCKS: Four dry docks available, the largest of which is 206·96 m. long; 30·0 m. wide, 27·60 m. depth and 8·25 m. sill depth.
REPATRIATION: No facilities.
AIRPORTS: 30 miles distant. Two flights daily to Venice/Milan and Rome for international connections.
TIME: GMT plus one hour. Summertime: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day; (25th April); Labour Day (1st May); Good Friday, Easter Monday, Ascension Day, Corpus Domini (variable dates); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); St. Giusto (3rd November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December); Cargo work can be arranged on the above days.
POLICE/FIRE/AMBULANCE: Police, tel. 113; Fire, 2222; Ambulance, 68888.
TELEPHONES: Can be installed on board.
SHORE LEAVE: Allowed.
AUTHORITY: Ente Autonome del Porto di Trieste. C.P. 569 Trieste.

VENICE: 45.26 N. 12.20 E.

DOCUMENTS: Minimum number of ship's papers required upon arrival:
By Port Health
2 copies Passenger List.
2 copies Crew List.
By Police
2 copies Passenger List.
2 copies Crew List.
By Ship's Agents
2 copies Passenger List.
2 copies Crew List.
2 copies Cargo Manifest.
By Customs
2 copies Cargo Manifest.
2 copies Provisions and Stores List.
PILOTAGE: Pilot boards 2 miles from breakwater. Master can contact Pilot by radiotelephone, VHF Channel 114.
ANCHORAGE: In position 45° 26′ N., 12° 20′ E. No restrictions, ample depths of water.
RESTRICTIONS: Advisable to enter during day-time and with favourable tide. Vessel up to 29 to 30 ft. draft can enter at high water. Vessel of this size can berth alongside with use of a pontoon. Tankers; normally restricted to 31 ft. draft.
HEALTH: Health Officer Boards as soon as vessel is berthed. Pratique can be obtained by radio prior arrival. Radio request to Sanimare Venice through Trieste Radio.
TUGS: Tugs are available in plenty and will join vessel at breakwater and/or off Lido when proceeding to S. Nicolo. Ship's lines have to be used.
BERTHING: Banchina Piave have a total quayage of 2,760 ft. long with a depth of water varying from 25 to 26 ft. at low water.
Banchina Tagliamento have a total quayage of 2,500 ft. long with a depth of water varying from 26 to 29 ft. at low water.
Testata Marmi have a total quayage of 720 ft. long and 26 ft. depth of water.
Banchina Palazzo have a total quayage of 525 ft. long and a depth of water of 26 ft.
Banchina Isonzo have a total quayage of 2,360 ft. long with depth varying from 24 to 30 ft. at low water.

Testata Silos have a total quayage of 330 ft. long with a depth of water 21 ft. at low water.

Banchina S. Marte e Magazzini Generali Punto Franco (Free Port) have a total quayage of 2,950 ft. long with a depth of water varying from 21 to 23 ft. at low water.

Porto Marghera:

Leghe Leggere with a depth of water 27 ft. at low water.

Radice Molo "A" with a depth of water 27 ft. at low water.

Banchina Veneto with a depth of water varying from 22–25 ft. at low water.

Banchina Lombardia with a depth of water 28 ft. at low water.

Banchina Piemonte with a depth of 30 ft. at low water.

STEVEDORES: The Provveditorato al Porto Venice are exclusively entitled to manage all the commercial traffic and to provide by their own means the commercial work in the harbour including stevedores. Vessel should en route ETA cable to Agent at least 48 hours prior vessels arrival to arrange gangs.

MEDICAL: Hospital facilities always available. No notice required in advance.

TANKERS: Tank washings cannot be disposed of inside port. Diameter of loading discharge lines 8 to 12 in.

One berth for tankers at San Leonardo can accommodate vessels up to 85,000 dwt.

Discharging berths for tankers at Porto Marghera:

Darsena IROM, length 570 metres, depth 30 ft. Tankers over 31 ft. draft require special approval.

Esso Pier: depth alongside 30 ft.

Shell Pier: depth alongside 30 ft.

Agip Pier: depth alongside 23 ft.

Port entrance of Malamocco, at point of the island of Lido, has been reopened where a canal 12 metres deep leads to Port of Marghera. This canal allows large tankers to proceed to coastal storage tanks without passing through urban centre of Venice.

BULK HANDLING FACILITIES: Bauxite discharging at Montecatini and Molo Commerciale in Porto Marghera.

Discharge by crane grabs at rate of 2,000 tons per day at Montecatini, and 1,500 tons per day at Molo Commerciale. Vessels up to 28 ft. draft can be accommodated.

SALINITY: Average salinity of water inside port 1020.

FRESH WATER: Plenty available.

BUNKERS: All grades available and delivered by barge.

CUSTOMS ALLOWANCES: The Customs require from the ship a complete list in duplicate of Provisions and Stores. It is particularly important that the quantities of items such as tobacco, cigarettes, spirits, coffee, matches, pepper, salt, spices, cars, chocolate, should be given accurately. Customs Officers will supervise the issue while ship is in port. Amount of tobacco allowed out of Bond: 50 cigarettes per man for all foreign vessels except British and U.S.A. flags. 20 cigarettes per day per man on British and American flag vessels.

CONSULS: Following are Consulates maintaining their offices at Venice:

Argentine	Germany	Panama
Austria	Greece	Peru
Belgium	Guatemala	Portugal
Denmark	Lebanon	Spain
Finland	Liberia	Sweden
France	Norway	Switzerland
Great Britain	Holland	Uruguay

REPAIRS/DRY DOCKS: There are ample facilities for repairs. Following are particulars of Venice dry docks:

Minore	*Maggiore*	*Principe*
298·8 ft.	526·3 ft.	820·3 ft. extreme length
58·4 ft.	79·8 ft.	117·8 ft. breadth of entrance
1·0 ft.	1·0 ft.	3·1 ft. height of sill above bottom dock
19·7 ft.	29·6 ft.	36·0 ft. depth on sill at high water.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

AIRPORT: International Airport Marco Polo about 10 km. from Porto Marghera. Served by regular airlines.

TIME: GMT plus 1 hour. Summer Time from June to September.

HOLIDAYS: The public and port holidays are the following: 1st January; 6th January; 19th March; 25th April; Monday after Easter Day; 1st May; Ascension Day; Corpus Christi Day; 2nd June; 29th June; 15th August; 1st November; 4th November; 21st November; 8th December; 25th December; 26th December.

TELEPHONES: Telephones will be placed aboard the ship.

AUTHORITY: Il Comandante di Porto.

AGENT: Bassani S.p.A., Venice – Via 22 Marzo, 2414, PO Box 484. Tel. 20340 – 22771. Telex 41066. (Subagents of Gastaldi & Co) Cables: Dick Venice.

Ivory Coast

ABIDJAN: 05.18 N. 04.00 E.

DOCUMENTS:

7 Crew Lists.
6 Lists of Previous Ports of Call.
2 Lists of Ship's Stores.
2 Lists of Crew Personal Effects.
Maritime Declaration of Health.

PILOTAGE: About one hour before arrival ships equipped with VHF shall confirm to the pilot station their correct hour of arrival off the roads; then the boarding time for Pilot shall be communicated. It is essential that these times are clearly understood both by ship and pilot station.

Ships shall stay in a position so they keep across the swell and the wind which both generally come from the South and they shall put the pilot ladder at the lee, i.e. Port if steering Eastward, Starboard if steering Westward.

Pilotage is compulsory, except for shifting alongside quays. For ships leaving harbour or shifting within harbour limits, request for a Pilot should be made at the Harbour Master's Office 3 hours at least before sailing or shifting. For a night sailing or shifting, request must be made before 5 p.m.

Warning: when embarking Pilot, keep well clear of sandbank extending from entrance to Vridi Canal.

RESTRICTIONS: Ships may leave or enter Abidjan only between certain time limits. These limits are transmitted by Abidjan-Radio: on 500 kc/s on request; on short wave, at the beginning of each watch period.

MAX. SIZE: Maximum draft 32 ft., maximum length 200 metres.

HEALTH: Request for free pratique is given by the Agent to port Health Authority, who will board vessel on arrival.

RADIO: Captains should radio their ETA and draft to "Comport-Abidjan". When at anchorage off Vridi canal, they should watch for signals from Vridi signal station, which keeps continuous watch, and advise them regarding the time the pilot will board their ship. Port Captain's office and Vridi signal station keep a permanent watch on 156·6 Mc/s and 156·8 Mc/s. Agents may be obtained through Abidjan-Radio on 2182 Khz. Abidjan-Radio answers on 1813 Khz.

VHF: 16 and 12 Channels are used: 16 for security and 12 for general traffic. It is strongly advised to use Channel 12. This channel is strictly reserved for the harbour traffic and ships wishing to talk to each other should do so on a ship to ship channel (6 or 8).

PORT RADAR: Is installed in the Harbour Master's Office. Vessels can contact port radar by VHF calling Comport Abidjan on Channels 16, 12 and 11, or through Abidjan Radio, which keeps watch on Channel 16.

TUGS: Tugs join vessel at the port entrance. Towing lines are provided by the tug.

BERTHING: At the Tanker berth in the Vridi channel, berthing is effected at slack water and unberthing is effected at the end of flood tide. Mooring at the sea line buoys at Port Bouet is only made at certain stages of the tide determined by the Pilot.

STEVEDORES: Gangs must be ordered before 17.00 on the previous day.

MEDICAL: All medical services and hospitalisation can be arranged without difficulty. Crew members are obliged to have valid certificates against smallpox and yellow fever.

DENSITY: Varies from 1025 in January to 1000 in November.

FRESH WATER: Supplied from the quay at the rate of 40 tons per hour per hydrant. Can be supplied by barge.

FUEL: 1500 secs. fuel available from Abidjan Refinery. Advance notice required.

WATCHMEN: Services of shore watchmen are recommended.

HATCHES: Normally opened and closed by stevedores.

CUSTOMS ALLOWANCES: Each man allowed to retain 200 cigarettes and 1 bottle of alcohol.

IDENTIFICATION CARDS: Should be carried by crew going ashore.

CONSULS: The following countries are represented locally:

Algeria	Japan
Belgium	Korea
Brazil	Lebanon
Colombia	Liberia
Congo	Mauretania
Denmark	Morocco
Ethiopa	Netherlands
Finland	Nigeria
France	Norway
Gabon	Sweden
Germany	South Vietnam
Ghana	Tunisia
Great Britain	U.A.R.
Italy	U.S.A.
Israel	U.S.S.R.

REPAIRS: All types of repairs can be effected. There is a floating dock with lifting capacity 2,000 tons.

REPATRIATION: Can be arranged.

AIRPORT: Local international airport with connections to all parts of the world.

TIME: GMT. No alterations during the year.

HOLIDAYS: 1st May and 8th August no work can be carried out. Other holidays which may be worked at overtime rates are: 1st January, Easter Monday, Whit Monday, Ascension Day, 1st November, Christmas.

POLICE/FIRE/AMBULANCE: Police, tel. 557/57; Fire, tel. 238/82; Ambulance, tel. 238/82.

TELEPHONES: Can be connected on board if requested for vessels moored at quays No. 1, 2, 4 and 5.

SHORE LEAVE: Allowed without restriction.

AUTHORITY: Direction du Port D'Abidjan, BP 1360 Abidjan, Commandant du Port, BP 1382 A. Telephone 238–82 or 272–53. Telex 674. Cables Comport Abidjan.

AGENT: Socopao Cote D'Ivoire, B.P. 1297. Tel. 220 81 87. Telex 745. Cables: "Freight Abidjan".

Jamaica

KINGSTON: 76.52 W. 18.00 N.

DOCUMENTS:

For Customs Port Royal

2 Health Certificates (obtainable from Customs Port Royal).
2 Crew Lists.
2 copies Passenger Lists.
2 Dangerous Cargo Lists.
1 Ship's Register.
2 Crew Declaration (obtainable from Customs Port Royal).
2 Stores List.
International Certificates of Vaccination for each crew member.

For Immigration

2 Crew Lists.
2 Passenger Lists.

For Agent

Bills of Lading covering all cargo on board.
2 Crew lists.
2 Stores Lists.
5 Manifests.
Ship's Register, Safety Certificate and Load Line Certificate.

For Quarantine

1 Derat. Certificate.
International Certificates of Vaccination for crew members.

PILOTAGE: Forty-eight hours advance notice to Agents required. Pilot boards vessel about 2 miles S.E. of Plumb Point Lighthouse. Vessels required to anchor at Port Royal whilst Customs board to grant pratique and seal stores. Contact pilot station VHF Channel 11. Several small pilot boats in use at present which come out from Kingston as required.

ANCHORAGES: Depth of ship channel 35 ft. recommended. Four specified anchorages, namely A, B, C, D – these having to be reserved in advance. Also unlimited anchorage space towards Eastern end of harbour. Positions of these four specified anchorages as follows:

Anchorage A 221° distant from R.C. Cathedral Dome 14·4 cables.
Anchorage B 180° distant from R.C. Cathedral Dome 11·0 cables.
Anchorage C 168° distant from R.C. Cathedral Dome 10·7 cables.
Anchorage D 155° distant from R.C. Cathedral Dome 11·0 cables.

RESTRICTIONS: Entry – day or night. Rise and fall of tide, average range 10 in., occasionally 16 in. Strength of current in harbour 1½ knots in some places. Main direction and average speed of prevailing winds E.S.E. 20 m.p.h. Months of maximum rainfall (i) April/May, (ii) Sept., Oct. and Nov. Hurricane period June 15–November 15.

MAX. SIZE: Recommended maximum draft into Port Royal 48 ft. for vessels of unlimited size. Main ship channel has recommended draft of 35 ft. and is 800 ft. wide. Newport West has recommended draft of 32 ft. 6 in. with a turning basin of 1,500 ft. Esso Terminals has recommended maximum draft of 34 ft. 6 in. Maximum recommended draft of 32 ft. 6 in. to proceed Eastwards, from Esso Terminals, in harbour to anchorage or berths. Newport East has maximum recommended draft of 27 ft. 6 in.

HEALTH: See "Documents".

Pratique Procedure: The Customs Officer who boards vessel will indicate to Master when pratique granted, after he has checked all documents and placed under bond all excess tobacco and liquor on board. In respect of vessels arriving from restricted areas (e.g. Texas, U.S.A.) vessel will not be granted pratique at Port Royal but at berth after being sprayed (at berth) by Quarantine Officer. A vessel with suspected fever or disease on board should inform agent before arrival. The agent will advise Customs at Port Royal and Quarantine. The Quarantine Officer will tell Master whether to proceed to Quarantine Anchorage or to berth direct.

If a vessel obtains pratique at Kingston, automatic pratique granted to proceed to any other port in Jamaica.

RADIO: Cable agents giving ETA, Draft, Passengers (if any), cash required. Call sign "KNRDO 6YI".

VHF: VHF Channel 16 – Kingston Radio. VHF Channel 11 – Pilotage.

TUGS: Tugs optional. Tug joins incoming vessel near berth. In case of emergency tug joins vessel wherever requested by Master. Usually ship's lines used, but if tug's lines used there is no extra cost.

BERTHING: No specific requirements for berthing. If explosives on board a special permit is required from Harbourmaster and Customs. Extract from Gunpowder and Firearms Law:

"Twelve hours' notice shall be given by agent of ship to Harbour Master or Principal Officer of Customs, as case may require, of intended arrival of a ship with Gunpowder and/or Dangerous Explosives on board, and such ship shall not be permitted to come alongside a wharf or any ship in Harbour or to break bulk until Harbour Master or Chief Officer of Customs, as case may be, is satisfied that Gunpowder and/or Dangerous Explosives are of such character and are so stowed, or are in opinion of Harbour Master or Collector of Customs, in such trifling quantity as not to be an element of danger, when proper Officer shall certify –

(*a*) that in consideration of character, method of stowage, or quantity of such Gunpowder and/or Explosives it is safe for such ship to berth and proceed to discharge cargo without special precaution, or

(*b*) that having regard to considerations aforesaid such ship should discharge such Gunpowder and/or Explosives into lighters or at place appointed under rules for special landing before being allowed to berth or break bulk in connection with landing or shipping of other cargo."

Kingston has a new port development in harbour West of the city. There are nine berths (numbers 1–9) operated by two private wharf companies. All berths equipped for Ro/Ro traffic. Maximum depth of water in channel approaching and alongside berths is 35 ft. Recommended draft is 32 ft. 6 in. Bunkering facilities available at all new berths.

STEVEDORES: To enable agent order gangs important to obtain accurate ETA from vessels. Time: 12 noon the working day before vessel arrives. Shifts: 0700–1400, 1400–2100 Mondays to Fridays; 0700–1200 Saturdays. Sundays – full overtime.

Stevedores normally rig and open, but crew open McGregor hatches. All necessary gear supplied by stevedores except rain tents and special lifts requiring special gears, which vessel must supply. Average unloading rate 10/15 tons per gang hour for general cargo.

CARGO HANDLING: Wherry Wharf (a Sufferance Wharf) maintains a pier at Newport East for unloading lumber, corn and animal feed ingredients. The wharf is 200 ft. long with a depth of 29 ft. and an apron of 200 × 60 ft.

However, there are no specialised berths on the public wharves for handling bulk cargoes. Although sulphur salt, caustic soda and grains have been discharged, consignees make their own discharging and storage arrangements.

Grains for the flour mill and feed factory are discharged at Shell Oil Pier and conveyed by the plant's own system into the factories. Berths 1 to 9 in Newport West are equipped for roll-on/roll-off traffic and containers. There is a mobile crane stationed on the docks capable of lifting 140 tons max. Liquid chemicals and LPG are handled by the oil companies at their private docks.

MEDICAL: Agents to be advised before arrival of vessel if emergency medical attention required. Hospital facilities available. If inoculation required Master to advise Agents prior arrival of vessel.

TANKERS: No specific requirements applicable to oil carriers. Reducers available to fit 12 in.–4 in. load/discharge lines. Slop (residue) discharge facilities available taking maximum 500 gallons. Five tanker berths. Drafts at these berths vary from 28 ft. to 34 ft. (approximately). Gas free certificate required for tankers laying alongside Public Wharves in Kingston.

DENSITY: Average density 1026. No tide.

FRESH WATER: Fresh water available at berth. Average rate of delivery 20 tons per hour.

FUEL: All grades (viscosities) available. At least two days advance notice required.

FIRE PRECAUTIONS: Fire boat available equipped for fighting harbour fires 24 hours per day. Also equipped fire engines situated within easy reach of docks available 24 hours a day.

GANGWAY/DECK WATCHMEN: Services of watchmen are recommended.

OPENING/CLOSING HATCHES: Hatches covered by Pantoon and Hatch Boards opened and closed by stevedores. McGregor hatches handled by crew.

CERTIFICATES:

Safety Certificate.
Ship's Register.
Load Line Certificate.
Test Certificates for derricks and cargo handling gear.

CUSTOMS ALLOWANCES: Tobacco, 2 oz. tobacco in any form (2 oz. pipe tobacco or 40 cigarettes) per day. Wine and/or Spirits, 6 oz. or ½ reputed pint of spirit per day. 1 pint wine allowed Master and Officers only or as stated in the Articles under flag they fly.

CARGO GEAR: The usual certificates covering testing and inspection of all gear and equipment as required under Docks Regulation 1934 of Great Britain or by International Labour Organisation, will be acceptable.

IDENTIFICATION CARDS: No Identification Cards required.

CONSULS: Consuls not available on Saturdays and Sundays, except by special request.

	Kingston Tel. No.
Consular Offices	
British Information Service	24135, 22711
Canadian High Commissioner	65726–0
Trinidad and Tobago High Commissioner	65739, 65730
Embassies	
American Embassy	26341–0
Argentine Embassy	77616
Chinese Embassy	78161
Dominican Embassy	66676
French Chancery Embassy	79811
German Embassy	26551
Mexican Embassy	66891
Netherlands Embassy	69026–8
Panamanian Embassy	70042
Venezuelan Embassy	65519–0
Consular Offices	
Argentine Consulate	77616
Austrian Consulate General	25623
Belgium and Luxembourg Consulate	0353–259
Colombian Consulate General	42004
Costa Rican Consulate General	67285
Cuban Consulate	84564
Danish Consulate	36737
Finnish Consul	23006, 22519
German Embassy–Consular Section	26551–3

Greek Consul	23685
Guatemalan Consul	42966
Haitian Consulate General	25888
Hondurian Consul Ad Honorem	67285
Israeli Consul	26671
Italian Consul	66981
Jordanian Consulate	82661
Lebanon Consulate	76465
Liberian Consul	27169
Mexican Consulate	66891
Nicaraguan Consul	22856
Norwegian Consul	22151
Peruvian Consul	76565
Salvadorian Consul	25780
Spanish Consul	22856
Swedish Consulate	36737
Swiss Consulate General	23347

REPAIRS: Minor deck and engine repairs possible by two firms. Pre-advice of three days recommended.
DRY DOCKS: No dry dock facilities available.
REPATRIATION: Facilities available for effecting crew changes.
AIRPORT: 10 miles from port and is served by regular airlines.
TIME: Local time is GMT minus 5 hours.
HOLIDAYS: Days when work is performed only on overtime rate: New Year's Day; Ash Wednesday; Easter Monday; National Heroes Day (third Monday in October); Boxing Day. Days when ports closed, no work performed: Good Friday; National Labour Day (Mary 23rd); Independence (flrst Monday in August); Christmas Day.
POLICE/AMBULANCE/FIRE: Emergency tel. numbers: Police 116; Ambulance 110; Fire 110. Commission of Police 79853–0. Radio Control Room 81261–2. Fire Brigade 22121. Fire Boat Station 27018.
TELEPHONES: Arrangements exist for placing telephones on board. The Jamaica Telephone Company to be advised by Agents 2/3 days before vessel arrives.
GENERAL: Bunkering Facilities: Bunkers are supplied by three firms: The Shell Oil Co. (West Indies) Ltd. Texaco Caribbean Inc. Esso Standard Oil S.A.

Ship's Chandlers: Three ship's chandlers available.

Communications: Regular air services daily to London, New York and other European and American cities, and is therefore in excellent position to offer emergency facilities to vessels requiring urgent spares, crew replacements, etc. Vessels can anchor at Port Royal close by airport.

Customs: Vessels are searched thoroughly by Customs for *fire-arms* and contraband. Masters are held responsible by Customs for security of bonded stores, etc. Masters are therefore alerted to check security arrangements and to keep watch on bond whilst in port.
SERVICES: Compass adjusting services available. Although routine repairs to radar, radios and other electrical equipment are possible, technical services generally limited.
SHORE LEAVE: Crew members allowed on shore after vessel cleared by Immigration. Vessels arriving from some countries require special Government approval before shore leave permitted, but no restrictions are normally placed on vessels arriving from Western European, American or African countries.
PORT REGULATIONS: Dogs are not permitted to land unless they have undergone quarantine or are imported from United Kingdom.
DELAYS: Normally there are no delays to vessels calling at the port.
AUTHORITY: The Harbour Master, Kingston.

AGENT: Sprostons (Jamaica) Ltd., Shipping Department, 7th Floor, Life of Jamaica Building, 72–76 Harbour Street, Kingston, Jamaica. P.O. Box 139, Kingston, Jamaica. Tel. 25767–9 and 25254 Telex: "2135 Alprojam." Cables: "Shipspros Kingston, Jamaica."

MONTEGO BAY: 18.30 N. 77.56 W.

DOCUMENTS, PILOTAGE and all general information: refer to "Kingston".
ANCHORAGE: There is one anchorage in Montego Bay which must be booked through the Harbour Master in Kingston. Depth 5 to 6 fathoms.
RESTRICTIONS: Entry – day and night. Rise and fall of tide, average range 10 in. No current in harbour. Main direction and speed of prevailing wind, N.E., 10 m.p.h. Subject in January–February to occasional 2–3 day spells of squalls with driving rain known as Northers which makes lying at the anchorage uncomfortable, but there is virtually no swell alongside the berths.
MAX. SIZE: Unlimited water at anchorage. The 1,500-ft.-long 400-ft.-wide straight channel has a minimum depth of 34 ft. MSL, as does the 1,600 ft. diameter turning basin.
CLEARANCE: Customs, Health, Immigration offices are maintained at the port.
TUGS: A 250-h.p. tug is stationed at Montego Freeport.
BERTHING: Berthing facilities are available on the Western side of Montego Bay, beside reclaimed area, formerly Bogue Islands, known as Montego Freeport. The berths are:

Berth 2: 600 ft. (approved for ships up to 625 ft. length).
34 ft. minimum depth below MSL at 5 ft. from berth.
Berth 3: 588 ft.
25 ft. minimum depth below MSL.
Berth 4: 387 ft.
25 ft. minimum depth below MSL.

Back wall between berths 3 and 4: 388 ft. long. Berths 3 and 4 are specifically suitable for roll-on/roll-off shipping.

There are no berthing charges for cargo ships. Cruise ships are presently charged 60c per linear foot per 24-hour period. Stevedoring charges for cargo vessels include berthing charges.
TANKERS: No specific requirements applicable to oil carriers. Reducers available to fit 12 in.–4 in. load/discharge lines. Slop (residue) discharge facilities available taking maximum 500 gallons. One tanker berth, berth No. 2 minimum depth alongside 34 ft. MSL. Gas-free certificate required for tankers laying alongside.
DENSITY: Average density 1026. No tide.
FUEL: All grades (viscosities) available. At least four days notice required.
FRESH WATER: Can be supplied from the dock. 30 tons per hour.
MEDICAL: All facilities at St. James's Hospital.
SECURITY: Under the jurisdiction of the Montego Bay Police and also 24-hour patrols in the port area by private security guards.
CONSULS: No consular offices in Montego Bay. See "Kingston".
STEVEDORES: Stevedoring 24 hours per day if required. Basic shift hours are as follows:

Monday–Friday, 1st shift 0700–1100 hours, 1130–1400 hours.
2nd shift 1400–1700 hours 1730–2100 hours.
Saturday morning, 0900–1200 hours.
Sunday (as required). Same shifts as Monday–Friday.

Note: If requested, men will agree to extend first shift at 1700 at single time.

FIRE PRECAUTIONS: Equipped fire engines situated within easy reach of docks 24 hours per day.
IDENTIFICATION CARDS: Recommended for crew.
REPAIRS: There are no dry dock facilities, but minor repairs can be effected alongside.
AIRPORT: 5 miles from port. Sangster's International Airport served by regular airlines.
POLICE/AMBULANCE/FIRE: Police, tel. 119; Ambulance, tel. 110; Fire, tel. 110.
AUTHORITY: Montego Freeport Limited, POB 303, Montego Bay. Tel. 952–5540.

OCHO RIOS: 18.25 N. 77.072 W.

GENERAL: Reynolds Jamaica Mines must act as Agents for all vessels using the pier at Ocho Rios. (*a*) Tel. Ocho Rios 603. (*b*) Cable address is "Mines" Ocho Rios, Jamaica. (*c*) 72 hour and 24 hour ETA requested. (*d*) Radio telephone 2738 Kc open when calls expected at 0700, 1100, and 1500 local zone time.
PILOTAGE: Compulsory. Pilot meets vessel 1 mile North-east of sea-buoy. On rare occasions when a local pilot is not available expenses and detention must be paid for an outside Pilot.
FRESH WATER: 50 c. per ton supplied from pipe-lines on the pier.
FUEL: Bunker "C" Fuel Oil – daily prevailing rate Kingston Harbour. Diesel Fuel Oil – per oil company suppliers Kingston.
TUGS: 45 ft. diesel-powered tug.
REGULATIONS: (1) If any captain of any vessel or any other person shall throw or deposit, or permit to be thrown or deposited (*a*) any rubbish, earth, mud, stone, sand, ballast or other similar matter; or (*b*) any oil or mixture containing oil or oil residues, in any channel leading into or out of any harbour, or in any place within the limits of any harbour other than such place therein as shall be set apart for such purpose he shall be liable to a penalty not exceeding one thousand pounds. (2) No siren or steam whistle shall be sounded on any vessel in any harbour except for the purpose of making signals as laid down in the regulations for preventing collisions at sea, provided that any vessel may sound one warning blast of not more than five seconds duration before sailing. Any person committing a breach of the rules is liable for a penalty not exceeding Twenty Pounds.
CARGOES: The Reynolds Jamaica Mines Pier is occupied about twice each week by ore carriers for 8 to 12 hours and about twice a month by sugar ships for indefinite periods.
TOURIST VESSELS: Tourist ships are accepted at Ocho Rios without Ministry of Finance approval in accordance with verbal instructions of the Collector at St. Ann's Bay, 19th September 1966, subject to the availability of berth at Reynold's option and: (*a*) Any guarantee to be only for Monday through Friday and for the hours 0700 to 1800. (*b*) Ocho Rios must be the first port of call in Jamaica of the ship on any particular voyage. (*c*) Signature of release form.
PASSENGERS: (*a*) Passengers disembark via shore gangways (2 if requested) direct to wharf situated in fence enclosed compound with guarded gate. Where lighterage is required a landing is available at the back of the wharf sufficiently large to be used by a 45 ft. tug. (*b*) Entry and clearance by Customs and Immigration are made at the pier. (*c*) Taxis are kept outside the gate. (*d*) Normally the Ocho Rios Chamber of Commerce set up a table on the wharf for the purpose of providing information and distributing literature on local musical groups to spend some time playing on the wharf for the benefit of the passengers.
AGENCY: (*a*) Normally Reynolds Jamaica Mines acts as sub-agent in Jamaica for vessels calling at Ocho Rios and bills for disbursements are directed to the Island agent for payment. (*b*) In cases where Reynolds Jamaica Mines acts as sole agent for a vessel, a sum of money adequate to cover vessel's disbursements is requested from the owner or charterer to be deposited to Reynolds Jamaica Mines' account in advance.

PORT ESQUIVEL: 17.53 N. 77.08 W.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.

Customs Documents:
4 Stores Lists.
Crew's Manifest or Declaration outside of Personal Effects.
4 Load Line Certificates.
4 Small Parcels Lists.
4 Customs Clearance from last port of call.
Health Documents:
International Certificate of Vaccination of all crew members.
Maritime Declaration of Health.
Crew's Declaration of Health.
6 Manifests.
4 Bills of Lading
Ship's Documents:
3 Stowage Plan of Cargo.
2 Deadweight Survey (Bulk carriers only).
Charter Party and any other specific documents of instructions relating to the loading or discharging of cargo.

PILOTAGE: Pilotage compulsory. Compulsory pilotage limit two miles to seaward of line drawn from Polink Point to Bare Bush Cay to Portland Cay to Portland Point. Cable advice 48 and 24 hours ahead of vessels ETA at pilot station must be sent to vessel's agent at Kingston, Jamaica.

One pilot boat "Silver Spray", launch equipped with ship-to-shore radio communication: (*a*) One Marconi VHF – FM 30-watt output multi-channel set. (*b*) One Marlin HF – AM 75 output multi-channel set.

VHF shore set manned 24 hours per day. Contact with Port or launch can be made on three international channels – 16, 2 and 6.

ANCHORAGES: A. Seaward to East of pilot station, depth in excess of 36 ft. B. Leeward of Pigeon Island – depth 36 ft. min. C. Eastward of entrance of main channel – depth 36 ft. min.

RESTRICTIONS: Restriction of permissible draft to maximum of 35 ft.

MAX. SIZE: Maximum permissible length 650 ft. and draft 35 ft.

HEALTH: Pratique procedure requires presentation of undermentioned health documents: (*a*) International Certificate of Vaccination of all crew members. (*b*) Maritime Declaration of Health. (*c*) Crew's Declaration of Health. In event any suspected communicable disease or fever on board, Master required to advise Agents in advance.

RADIO: "KNRDO 6YI".

TUGS: Pilot boat will be on standby during berthing operations of all vessels to assist in placing ship's lines on to pier.

BERTHING: Facilities for two berths – Eastern side and Western side fo pier. Alumina bulk loading facilities on Western berth. Bulk alumina vessels given priority on Western berth and it is used otherwise for vessels handling general cargo, loading or discharging fuel oil, caustic liquor, etc. Length of pier, East Side, 550 ft. West Side,600 ft

Also work in progress on additional berth, 250 ft. long, South-Western shoreline, with maximum permissible draft of 17 ft. for this berth only.

SPECIALISED CARGO HANDLING FACILITIES: Eastern and Western berths equipped to handle receival of bulk cargoes, e.g. grain, fertilisers, sulphur, etc., by using shore crane with grabs, vessel discharging by grabs or conveyor system. Bulk liquid chemicals handled as shown under "Tankers". Additional berth on South Western shoreline now being used to handle containerised cargo and can be utilised for handling of roll-on/roll-off traffic.

STEVEDORES: Cable advice to Agents in Kingston, Jamaica, 48 and 24 hours ahead of vessel's ETA at pilot station for arrangements to provide stevedore and dock labour.

MEDICAL: Agents to be advised 48 hours ahead of vessel's ETA pilot station of medical attention required, details of inoculations, vaccination/fever certificates, etc. Free ambulance service provided. Nearest hospital approximately 15 miles.

TANKERS: Both sides of pier equipped to handle receival and delivery of Bunker C oil, caustic liquor, sulphuric acid and molasses. Diameters of the load/discharge lines are:

Bunker C Oil	10 in.
Caustic liquor	10 ,,
Sulphuric acid	4 ,,
Molasses	12 ,,
Water	4 ,,

Maximum permissible draft 35 ft.

DENSITY: 1025 subject to slight variation during heavy rainfall.

FRESH WATER: Maximum of 300 L. tons available. Delivery made from storage tank at a rate of 40 to 50 L/T per hour.

FUEL: Bunker C fuel oil is available from dock. Application to be made to Esso (W.I.) Ltd. through ship's Agent for supply of bunkers. Pumping rate approx. 130 L/T per hour. Specification – Group 0 or group 1 – Viscosity SSF at 122° F; 160–180 Flash P – M °F 200 plus. Arrangements to supply other grades of fuel oil can be made on request of local Agents to Esso.

FIRE PRECAUTIONS: Strategically located fire hydrants throughout port and on pier. No special precautions apart from "No smoking" rule.

GANGWAY/DECK WATCHMEN: Service of watchman optional but not necessary. During time vessel is in port there is Customs guard on pier and strict security measures are carried out by port Security Force on personnel entering or leaving port compound which is surrounded by a chain-link security fence.

OPENING/CLOSING HATCHES: For bulk alumina vessels, opening and closing of hatches is done by crew members. For general cargo vessels, opening and closing of hatches may be done by crew members or on request to Agents, by stevedores.

SHIP CERTIFICATES:
Load Line Certificate,
Registration Certificate.

CUSTOMS ALLOWANCES: Tobacco: Each crew member including ship's officers, normally allowed by local customs authority 2 oz. of tobacco or 2 pk. of 20 or 25 cigarettes per day released from bond. Wine and/or Spirit: No limitations to use of wine on board. For spirits each crew member is allowed a part bottle per man.

CARGO GEAR: Local Agents provide necessary cargo gear. These are tested every six months in accordance with Factory Law and certificates issued for respective maximum lifting capacities.

IDENTIFICATION CARDS: Not necessary as the Passport will serve this purpose.

CONSULS: No consuls are available. Consular offices are located in Kingston approximately 30 miles away.

REPAIRS: Limited repairs may be undertaken.

DRY DOCKS: None.

REPATRIATION: Upon request, local Agents arrange crew changes and any necessary repatriation.

AIRPORT: Palisadoes International Airport approximately 40 miles.

TIME: GMT minus 5.

HOLIDAYS: New Year's Day (1 January); Ash Wednesday (in accordance with calendar); Good Friday (in accordance with calendar); Easter Monday (in accordance with calendar); Labour Day (23 May); Independence Day (first Monday in August); National Heroes Day (third Monday in October); Christmas Day (25 December); Boxing Day (26 December). These holidays are sometimes subjected to change in accordance with Government Proclamations but work on vessels loading bulk alumina is usually carried out on these holidays. For general cargo vessels, work is optional on Public Holidays and only carried out on Master's request or in accordance with terms of Charter Party.

POLICE/AMBULANCE/FIRE: Old Harbour Constabulary tel. 983–2255; Old Harbour Fire Brigade tel. 983–2235. An ambulance service is available for any crew member requiring medical attention. Several qualified doctors within a 12-mile radius of port. There is also a fire station.

TELEPHONES: Facilities do not exist for placing of telephones on board ship other than Magneto telephones. International telephone services available and scale of rates is as per schedule listed in Jamaica Telephone Company's Directory.

GENERAL: Port normal working days Mondays–Fridays 7.30 a.m. to 4.30 p.m. Overtime in excess of 8 hours per day or 40 hours per week, Monday–Friday at time and a half normal rate; Saturday between midnight and midnight time and a half normal rate, double time for hours worked on Sundays and two and one half times for hours worked on public holidays, between midnight and midnight. Rail facilities exist on Western side of the pier. Ship chandlering or any other requirements may be acquired through local Agents.

SERVICES: Special services are limited. Arrangements can be made through vessel's agents for the port or local contractors to undertake these jobs.

SHORE LEAVE: Crew members usually granted shore leave by Immigration Authority for period vessel remains in port. Immigration Authority can, however, withdraw permission of shore leave to any individual crew member who, in their opinion, may be a security risk.

PORT REGULATIONS: No unusual regulations.

DELAYS: The normal delays in berthing, loading or discharging or bunkering can be expected where the two berths are occupied.

AUTHORITY: (*a*) Alcan Jamaica Limited, Port Esquivel, PO Box 2, Old Harbour, Jamaica, West Indies. Tel. OH 289.

(*b*) The Port Authority, 51 Duke Street, Kingston, Jamaica, West Indies. Tel. 24212.

AGENT: See Kingston.

PORT KAISER: 17.52 N. 77.37 W.

DOCUMENTS:
6 Crew Lists.
4 Stores Lists.
Declaration of Crew Personal Effects.
Customs Clearance from Last Port.
Maritime Declaration of Health.
Vaccination Certificates for all crew members.
Cargo Documents.

PILOTAGE: Compulsory. Pilot boards about 1 mile seaward of the jetty. International code Pilot signals used.

ANCHORAGE: Recommended 1½ to 2 miles off end of finger pier from South to South-west.

MAX. SIZE: Tankers up to 40 ft. draft.

HEALTH: Pratique granted by customs officers who board on arrival, after Master has completed Maritime Declaration of Health, and Crew's Declaration of Health. All crew members require valid vaccination Certificates. In event of suspected disease or fever on board, Agent should be advised full particulars by radio before arrival.

RADIO: KNRDO 6Y1.

TUGS: None available.

BERTHING: Tanker berth at the end of a finger pier. Pier head is adequately fendered and a holding off buoy is utilised if necessary because of swell. Vessels berth portside to the jetty. Both anchors used.

Finger pier is 610 ft. long. The berth is being dredged to 50 ft. depth.

TANKERS: Fuel and gas oil discharged, 8 in. hoses. No slop facilities.

DENSITY: 1025.

FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: 25 cigarettes and part bottle spirits per day per man.
CONSULS: Nearest at Kingston.
TIME: GMT minus 5 hours. No changes.
SHORE LEAVE: Allowed.
AUTHORITY: Port Authority, Kingston.

PORT RHOADES, Discovery Bay: 18.29 N. 77.25 W.

DOCUMENTS:
5 Crew Lists.
2 Stores Lists.
1 Customs Clearance from last port.
2 Declaration of Crew Personal Effects.
1 Maritime Declaration of Health (available on arrival).
Vaccination Certificates for all crew members.
1 Copy of each cargo document.
PILOTAGE: Compulstory. ETA's should be cabled to "KAISBAUX Discovery Bay", 48, 24, and 12 hours before arrival.
Pilot will board vessel on arrival 2 miles outside channel, if berth is available
ANCHORAGES: No designated anchorage. If berth is occupied, vessels will remain within a 3-mile area of the channel until berth is available.
RESTRICTIONS: Entry may be at any time of day or night throughout the year.
MAX: SIZE: Maximum permissible length, 660 ft.
Maximum permissible breadth, 90 ft.
Maximum permissible draft, 37 ft.
PRATIQUE: Pratique inspection and clearance given on berthing. Notify "KAISBAUX, Discovery Bay" as soon as possible before arrival full details of any suspected disease or fever on board.
There is no radio pratique.
RADIO: Route all ETA's and calbes via Kingston Radio or nearest radio station.
TUGS: None available. Pilot launch will assist in taking ship's lines during docking if required.
BERTHING: One finger pier, adequate fenders, used by bauxite ships and tankers alike.
Ships loading bauxite must dock with the top of the hatch covering of the first hold to be loaded not more than 35 ft. above sea level.
Bauxite loading rate 4,000 tons per hour.
All loading hatches to be opened for inspection if weather permits.
Gangway to be rigged ready for lowering immediately on berthing.
STEVEDORES: All arrangements are made by Kaiser Bauxite Company for unloading/loading any general cargo.
MEDICAL: Medical facilities and hospital availalbe in the vicinity.
TANKERS: Two fuel lines, hose 8 in. (pipe-line 12 in.) diameter. Back pressure 150 lb. One gas oil line, hose 8 in. (pipe-lines 6 in.) diameter. Back pressure 150 lb.
Tankers use same berth as bauxite vessels. It may be necessary at times for tankers to wait on bauxite vessels loading, or arriving, and tankers may have to vacate the berth before completion of discharging to make way for bauxite vessels which have absolute priority.
DENSITY: 1025
FRESH WATER: Not available.
FUEL: Not available.
FIRE PRECUTIONS: Usual non-smoking precautions with respect to tankers. Portable fire extinguisher available on pier.
GANWAY/DECK WATCHMEN: To be provided by vessel.
OPENING/CLOSING HATCHES: To be done by ship's crew.
CERTIFICATES REQUIRED:
Load Line Certificate.
Registration Certificate.
Deratting Exemption Certificate.
CUSTOMS ALLOWANCES: Tobacco: Each crew member, including officers, normal allowance 2 oz. tobacco or 2 pks. of 20 cigarettes per day released from bond. Wine: No limitation on use of wine on board. Spirits: Officers only are allowed part bottle.
IDENTIFICATION CARDS: Not required.
CONSULS: Nearest Consuls are in Kingston, 80 miles distant.
DRY DOCKS: No facilities in Jamaica for other than the smaller types of vessel (e.g. tug).
REPATRIATION: Can be arranged through ship's Agent.
AIRPORT: Montego Bay, 40 miles away; Kingston, 90 miles away.
Both are international airports, with several scheduled flights per day to U.S.A. and Europe.
TIME: GMT minus 5 hours.
TELEPHONES: No arrangement for ship-board connections.
AUTHORITY: Kaiser Bauxite Company, Discovery Bay, Jamaica. Cables: "KAISBAUX." Tel. 973–221–4.

SALT RIVER: 17.50 N. 77.10 W.

DOCUMENTS: Health Certificate. Crew List. Manifest. Bills of Lading and other ship's papers for cargo shipped, prepared by Wisco Wharves Limited, a subsidiary of The West Indies Sugar Company Limited.
PILOTAGE: Latest 24 hours prior arrival off pilot station. Cable "Monymusk Lioneltown" giving name of vessel, ETA, date of arrival. Pilotage – optional, Barebush Cay; Compulsory, Pigeon Island; pilot boat at Salt River.
ANCHORAGE: 77° 8.40′ West; 17° 49.58′ North.
RESTRICTIONS: No restrictions.
MAX. SIZE: Draft 30 ft.
HEALTH: Customs grant pratique.
RADIO: Cable agents via Kingston Radio/6YI.
TUGS: Not applicable.
BERTHING: No berthing facilities.
STEVEDORES: 48 hours prior arrival of vessel. Commodity bulk sugar. Loading rate approximately 1,800 tons per day.
MEDICAL: No advance notice required.
FRESH WATER: Can be arranged if given sufficient notice.
FUEL: None available at port but can be arranged.
GANGWAY/DECK WATCHMEN: Customs guards.
OPENING/CLOSING HATCHES: Normally done by crew.
SHIP CERTIFICATES: Registered tonnage certificate on first call. Master's and Chief Engineer's certificates of Competency, also Loading Line Certificate.
CUSTOMS ALLOWANCES: Tobacco, determined by Customs. Wine and/or Spirit, determined by Customs.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Not possible.
REPATRIATION: Can be arranged.
AIRPORT: Palisadoes International approximately 50 miles away and served by regular airlines.
TIME: GMT minus 5 hours.
HOLIDAYS: New Year's Day; Ash Wednesday; Good Friday; Easter Monday; Labour Day (23rd May); National Heroes Day; Independence Day; Christmas Day (25th December); Boxing Day. Work can be arranged on all public holidays except Good Friday and Christmas Day.
POLICE/AMBULANCE/FIRE: Police Vere 233; Ambulance Vere 337; No port fire brigade.
TELEPHONES: Radio communication ship to wharf can be arranged.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Delays can be expected.
AUTHORITY: The West Indies Sugar Co. Ltd.

AGENT: The West Indies Sugar Company Limited, 5 Trevennion Park Road, PO Box 174, Kingston 5, Jamaica, W.I. Tel. 65927–8. Telex 13. Cable address: Head Office: "Wisco Kingstonja". Home Office: "Monymusk Lioneltown".

SAVANNA LA MAR: 18.12 N. 78.09 W.

DOCUMENTS: Declaration of Health Certificate forms obtainable from Supercargo. 4 copies Crew List, Stores List. Manifest, Bills of Lading and other ship's papers for cargo shipped prepared by Sugar Shipping Limited, a subsidiary of The West Indies Sugar Company Limited.
PILOTAGE: Latest 24 hours prior arrival off pilot station. Cable "Wicaroo Frome" giving name of vessel, ETA, date of arrival, cash required. Diesel powered 88 hp launch painted black hull, red deck, white wheelhouse. District – Compulsory and Optional.
ANCHORAGE: 78° 8.20′ West; 18° 11.27′ North.
ENTRY RESTRICTIONS: No night entry or sailing.
MAX. SIZE: Draft 19 ft.
HEALTH: Maritime Declaration of Health prepared by Master and lodged with Customs. MOH is notified of any suspected illness and action taken. Pratique automatic.
RADIO: Cable Agents via Kingston Radio 6YI.
TUGS: Not applicable.
STEVEDORES: No particular ETA advice required. Commodity, bulk sugar. Average loading rate 1,500 tons per day.
MEDICAL: No advance notice required. Hospital facilities available. Smallpox vaccination by MOH and certificate issued.
FRESH WATER: No facilities.
FUEL: No port facilities, but can be arranged.
GANGWAY/DECK WATCHMEN: Customs guards.
OPENING/CLOSING HATCHES: Normally done by crew.
SHIP CERTIFICATES: Registered tonnage certificate on first call. Master's and Chief Engineer's Certificates of Competency, also Loading Line Certificate.
CUSTOMS ALLOWANCES: Tobacco, determined by Customs. Wine and/or Spirit, determined by customs.
CARGO GEAR: No additional requirements. In use, grabs operated by ship's winches.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Not possible.
REPATRIATION: Can be arranged.
AIRPORT: Montego Bay International approximately 32 miles away and served by regular airlines.
TIME: GMT minus 5 hours.
HOLIDAYS: See "Kingston".
POLICE/AMBULANCE/FIRE: Police Savanna la Mar 621; Ambulance 533; Fire 666 and 540.
TELEPHONES: Radio communication ship to wharf can be arrange during day only.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Delays can be expected.
AUTHORITY: The West Indies Sugar Co. Ltd.

AGENT: The West Indies Sugar Company Limited, 5 Trevennion Park Road, PO Box 174, Kingston 5, Jamaica, W.I. Tel. 65927–8. Telex 13. Cable address: Head Office: "Wisco Kingstonja". Home Office: "Wicaroo Frome".

Japan

AIOI: 34.46 N. 134.28 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's Agents will prepare: Inward/Outward Declaration. 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as Harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34.38N.; 135.11E. Telegraphic address: "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33.13N.; 131.54E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33.56.24N.; 131.03.12E.

Aioi Dock Master not licensed to pilot vessels from outer harbour and boards at anchorage.

ANCHORAGES: Inside Aioi Bay. Maximum 18 ft. draft.
A. True bearing 250° from Kabeshima post, distance 350 m.
B. True bearing 217° from Kabeshima post, distance 730 m.
C. True bearing 313° from Kasamatsu Iwa bench mark, distance 620 m.

RESTRICTIONS: Vessels may anchor any time day or night. Draft to be adjusted to enter dry dock per dockyard recommendation as follows:

Name of Dock	*Trim Recommendation*
No. 1 & 2 Dry dock	$\frac{\text{Vessel's L.O.A. (mm.)}}{200}$ plus 500 mm.
No. 3 Dry dock	$\frac{\text{Vessel's L.O.A. (mm.)}}{300}$ plus 500 mm.

MAX. SIZE: Max. size of ships to be accommodated as follows:

DOCK	*LOA*	*LBP*	*Breadth*	*Draft*	*DWT (L/T)*
No. 1 dock	238 m.	230 m.	33 m.	5·5 m.	73,000
	780′9″	754′7″	108′3″	18′	
No. 2 dock	156·1 m.	145 m.	19·5 m.	5·5 m.	14,000
	512′1″	475′8″	63′11″	18′	
No. 3 dock	341 m.	328 m.	54 m.	6·0 m.	300,000
	1118′9″	1076′1″	177′1″	19′8″	

HEALTH: Pratique to be obtained at another Port prior arrival Aioi.

At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi and North-bound to Nagasaki Radio respectively.

TUGS: Normally join vessel at anchorage inside Aioi Bay. Tug's lines always used without charge.

TANKERS: Must be fully gas-freed before arrival. No facilities for tank cleaning or gas freeing.

DENSITY: Average 1025/1026 winter, and 1018/1020 summer.

FRESH WATER: Available from jetty/dock. Cost Y120 per ton (approx.).

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore, but no spirits.

CONSULS: None.

REPAIRS: Dockyard port. All repairs available. Specialist technicians obtainable from Kobe/Osaka area.

AIRPORT: Osaka (Itanii).

TIME: GMT plus 9 hours. Permanent.

POLICE/AMBULANCE/FIRE: Police 07912 or Aioi 2-0740; Ambulance/Fire 119 or Aioi 2-7128.

TELEPHONES: Placed aboard at IHI shipyard.

SERVICES: No special services at Aioi, but available from Kobe/Osaka.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kamigori Doboku (Public Works) Office.

AGENTS: Shikama Kaiun K.K., Minatomachi, Shikama-Ku, Himeji. Tel. Himeji (0792) 35–0912. Telegraphic, Shikamakaiun Himeji.

AKITA: 39.45 N. 140.03 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
5 Crew Lists including Passport Nos.
5 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Ships agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory but recommended, available daylight only. Boards off Akita one mile 280° from Akita lighthouse or off Funakawa one mile 140° from breakwater end light if required. 2 Pilots board if ship's gross tonnage exceeds 18,000. Cost 180% of pilotage.

ANCHORAGE: Off Akita, 2 miles 280° from Akita Lighthouse. Depth exceeds 20 metres. Bottom – soft clay with mud. No buoys.

RESTRICTIONS: Pilot available daylight only.

MAX. SIZE: Max. draft available 9·6 metres in fairway. Size at berths, see "Berthing". Minimum depth at extreme low water – In fairway – 10·0 m. At Anchorage – 20·0 m.

HEALTH: Officer stationed at Funakawa. Quarantine anchorage 39° 51′ N. 139° 53′ E. When impossible to inspect at Funakawa, i.e. during bad weather, attends off Akita.

RADIO: Niigata Radio when ship coming from South. Sapporo Radio when ship coming from East/North. Choshi Radio if long distance.

VHF: VHF Channel 16–156·8 megacycles. VHF Channel 12–121·5 megacycles. Operated by Regional Maritime Safety Headquarters – Harbour Master.

TUGS: Two tugs available 800 h.p. and 2000 h.p. owned by local government, 4 small tugs 150–180 h.p. privately owned.

BERTHING:

Wharf	*Length*	*Depth*	*Berthing capacity*	*Discharging*
Nakajima No. 1	160 m.	9·0 m.	10000 G/T.	Phosphate, Grain, logs
Nakajima No. 2	185 m.	10·0 m.	15000 G/T.	Logs, zinc concentrate
North Pier	227 m.	7·5 m.	5000 G/T.	Coal, logs.
South Pier	227 m.	5·5 m.	3000 G/T.	Ore, logs.

(*a*) New berth. 1,400 m. long, 10 m. deep, for one 30,000 d.w or two 15,000 dw near port entrance.

(*b*) One private, one public berth, each for 30,000 dw at other side of present berth.

STEVEDORES: Working time 08.30–16.30 every day.

Phosphate rock in bulk: 200–270 tons per hour by shore crane, 50–70 tons per hour by ship's gear.

Grain in bulk: 150–170 tons per hour by shore crane, 40–60 tons per hour by ship's gear.

Logs/lumbers: 200,000 BM per gang per day (Nanyozai), 80,000–100,000 per gang per day (Beizai).

Potash in bulk: 150–180 tons per hour by shore crane, 50–60 tons per hour by ship's gear.

Fertiliser in bag: 250–300 tons per day per gang.

Zinc concentrate in bulk: 140–160 tons per hour by shore crane. 40–60 tons per hour by Ship's gear.

MEDICAL: Hospital and treatment available.

DENSITY: 1.020–1.021. Tidal range 20/30 cm.

FRESH WATER: Available at every wharf. Rate 30 tons per hour.

FUEL: Domestic bunkers available. If bonded bunkers required, brought from Niigata, Hakodate.

GANGWAY/DECK WATCHMEN: Not compulsory, but available if required.

OPENING/CLOSING HATCHES: Stevedores open and close hatches. Cost per hour depending on cargo. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete before berthing.

CERTIFICATES: Ship's register to show Customs Inspector, ship's registered Gross and Nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance seems poor.

CUSTOMS ALLOWANCES: Only 50 cigarettes to take ashore. No spirits.

CONSULS: No Consuls, but two notary public offices.

REPAIRS: Minor repairs only.

REPATRIATION: Possible.

AIRPORT: Flights to Tokyo 2 or 3 times per day. 12 kilometres from port.

TIME: GMT plus 9 hours. No alterations during year.

HOLIDAYS: Local holidays January 2nd, 3rd; July 13th (p,m.) 14th, 21st; Dec. 31st. Other Sundays/holidays/non-working days see "Tokyo".

POLICE/AMBULANCE/FIRE: Contact through Agents.
GENERAL: *Harbour Protection* – Breakwaters, South and North.
Weather Conditions past two years

	Spring	*Summer*	*Autumn*	*Winter*
Temp. on average	8·5°C	21·7°C	13·0°C	—0·5°C
Rainfall on average	122 mm.	171·3 mm.	120·5 mm.	133·5 mm.
Wind force and direction	4·0 E.S.E.	3·3 E.S.E.	4·1 E.S.E.	5·2 N.W.

Warehouse/Silo – 31 Warehouses/silos, area 28,450m² including fumigating warehouse/silos.
Stock Yards – 7 yards 82,520 m² for coal, ore, etc. 100,000 m² for lumber/timber.
Services-Provisions – Available. Hold Cleaning – Available. Surveyor – from Funakawa/Niigata.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension if ship stays longer.
AUTHORITY: Akita-Kencho, Akita City.
AGENT: Sub-Agents of Dodwell & Co. Tokyo. Akita Kairiku Unso K.K., 44, 10–ban, Nishi 1–chome, Tsuchizaki–ko, Akita. Tel. Akita (0188) 45–0185/9. Telegraphic – "Akita Kairiku Akita".

AMAGASAKI: 34.42 N. 135.24 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Usual for Pilot to embark at Kobe (Wada Point); however, if Master does not require a Pilot between Wada Point and Amagasaki, Pilot embarks off Amagasaki.

Cables: "Hanshinpilot Osaka" and "Hanshinpilot Kobe". One day's notice ETA required. Telephone through VHF. 3 Pilot boats at Osaka and 6 boats at Kobe with wireless communication with Pilot Station. Pilot boards Kobe, Wada Point (Kobe quarantine anchorage). Amagasaki, 2·5–3 miles off Amagasaki. In case bad weather unable to take Pilot. Safe pilot ladder required. Vessel waits for Pilot at anchorage as above.
ANCHORAGE: No quarantine anchorage; quarantine inspection only available at Kobe (Wada Point). Safe anchorage (approx.) position 34° 39′ 30″ N., 135° 20′ 18″ E. Draft 12·80 metres.
MAX. SIZE:

	Kobe Steel Works (Ohgimachi Wharf)	*Kobe Steel Works (Ohama Wharf)*
Maximum LOA	200·0 m.	176·81 m.
Maximum breadth	No limitation	No limitation
Maximum draft	11·70 m.	10·40 m.
	Public Wharf	
Maximum LOA	180·21 m.	
Maximum breadth	No limitation	
Maximum draft	9·60 m.	

Daikyo Oil Jetty. Maximum LOA 200 metres, beam no restrictions, max. draft 10·6 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Chosi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tug usually joins vessel at anchorage off Amagasaki. Tug's line used for operation free of charge.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY:

	Ohgimachi Wharf	*Ohama Wharf*	*Public Wharf*
Winter	1023·5–1025·0	1020–1025	1025–1119
Summer	1022·0–1025·0	1013–1025	1017–1025

FRESH WATER: Available at any time.

	Kobe Steel Works Wharfs	*Public Wharf*
Methods	Shore line	Shore line
Sunday, Holiday	Daytime 40% up	40% up
	Before midnight 50% up	50% up
	After midnight 100% up	50% up

Daikyo Oil Jetty. Only available by barge from Kobe.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Bunkering at Oil Jetty prohibited.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

Compulsory for tankers working cargo at oil jetty.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. It any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consulate in Amagasaki area.
REPAIRS: No dockyard. Minor repairs can be carried out on vessel alongside wharf.
REPATRIATION: Possible.
AIRPORT: International airport Osaka, 15 miles from Amagasaki.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: Kobe Steel (Ore/Coal) Nil. Public Wharf (Scrap) 20th July.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONE: No telephone installation service on board.
SERVICES: Compass adjustment can be carried out at anchorage.
SHORE LEAVE: Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
AUTHORITY: Port Administration Office.
AGENTS: Dodwell Tramp Agencies, Osaka. (see "Osaka".)

ANAN (Tachibana): 33.52 N. 134.40 E.

DOCUMENTS: and all general information, refer to "Shimotsu".
PILOTAGE: Not compulsory. Pilot can be arranged through Agent if required.
MAX. SIZE: Max. draft 10·50 metres, limited by channel depth.
PRATIQUE: Closed port. If arriving directly from abroad, vessel should proceed to Shimotsu for health clearance. Immigration authorities attend from Komatsushima if required.
TUGS: One tug of 2,000 h.p. available.
BERTHING: Nippon Denko Wharf, 12 metres depth alongside. Unloading capacity 500 tons per hour.
FRESH WATER: Available from shore hydrants only.
FUEL: By barge from Hanshin area only.
AUTHORITY: Port and Harbour Department.

AOMORI: 40.52 N. 140.45 E.

DOCUMENTS: and all general information, refer to "Hachinohe".
TUGS: Two tugs available, up to 500 h.p.
BERTHING: No. 2 Wharf depth 9·0 metres
,, 7·5 ,,
,, 8·5 ,,
Tsutsumi Wharf ,, 8·0 ,,
FUEL: Can be supplied by barge from nearest stock port.
FRESH WATER: Available ex-wharf.
AUTHORITY: Port Administration Office.
AGENTS: Abeki Shokai, c/o Azuma Ryokan, 2–13, 2-chome, Tsutsumi-cho. Cables: "Abe Aomori". Tel. (01772) 4–5481.

ATSUMI: 34.40 N. 137.04 E.

DOCUMENTS, and all general information: refer to 'Yokkaichi'.
PILOTAGE: Not compulsory but Atsumi Berthing Master may board vessel at Yokkaichi Quarantine Anchorage.
RESTRICTIONS: *Dolphin Pier:* 70,000 Dwt, LOA 240 metres, Max. draft 10.00 metres.
SBM: 20,000 Dwt, Max. draft 16.00 metres.
CLEARANCE: *Quarantine:* Quarantine Office opened at Atsumi.
Immigration: Immigration Officials attending from Gamagori.
TUGS: Minimum two tugs required for mooring/unmooring due to strong current.
BERTHING: *Dolphin Pier:* Lat 34° 38′ 36″ N. Lat 137° 04′ 54″ E. 2.5 Km from installation.
SBM: Lat 34° 39′ 47″ N. Long 137° 03′ 56″ E. 2 Km from installation.
FRESH WATER: At Dolphin Pier ex pipeline (boiler water only). At SBM by barge.
FUEL: Bunkering permissible only at anchorage by barge.
DENSITY: 1.025 at both berths.
AGENT: See 'YOKKAICHI'.

CHIBA (including Yahata): 35.36 N. 140.07 E.

DOCUMENTS:
Ship's Register. Last Port Clearance. 3 Crew Lists including Passport Nos. 3 Passenger Lists. 1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: See "Tokyo".

ANCHORAGES: Quarantine anchorage on Northern part of Tokyo wan. Chart No. 1061. published by Maritime Safety Agency.

RESTRICTIONS: Following signals exhibited at Chiba Lt. and Chiba Signal Station.

	By Night	*Remark*
Chiba Route	W. flash 2 secs.	Over 500 GT outwards — STOP.
	R. flash 2 secs.	Over 500 GT entering — STOP.
	R. and W. flash 3 secs.	Over 10,000 GT entering or outwards — STOP.
	3R. and 3W. flash 6 secs.	Entering or outwards — STOP.
Ichihara Route	○G. ○G.	Over 500 GT outwards — STOP.
	○R. ○R.	Over 500 GT entering — STOP.
	○G. ○G. ○R.	Over 10,000 GT entering or outwards — STOP.
	○G. ○G. ○R. ○R.	Entering or outwards — STOP.

MAX. SIZE: Keiyo Sea Berth can take 200,000 d.w. vessel.
Chiba Harbour Route Depth of Water—14.0 m. Width 250.0 m. Length 7,200 m.
Ichihara route. Depth—12 m. Width 250 m. Length 2,350 m.
Anegasaki route. Depth—16 m. Width 350 m. Length 1,450 m.

HEALTH: Radio pratique available, requested through Agent. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

RADAR/VHF: No radar service. VHF call sign "Chiba Port Radio" Channel No. 12 156·6 M/c (Simplex), Channel 14 156·7 (Simplex), Channel 16 156·8 (Simplex), Channel 20 161·6 (Duplex)' Channel 22 161·7 (Duplex).

TUGS: Tugs join vessel at entrance of each waterway. Tug's line used.

BERTHING: Contact Agent for berthing arrangements on entry. No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Chiba District
Public Pier

Name of Pier	*Metres Depth*
Chuo Pier	10·0
Desu Pier	7·5
Private Piers	
Products Loading Pier A.	9·5
Products Loading Pier B.	10·5
Front Dolphin, No. 2	9·2
Limestone Pier	12·0
Front Pier, No. 1	9·5
Front Dolphin	9·5
Front Pier, No. 2	12·0
Limestone Pier	6·0
Scrap Pier	4·5
Soga Scrap Pier	6·0
Soga Products Loading Pier	6·0
Soga Limestone Pier	6·0
Samukawa Pier	5·0
Samukawa Pier	5·5
Samukawa Pier	5·5
Samukawa Pier	5·5
Chiba Thermal Power Pier	9·0
Mobil Oil Dolphin	5·0
Kawasaki wharf	16·0
Nihon Silo Pier	12·0
Chiba Kyodo Silo Pier	12·0
Higashi Nihon Seito Pier	12·0
Keiyo Lumber Pier	12·0
Mitsubishi Lumber Pier	12·0
Toyo Seiyu Pier	12·0
Ichihara District	
Public Piers	
Ichihara Wharf	7·5
Private Piers	
Showa Electrification Dolphin	9·5
Showa Electrification Wharf	9·5
Showa Electrification Wharf	5·0
Showa Denko Pier	4·5
Fuji Electric Dolphin	9·0
Fujisatusi Pier	6·0
Yoneda Product Pier	4·5
Nippon Cement Pier	9·0
Goi Steam Power Pier	9·0
Goi Steam Power Loading place	9·0
Front Dolphin	9·0
Manufacture Wharf	12·0
Imodoko Terminal	15·0
Chisso Petroleum Loading place	16·0
Asahi Glass Pier	12·0
Ube Kosan Dolphin	11·0
Kyodo Pier	10
Denka Pier	6·0
Wharf No 1	15·5
Wharf No. 2	16·0
Wharf No. 3	16·0
Wharf for Products	16·0
Fuji Electric Dolphin	9·5
Fuji Sogyo Dolphin	9·0
Maruzen Wharf	5·0–14.0
Idemitsu Pier	16·0
Sumitomo Chemical	10·0
Nihon Rinsan Pier	10·5

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agents to arrange stevedores. Vessel must constantly keep her Agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage) 2100–0500 hours next morning (130% additional) Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: Ten tanker berths and max. permitted draft 20 metres. 200,000 dwt. at Keiyo Sea Berth.

FRESH WATER: Available by barge.

FUEL: All grades available.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Carried out by stevedores.

SHIP CERTIFICATES: See "Tokyo".

CUSTOMS ALLOWANCES: Tobacco – 200 cigarettes. Wine and/or spirits – one bottle.

CONSULS: None.

REPAIRS: All major repairs possible.

DRY DOCK: Mitsui Ship Building Yard 500,000 d/w and 300,000 d/w dry docks.

REPATRIATION: Available.

AIRPORT: About 70 km. to Tokyo Airport.

TIME: Japan Standard Time (135° E) = GMT plus 9. Permanent.

HOLIDAYS: New Year's Day (January 1st); Attaining the Age of Maturity Day (January 15th); State Foundation Day (February 11th); Vernal Equinox Day (March 21st); Birthday of Emperor (April 29th); Constitution (May 3rd); Children's Day (May 5th); Respect Day for the aged (September 15th); Autumnal Equinox Day (September 24th); Gymnastic Day (October 10th); Civilisation Day (November 3rd); Labour Thanksgiving Day (November 23rd). Cargo work can be arranged at 50 – 100% extra on basic costs.

POLICE/AMBULANCE/FIRE: Police tel. 110, Fire and Ambulance 119.

TELEPHONE: Facilities for placing telephones on board only at Chuo Pier.

SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

AUTHORITY: Chiba Port Control Office, Chuoke Chiba Japan. Tel. Chiba (42)–6201–4.

AGENT: Sub-Agent of Dodwell & Co. Tokyo. Chiba Kaiun Sangyo Co. Ltd., 1–20, 3-Chome, Suehiro, Chiba. Cable Chibamarine, Chiba. Tel. Chiba (0472) 61–3361.

FUKUYAMA: 34.29 N. 133.21 E.

Located on central northern coast of Setonaikai (Inland Sea) and on border of Hiroshima Prefecture and Okayama Prefecture.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 14″ N. 131° 03′ 12″ E.

APPROACHES: Approach channel: length: (from quarantine anchorage to "A" berth) 7,000 metres; depth: 16 metres below low water; width: 350 metres.

Branch channel: (leading to NKK loading berths) depth: 11 metres below low water; width: 200–300 metres.

ANCHORAGES: Quarantine anchorage position: 34° 22·5′ N. and 133° 26·3′ E., an area of 750 metres radius.

MAX. SIZE:

NKK's Private Berths.

Berth	*Length and depth (in meters)*	*Max. vessels acceptable (in dwt)*	*Unloaders*	*Cargoes handled*
Raw Materials Berth				
"A"	300 17	150,000	4 gantry cranes each with 1,500 tons per hour discharging capacity	Iron ore and coal
"B"	280 16	100,000		
"E"		90,000		
"F"	180 11	20,000	2 level-luffing cranes each with 300 tons per hour discharging capacity	Coal and other raw materials except iron ore
Mooring buoy	— 11	25,000	Ship's gear	Pig iron and scrap
Scrap berth	180 13	35,000	2 level-luffing cranes each with 20 tons lifting capacity	Pig iron and scrap
Export Berths				
Berth 1	234 11	30,000	2 level-luffing cranes each with 30 tons lifting capacity	Steel coil and plate
Berth 2	230 13	35,000	1 level-luffing crane with 30 tons lifting capacity and 1 gantry crane with 20 tons lifting capacity	Steel coil and plate
Pipe berth	200 13	35,000	1 level-luffing crane with 20 tons lifting capacity	Steel pipe

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Chosi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.

TUGS: "Nikko Maru" and "Kofuku Maru" (both 3,000 h.p.) are available in the Fukuyama Harbour. Additional tugs are available from other Inland Sea terminals.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: Summer 1·016–1·022. Winter 1·025. The density not much affected by tide, which is maximum 3·84 metres.

FRESH WATER: Available at any berth. Supply capacity 50 tons per hour. However, for a vessel moored to a buoy or at anchorage, water barge comes from Onomichi.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Bunkering barge comes usually from Mizushima (31 miles East of Fukuyama) or from Kobe (97 miles East of Fukuyama). Therefore, an advance order is required.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Only minor repairs.

DRY DOCK: None. Available at Innoshima or Mukaijima.

REPATRIATION: Possible.

AIRPORT: Okayama airport 70 kilometres from Fukuyama which takes about 2 hours by car. 2 flights daily.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Report to Guardmen's office located at West Gate of Nippon Kokan.

TELEPHONES: No arrangements for placing telephone on board. Private telephones connecting with offices in the compound of the Fukuyama Works are placed at each of the raw material berths.

For vessels alongside export berths, private telephone available at foremen's office located on berth.

GENERAL: Fukuyama is a local and new port, developed along with the expansion of Nippon Kokan, Fukuyama Steel Works.

Ship repairs (except small ones) for machinery, radio, radar, etc., are all arranged by firms located in Tokyo, Osaka and Kobe.

SERVICES: Hold cleaning. Labour comes from Mizushima.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Portland Harbour Dept.

AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo. Nissan Shipping Co. Ltd., NKK Kaiji Bldg., 1, Kokan-machi, Fukuyama. Tel. Fukuyama (0849) 41–0535, 3210. Telegraphic Address "Sunsenpaku Fukuyama".

FUSHIKI: 36.49 N. 137.03 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
6 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 2 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot available any time during daylight. Not compulsory. No telegraphic address of pilot station, therefore, direct advice to local Agent always required. Pilot meets vessels 209 degrees 2 miles off leading light, thence takes vessel to Quarantine Anchorage ground. Due to many fish-nets on both sides of fairway if requiring to come into Quarantine Anchorage without taking Pilot, necessary to advise Agent in advance. In case of bad weather and need to await outside port, recommend cruising in Toyama Bay until sea abates. Bay area too deep to anchor and also danger of fish-nets. When approaching position for Pilot, give exact ETA to Agent by using Niigataradio and/or VHF to Fushiki Harbour Master. Small wooden pilot boat painted yellow. No particular light or sound signals required.

ANCHORAGE: Safe at all seasons with depth from 8 to 11 metres. Sand and clay bottom. Room at anchorage for at least six vessels over 5,000 gross tons.

RESTRICTIONS: Pilot not available during darkness. No restrictions on tide, because small tide in all seasons. If draft over port limitation, vessel enters port after making adjustment by lightening in Outer Harbour.

MAX. SIZE: Length 180 metres, draft 31 ft. in summer and 30 ft. in winter. However, depth of port not always definite, being a river port, and dredging operations always carried out to keep depth all year round. Tidal range is maximum 0·45 metres.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted

by radio, vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.
The following vessels will not be able to get radio pratique.
A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.
If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.
If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.
If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: (also see "Pilotage".) Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.

TUGS: Tugs normally join vessel at port entrance, but sometimes in Outer Harbour for large vessels. Narita-Maru (2,060 h.p.) and Nihonkai-Maru (1,800 h.p.) provide lines, free of charge and Raicho-Maru (760 h.p.) uses ship's line. Used only when pilot on board.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.

Left No. 1 Wharf	depth	9·5	metres
Left No. 2 Wharf	,,	9·5	,,
Left No. 3 Wharf	,,	5·0	,,
Right No. 1 Wharf	depth	7·5	metres
Right No. 2 Wharf	,,	7·5	,,
Right No. 3 Wharf	,,	10·0	,,
Right No. 4 Wharf	,,	10·0	,,
Right No. 5 Wharf	,,	7·0	,,

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: Average density between 1015 and 1019 in all seasons.

FRESH WATER: Available, from left wharf No. 1 and 2, average 45 tons per hour. In other berths, to be supplied by barge, average 50 tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker ports at maximum 7 days prior notice.

DEVELOPMENTS: Right No. 4 wharf reconstructed, now 175 metres long, 10 meters deep, also Right No. 5 wharf, 130 metres long, 7 metres deep. Left No. 1 pier under reconstruction, when completed will be 185 metres length, 10 metres depth. Left No. 2 pier to be reconstructed and completed to same size as Left No. 1.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs only.

DRY DOCKS: No dry docks. Nearest available in Toyama.

REPATRIATION: Possible.

AIRPORT: Toyama Airport about 35 kilometres distance. Two regular services a day. ANA only.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: 1st May and New Years Day.

POLICE/AMBULANCE/FIRE: Police, Fushiki Police Station, Takaoka (0766) 44–1500; Ambulance, Fushiki Fire Station, Takaoka (0766) 44–1122; or 119; Fire, Fushiki Fire Station, Takaoka (0766) 44–1122.

TELEPHONES: No facilities for placing telephones on board.

SERVICES: Hold cleaning available.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port and Harbour Dept.

AGENTS: Subagents of Dodwell & Co. Ltd., Toyko. Fushiki Kairiku Unso K.K, 6–6, Fushiki-Minatomachi, Takaoka-shi. Tel. Takaoka (0766) 44–1300. Telegraphic address "Fushikikairiku Fushiki".

HACHINOHE (Hachinoe): 40.32 N. 141.33 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot not compulsory, but arrangeable at Master's request. Pilot always arranged by Agent if Master requires, and vessel required radio Agent ETA 24 hours before arrival. Pilot boat has no facility to communicate with ship, but flies pilot flag ("H"). Pilot boards at Quarantine Anchorage (lat. 40° 32′ N. long. 141° 32′ E.).

ANCHORAGE: Open sea anchorage. Depth of water: 10–15 metres.

RESTRICTIONS: Pilot arrangeable only in daytime for entry.

MAX. SIZE: Draft: 9·00 m. (29 ft 8 in.). LOA: 160 metres (524 ft. 10 in.) Breadth: no restriction.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUG: Tug joins vessel inside breakwater.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Shirogane Wharf	depth	9·0	metres
Mitsubishi	,,	10·0	,,
Hachitaro No. 1	,,	10·0	,,

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: 1.025.

FRESH WATER: Available from wharf and barge. 20 tons/hour from barge (capacity: 60 tons). 30 tons/hour from wharf. Over-time service: plus 30% for 1700–2200 and Sunday/holiday. Plus 50% for 2200–0500.

FUEL: No bonded fuel oil, but domestic diesel oil.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIR: Minor repairs such as welding, piping and lathing.

REPATRIATION: Possible.

AIRPORT: One flight per day by All Nippon Airlines (ANA). Distance: about half an hour by car from wharf to airport at Hachinohe City. Service area: Hachinohe/Tokyo. (2·5 hours required).

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: 1st May, 21st August.

POLICE/AMBULANCE/FIRE: Police 43–4141 (Headquarters); 33–0237 (Water Police Station); Ambulance 119; Fire 119.

TELEPHONE: No facilities for placing telephones on board.

GENERAL: 1. Discharging ex-gearless vessel not available at anchorage because of no facilities. 2. In case vessel is moored to buoy, vessel required to prepare anchor chain (port or starboard anchor chain) prior to ship's arrival.

SERVICE: Surveyor: Tally. Hold cleaning. Radar service by Nippon Radar Service Co. Notary public.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port Administration Office.

AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo. Abeki Shokai, c/o Marufuku Ryokan, Same-machi, Hachinoho. Tel. Hachinohe (0178) 33–0218. Telegraphic address "Abe Hachinohe".

HAKATA: 33.37 N. 130.23 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks at quarantine anchorage; position 33° 38′ N. 130° 19′ 30″ E. Request for Pilot made through ship's Agent, Master reporting ship's ETA by radio giving accurate time of arrival at least 24 hours prior arrival, also any subsequent change. No VHF. In the event of rough sea, harbour tug-boat will be used.

ANCHORAGE: No anchorage in port.

RESTRICTIONS: No restrictions if vessel in free pratique and draft less than 10 metres. No tide.

MAX. SIZE: No restrictions of length, breadth. Draft 10·7 metres.

PRATIQUE: See Moji.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: normally join vessel when approaching wharf. Ship's lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Centre Pier

No. 2	depth 10·0	metres
No. 3	,, 10·0	,,
No. 4	,, 10·0	,,
No. 5	,, 10·0	,,
No. 6	,, 10·0	,,
No. 9, 10, 11	,, 7·5	,,

Suzaki Pier

No. 2	,, 11·0	,,
No. 3	,, 11·0	,,
No. 4	,, 11·0	,,
No. 5, 6	,, 7·5	,,
No. 7–10	,, 5·5	,,

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–2100 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: About 1,024.

FRESH WATER: No water barge available. Hydrants: at Central and Suzaki Pier. Rate of delivery: 26/30 tons per hr.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: Modern chemical fire service boat "Hiryu Maru" (30 tons).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: American Consul, Fukuoka, tel. 092–75–9331.

REPAIRS: Local workshop (fishing-boat repairs) available only for small repairs, so Agent for ocean-going vessel in Hakata arranges repairs from Moji or Tobata.

REPATRIATION: Possible.

AIRPORT: Fukuoka airport: Distance: about 20 minutes from Hakata port by car. JAL Domestic regular airline for Tokyo and Osaka. ANA Domestic regular airline for Tokyo, Osaka. Also, CATHAY and JAL airlines for Taipei, Hong Kong twice a week.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police/Ambulance tel. 110; Fire 119.

TELEPHONES: No arrangements exist for placing telephone on board.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port Harbour Bureau.

AGENT: Sub-agents for Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., Fukuoka Branch, c/o Mitsubishi Warehouse Co. Ltd. 9, Okihama-che, Fukuoka. Telegraphic address "Ringer Fukuoka".

HAKODATE: 41.47 N. 140.46 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory, but in practice is necessary. Pilots available 24 hours a day and vessels able enter and leave port day and night. Pilots board about 1½ miles S.W. of Breakwater Lt. Ho. Pilot-boat is small boat carrying flag "H".

The limit of Hakodate piloting district is the sea area surrounded by a line drawn from Obana Misaki to Kattoshi Misaki and the coastline.

ANCHORAGES: Quarantine anchorage outside Breakwater and care should be taken not to foul fishing nets. Good anchorage inside breakwater at East side of section 3 – depth 11 to 13 metres.

RESTRICTIONS: Quarantine and Customs business between 0800 and 1700 hours only.

MAX. SIZE: Tankers up to 72,000 dwt. at S.B.M.

(*a*) *Buoy* No. 1 Buoy 6,000 tons g.t.
No. 2 ,, 8,000 ,,
No. 3 & No. 4 ,, 10,000 ,,

(*b*) *Pier & Wharf*	*Depth*	*Length*	*Capacity*
Central Pier (South side)	8m	133 m.	6,000 g.t (1)
,, (North side)	9m	171 m.	8,000 ,, (1)

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio, vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Two tug-boats available for big ships: m.s. "Hakodate Maru" 107 g.t. 800 h.p. (Hakodate Municipal); m.s. "Soryu Maru" 150 g.t. 1,100 h.p. (Kyodo-Office) Ferry Boat Co. Tug-boat waits and joins vessel near the appointed berth. Tug line generally used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional. Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

SINGLE-BUOY MOORING: Asia Oil Company, sea berth suitable for up to 72,000 dwt. at Imodco Buoy.

Position: 41° 48′ 08″ N. 140° 40′ 57″ E.

Soundings: At site 15·5 metres. In approaches to site, more than 15·5 metres. The approach to terminal is free from obstructions.

There is one 20-in. crude line running 2,000 metres from shore to the buoy, and about 500 metres from shore line to the storage tanks.

Mooring: There is no night mooring. Unmooring is carried out from 0600 till 2400 hours, and may be done by the Master of the ship without a Pilot.

A mooring/unmooring gang is provided for by Agent. Two launches and one tug are in attendance at the mooring. One launch will keep the hose clear while the other handles the lines. The tug is standing by and only pushes against bow or near the stern to keep the head of the vessel in position whilst mooring.

At least six good mooring lines are required, preferably each line to its own bollard. The lines are run single to the buoy. The position of the ship's bow from the buoy is about 40 metres, when the distance from the buoy to ship's manifold is about 360 ft.

When mooring, it is requested that the propeller is completely stopped or otherwise turned astern.

Both bow anchors are to be hove well up in the hawse pipe and properly secured before reaching the buoy. Anchors are never to be used while on the buoy. They may foul the buoy's mooring cables and pipe-line on the bottom if released.

Floating Hose: There is one set of 12-in. floating hose for the

discharge of crude only. The floating hose is about 600 ft. long from the buoy's manifold. The last two lengths are floating in doughnut-shaped plastic floats. The end is marked with an unlit marker buoy.

The hose connections are always made to the port manifold and are lifted with ship's gear. The hose when full of cargo and equipment weighs over one and a half tons. Information is required of the distance from ship's bow to ship's manifold, and the distance from ship's side to ship's manifold prior to arrival.

Standard flanges are used on the hose. OD 19 in. diameter of bolt-circle 17 in. with 12 bolt-holes size $\frac{7}{8}$ in.

Discharging: The discharging should be arranged in such a way as to be able to take sufficient ballast into ship's tanks, when about half way during discharge; to be able to get the ship's head down to prevent the vessel from veering too widely, and run over the hose near the buoy, in case of unfavourable conditions.

Maximum allowed backpressure by shore is about 10 kg·cm². During the discharge the main engine must not be immobilised as it may be used to keep the vessel clear of the buoy.

Stand by Men: While on the buoy, the vessel will be required to provide sleeping quarters for four men, this includes the foreman who will remain on board throughout the entire operation. It is requested that the discharge officer be provided with meals. The other men are supplied with food from shore.

DENSITY: Average 1025.

FRESH WATER: Available at piers ex-hydrants and by barge at anchorage. Supplier, Hakodate Municipal Office.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Fuel supplies for Hakodate are generally lightered from Tokyo Bay area and delays can be caused by weather conditions.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs inspector ship's registered Gross and Nett Tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Hakodate Dockyard Co., undertakes hull and engine repairs.

DRY DOCKS: No. 1. Capacity 15,000 g.t., length 180 m., breadth 22·45 m. depth 6 m. No. 2. Capacity 9,000 g.t., length 140 m., breadth 8 m., depth 6 m.

AIRPORT: Distant 20 min. by car.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.

TELEPHONES: Arrangeable on board.

SHORE LEAVE: Local Immigration officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port Administration Office.

AGENT: Sub-Agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd., c/o Hakodate Kowan Sangyo Co. Ltd., Attn. Ship's Agency Section, 27–7, Toyokawa-cho, Hakodate. Cables. "Narasaki Hakodate". Tel. Hakodate (0138) 22–4101.

HIMEJI (including Hirohata, Shikama, Mega and Aboshi): 34.47 N. 134.41 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: See "Kobe". Vessels take Inland sea Pilot off Wada, Hesaki or Sekisaki; or from ports of Inland sea. No exact pilot station and no checking point at port of Himeji (Nega, Shikama, Hirohata and Aboshi) but Agents arrange pilot when vessel approaches upon receiving cable giving 24 hours advance notice. Pilot boarding positions as follows: Mega 34° 44′ N. 134° 42′ 15″ E. Shikama 34° 45′ N. 134° 39′ E. Hirohata 34° 44′ N. 134° 37′ E. Aboshi 34° 44′ N. 134° 34′ 10″ E.

No strict location of anchorage for vessel awaiting a Pilot in Himeji area, but should be as close as possible to port according to draft and communication.

ANCHORAGE: No strict boundary areas for anchorages. Anchor as close as possible to the port according to draft.

RESTRICTIONS: At ports of Mega, Shikama and Aboshi, no pilot boarding between sunset to sunrise. Hirohata pilot will board from sunrise to 2200 hours for vessels less than 10,000 dwt for entry, and less than 15,000 for departure, for piers No. 4, 5, 6, 7, 9 and 10 but other berths only from sunrise to sunset.

MAX. SIZE: Draft restrictions as follows:

Mega 11·80 m. Shikama 8·80 m. Hirohata 13·0 m. for central pier, 7·50 m. for Kamota pier (Pier No. 1–7), 9·45 m. for Tsuruta pier (Pier No. 10–14). Aboshi 9·0 m.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tug(s) normally join vessel when approaching, or at anchorage. Always use tug's lines without charges.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Berth	*Wharf length*	*Max LOA*	*Max. Draft*
Shikama			
Public pier No. 2	130 m.		7·5 m.
Public pier No. 3	170 m.		10·0 m.
Public pier No. 4	170 m.		10·0 m.
Public pier No. 5	170 m.		10·0 m.
Satetsu pier	200 m.	160 m.	9·0 m.
Buoy No. 1	160 m.	130 m.	9·0 m.
Buoy No. 2	220 m.	160 m.	9·0 m.
Mega			
Idemitsu Oil Jetty			12·0 m.
Aboshi			
Buoy No. 1		160 m.	9·0 m.
Buoy No. 2		180 m.	9·0 m.
Hirohata			
Yumesaki Wharf (Pier No. 1–2)	280 m.		7·5 m.
Kamoda Wharf (Pier No. 3–7)	722 m.		7·5 m.
Central Wharf (Pier No. 9)	315 m.	265 m.	13·0 m.
Tsuruta Wharf (Pier No. 10–12)	503 m.		9·45 m.
Shioiri Wharf (Pier No. 13–14)	320 m.		9·45 m.
Oil Berth	140 m.		7·5 m.
Buoys			9·5 m.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: Idemitsu Kosan Kaisha Ltd., Himeji oil jetty where one berth only and max. 11·8 metres draft allowed. Shore discharging facilities two 12 in. diameter hose connections which connect to 18 in. diameter line for tank hoses. Acceptable max. 5 kg/cm² on hose gauge, discharge rate abt. 2,000 l/t per hour.

Note: Idemitsu Kosan Kaisha Ltd., Himeji, require following information prior arrival for smooth berthing and connecting hoses: Height from sea to deck; Length from vessel's side to underneath of hose connections; Height from deck to connection of line; Diameter of connection.

DENSITY: Average density between 1·025 and 1·026 in winter season and 1·018 and 1·020 in summer season.

FRESH WATER: Idemitsu Oil Jetty, Shikama public pier and Hirohata pier able to supply fresh water from shore, but *No Water Barge available at Port of Himeji* therefore not able to supply fresh water at Satetsu pier (Shikama), Shikama buoy, Aboshi buoy or outside anchorage.

Port	*Average rate of delivery*
Mega	20–30 m/t per hour
Shikama	15–20 m/t per hour
Hirohata	15–20 m/t per hour

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passenger or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores

charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CARGO GEAR: See "Certificates" but no special requirements.
CONSULS: No consuls at Himeji, Shikama or Hirohata.
REPAIRS: Most minor deck and engine repairs available at port of Himeji; in case special technician required, should be called from Kobe.
DRY DOCKS: No dry dock available at port of Himeji, Nearest dry dock Ishikawajima-Harima Heavy Industries Co. Ltd., Aioi, who have following dry docks. Also see Aioi.

	LOA	*LBP*	*Breadth*	*Depth*	*Capacity*
Dock No. 1	238 m. (780'9")	230 m. (754'7")	33 m. (108'3")	5·5 m. (18')	73,000 dwt (LT)
Dock No. 2	156·1 m. (512'1")	145 m. (475'8")	19·5 m. (63'11")	4·5 m. (14'9")	14,000 dwt (LT)
Dock No. 3	341 m. (1,118'9")	328 m. (1,076'1")	54 m. (177'1")	6 m. (19'8")	300,000 dwt (LT)

REPATRIATION: Possible.
AIRPORT: About 60 km. to Irami airport. Regular services.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: At Aboshi, No work on 1st and 3rd Sunday. At Shikama, Shore crane, no work on 1st and 3rd Sunday but gangs available for discharging and loading.
POLICE/AMBULANCE/FIRE: Police (Shikama) tel. 35–1441; Ambulance (Shikama) 119 or 35–0119; Fire (Shikama) 119 or 35–0119.
TELEPHONE: No facilities for placing telephones on board.
GENERAL: No quarantine available at port of Himeji, therefore pratique to be obtained at other ports.
SERVICES: Tally, laundry, daily provisions by ship chandler available locally. All other service from Kobe or Osaka.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: See "Amagasaki".

AGENTS: Sub-agents of Dodwell & Co., Tokyo. Shikama Kaiun K.K., Minatomachi, Shikania-Ku, Himeji. Tel. Himeji (0792) 35–0912. Telegraphic address "Shikamakaiun Himeji".

HIROSHIMA: 34.20 N. 132.25 E.

DOCUMENTS: See "Yokohama".
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot-station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe"
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGES:

Anchorage	*Location*	*From Ujina lighthouse Radius*	*m.*	*Conditions*	*Note*
"A"	N. 34.20'59.5" E. 132.29'17"	56°	2,510 180	Draft – below 6 m. Length – below 120 m. Necessary P & S Anchor Draft – below 7 m.	
"B"	N. 34.20'57" E. 132.29'02.5"	52°	2,200 180	Length – below 120 m. Same as "A" Draft – below 8 m.	
"C"	N. 34.20'45" E. 132.29'24"	67°	2,467 180	Length – below 150 m. Same as "A" Draft – below 10 m.	
"D"	N. 34.20'35.5" E. 132.28'28"	53°	1,070 180	Length – below 150 m. Same as "A" Draft – below 12 m.	Load & unload. Logs.
"E"	N. 34.20'22.5" E. 132.28'29"	73°	910 200	Length – below 150 m. Same as "A" Draft – below 12 m.	Load & unload. Logs.
"F"	N. 34.20'09" E. 132.28'29"	100°	890 200	Length – below 150 m. Same as "A" Draft – below 12 m.	Load & unload. Logs.
"G"	N. 34.19'57" E. 132.28'36"	116½°	1,190 200	Length – below 150 m. Same as "A" Draft – below 12 m.	Load & unload. Logs.
"H"	N. 34.19'45" E. 132.28'44"	125½°	1,150 200	Length – below 150 m. Same as "A"	Load & unload. Logs.
"I"	N. 34.19'47" E. 132.28'08"	158°	900 300		
"J"	N. 34.19'28" E. 132.28'18"	162°	1,500 300		
"K"	N. 34.19'17" E. 132.29'43"	122°	3,280 700		Ship repairs.
"L"	N. 34.18'58" E. 132.29'34"	132°	3,430 300		Ship repairs.
"M"	N. 34.20'14" E. 132.25'35"	230°	3,550 300		Ship repairs.
"N"	N. 34.19'56" E. 132.25'26"	262°	3,820 300		Ship repairs.

Ujina Lighthouse is at South of Ujina-islet N. 34° 20′ 14″ : E. 132° 27′ 55″.
RESTRICTIONS: Depth of approach to berth about 10 m.
MAX. SIZE: Wharf (Hiroshima Prefecture Public Berth) No. 1. length 166 m., draft 9·7 m, (10,000 g/t vessel). No. 2, length 166 m.
Gaibo-Ganpeki (wharf for ocean-going vessel) length 337 m., depth alongside about 10 m., maximum draft acceptable 9·70 m.
PRATIQUE: See Kobe.
TUGS: Join vessel at quarantine anchorages. Tug's lines used.
TIDES: Maximum (Spring Tide) 3·9 m. Minimum (Neaps) 0·57 m.
Rate of current at flood tide generally ¼ knot to North-east; ½ knot at ebb tide to South-west. South area of Togeshima and Kannonsaki ¼ knot at flood to South-south-east, and ½ knot at ebb tide to North-north-west.
FRESH WATER: By water barge (capacity: 330 m/t available), Additional charges made for overtime i.e. after 5 p.m., and Sunday, holidays, and Saturday afternoon.
CONSULS: No consul in Hiroshima. Nearest Osaka or Kobe. Marine note of protest can be attested by local notary public.
REPAIRS: All types of deck, electrical and engine repairs.
DRY DOCKS: Largest dry dock Taibi dry dock, Mitsubishi-Hiroshima Works, L 154 m. B 22·00 m. 10,300 g/t. Kanawa dry dock and Ujina dry dock available for 3,500 g/t and 1,500 g/t respectively.
AIRPORT: Hiroshima airport. Only domestic airlines every hour to Osaka and Tokyo.
POLICE/AMBULANCE/FIRE: Police (for emergency) 110; Ambulance 119; Fire 119.
TELEPHONE: No arrangements for placing telephones on board.
SERVICES: Any navigational apparatus can be serviced on request, Cargo holds cleaning services can also be carried out, but tank-cleaning and other services are to be arranged from Kobe.
REGULATIONS: Many seaweed and oyster beds near anchorages, therefore oil pollution precautions strictly observed.
AUTHORITY: Hiroshima-Kencho, 10–52 Motomachi, Hiroshima City.

AGENTS: Sub Agents of Dodwell & Co. Ltd., Tokyo. Naigai Unyu Co. Ltd., 36–23, 2-chome, Ujina Kaigan, Hiroshima. Tel. Hiroshima (0822) 51–2421. Telegraphic address "Naigai Hiroshima".

HITACHI: 36.30 N. 140.37 E.

DOCUMENTS: and all general information, refer to "Onahama".
PILOTAGE: Not compulsory. Pilot boards in approximate position 36° 28′ 39″ N. 140° 38′ 40″ E.
MAX. SIZE: Draft, 8·50 metres limited by channel depth.
PRATIQUE: If arriving from abroad, vessel should obtain pratique at Onahama.
TUGS: One tug of 180 h.p. available.
BERTHING:

Hitachi Pier (A)	depth	7·5 metres
Hitachi Pier (B)	,,	7·5 ,,
10,000 tons Wharf	,,	7·5 ,,
10,000 tons Wharf	,,	9·0 ,,

AUTHORITY: Port Administration Office.
AGENTS: Abeki Shokai, c/o Sukaya Ryokan, Kuji-cho, Hitachi-shi. Cables "Abe Hitachi Kujihama". Tel. Hitachikujihama 2008.

HOSOSHIMA: 32.25 N. 131.41 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Telegraphic address of pilot station "Pilot Hososhima". 48 and 24 hours advance notice of ETA required, and any change in ETA. Pilot boards at Hososhima Quarantine anchorage location, Hososhima lighthouse N.E. one mile off, position 32° 25′ 50″ N. 131° 41′ 53″ E.
ANCHORAGE: Refer Japanese chart No. 1223 (Ozue-wan and Hososhima-Ko).

RESTRICTIONS: Strictly no entry after sunset.
MAX. SIZE: Max. permissible LOA 170 m. and draft 31 ft. 6 in.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Join vessel in position 32° 26·5′ N. 131° 39·5′ E. Tug's lines to be used.
BERTHING:

Industrial Port			
Wharf No. 1	depth	10·0	metres
Wharf No. 2	,,	10·0	,,
Wharf No. 3	,,	5·7	,,
Wharf No. 4	,,	5·7	,,
Wharf No. 5	,,	10·0	,,
Hyuga Refinery's Wharf	,,	11·0	,,
Sugar Plant Wharf (Dolphin)	,,	11·0	,,
Commercial Port			
Wharf No. 1	,,	7·5	,,
Wharf No. 2	,,	7·5	,,

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Average 1·025 in winter, 1·020 in summer, subject to weather and tide current.
FRESH WATER: Available from dock, 20/30 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No local representatives.
REPAIRS: None.
REPATRIATION: Possible.
AIRPORT: Nearest, Miyazaki airport about 2 hours drive from Hososhima. JAL and ANA lines.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119. Public telephone booth available near by the berth.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port Administration Office.
AGENTS: Sub Agents of Dodwell & Co. Ltd., Tokyo. Sankai Unyu KK., 757, Oaza Hosojima, Hyuga-ski, Miyazaki Pref. Tel. Hyuga (09825) 3101. Telegraphic address "Ringer Hyuga".

IHO: 34.45 N. 134.46 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.
1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobee".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 14″ N. 131° 03′ 12″ E.
ANCHORAGE: Closed Port. Agent will arrange Anchorage position for discharging, with Authorities, but usual position Iho signal station, bearing 215° distant 3,000 m. (signal stn. 34° 44′ 58″ N. 134° 46′ 12″ E.).
HEALTH: Pratique must be obtained at another Port before calling Iho.
At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective quarantine Office through ship's agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Not required. Discharging at Outer Anchorage.
TANKERS: Port is operated for oil discharging only. Discharge is into barges through 6 in. hoses at either side of vessel.
DENSITY: Average density is between 1.025 and 1.026 in winter season and between 1.018 and 1.020 in summer season.
FRESH WATER: Not available.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest stock ports at maximum 7 days prior notice.
REPAIRS: Not available.
DRY DOCK: Nearest dockyard at Aioi.
AIRPORT: Nearest airport at Osaka.
TIME: GMT plus 9 hours, no alterations.
POLICE/AMBULANCE/FIRE: Police tel. 07944/2–3377; Ambulance, 119 or 2–2101; Fire 119 or 2–2101.
SERVICES: None. Nearest services available at Kobe/Osaka area.
AGENTS: Sub-Agents of Dodwell & Co. Tokyo. Shikama Kaiun K.K., Minatomachi, Shikama-Ku, Himeji. Tel. Himiji (0792) 35–0912. Telegraphic "Shikamakaiun Himeji."

IMABARI (Imahuru): 34.04 N. 133.00 E. (incl. Mategata).

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.
1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel), Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″E.
ANCHORAGE: Anchorage outside breakwater, sufficient water, but on account fast current deemed not safe anchorage. Anchorage

inside breakwater generally shallow, and sea area narrow for large vessels. To discharge/load only Temposan wharf available for vessels alongside berth where holding ground is good and depth of water is 7·50 metres.

Vessels drawing over 7 metres: vessel can enter Mategata (open road) deemed to be most fitted place for vessels entry to discharge/load. Port of Mategata faces Aki-Nada and located near West entrance of Kurushima channel; 132 degrees 55 minutes East, 36 degrees 06 minutes North, where holding ground good and depth of water 12–20 metres is kept.

RESTRICTIONS: No entry after dark.

MAX. SIZE: Temposan Wharf length 110 metres, breadth no limit draft 7 metres. Mategata (open road) length no limit, breadth no limit, draft 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Temposan wharf: join vessel at sea anchorage, using tug's line without charge. Mategata (Open road): no tug required in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Also see "Max. Size".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: Temposan wharf 1.015. Mategata 1.015.

FRESH WATER: Fresh water not available but usually brought by barge from Onomichi (about 4 hrs. run to Imabari/Mategata). Rate of delivery 80 tons to 200 tons per hour dependent on barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: See "Kobe".

REPAIRS: Only minor repairs.

DRY DOCKS: Not available at this port, the nearest ones are Kawasaki Heavy Industries Ltd., Sakaide; Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima; and Mukaishima; dimensions of these docks as follows:

Kawasaki Heavy Industries Ltd., Sakaide. Dock No. 2 for 500,000 dwt vessel. 450 m.×72 m.×12·3 m. It is not in action yet for ships to repair. Only used presently for ship building and after services.

Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima Dock, Dock No. 1 for 20,000 dwt vessel. 175 m.×25·62 m.×9·10 m. Dock No. 3 for 130,000 dwt vessel. 282·50 m.×47 m.×11·33 m

Hitachi Shipbuilding & Engineering Co. Ltd., Mukaishima Dockyard, Dock No. 1 for 3,000 dwt vessel. 86·18 m.×13·60 m.·×6·80 m. Dock No. 2 for 8,500 dwt vessel. 125 m.×18 m.×7·40 m. Dock No. 3 for 25,000 dwt vessel. 175 m.×29 m.×9 m.

REPATRIATION: Possible.

AIRPORT: No airport. Nearest airports are Matsuyama and Takamatsu where are All Nippon Airways.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

GENERAL: Mategata is a closed port. To conform with regulations, vessel obtains permission from Shikoku Maritime Bureau to enter.

Customs request vessels calling Mategata to obtain permission to enter at preceding port of call by paying charge at same rate of tonnage dues prior to arrival of vessel. Application undertaken by Agent.

No quarantine available. Nearest station Matsuyama. No immigration. Officer comes from Niihama.

SERVICES: None.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port Administration Office.

AGENT: See "Matsuyama".

INNOSHIMA: 33.17 N. 133.11 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in Transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication with Inland Sea pilot stations.

Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N., 135° 11′ E. Telegraphic address "Anjin Kobe".

Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

Kanmon Pilot boards at Mutsure (33° 58′ 15″ N., 130° 53′ 43″ E.) for passing Shimonoseki Strait to Hesaki where Pilot will be changed to Inland Sea Pilot.

Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGE: No. 1. 14 metres deep, 1.4 miles off Hyakkan Island 180°. No. 2. 9 metres deep, 1.5 miles off Hyakkan Island 290°.

RESTRICTIONS: In general, mooring/unmooring and/or dry-docking in-and-out carried out in daytime only.

MAX. SIZE:

		Length	*Breadth*	*Draft*
(1)	*a.* For mooring only	320 m.	× 50 m.	× 7 m.
	b. For dry-docking	275 m.	× 44.2 m.	× 4.5 m. up to 73,000 dwt

(2) Max. draft for entering port: 9 m.
(3) Max. draft for mooring: 5–7 m. according to quay.

Current is North-East at high tide, and South-west at low tide at max. 2·5 knots.

HEALTH: In event vessel proceeding Innoshima direct from foreign port, vessel to receive pratique at Quarantine anchorage Kobe or Saganoseki (33.15′N; 131.52E.) or Mutsure (33° 59′ N. 130° 53′ E.).

At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.

TUGS: Ship taken into port by Dock Master who joins ship at anchorage with tug-boat. Usually, tug's lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

TANKERS: Tank cleaning station operated by Setonaijai Tank Cleaning Company, can receive slops up to rate of 250 tons per hour.

MEDICAL: No advance notice required unless urgent. Hospital facilities available.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: All facilities for major repairs.

DRY DOCKS: See "Max. Size".

AIRPORT: Hiroshima Airport or Okayama Airport (domestic only) About 2 hours by car from both airports.

TIME: GMT plus 9 hours. Permanent.

TELEPHONES: Telephone is available: Shipyard installs one telephone in accommodation and another one in engine room.

SHORE LEAVE: Local immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

SERVICES: The following services are available: Tank cleaning, Discharge of tank washings, Compass adjustment, Ship's chandler.

AUTHORITY: Mihara Doboku (Public Works) Office.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Hamaoka Shoten, 2207, Habu-cho, Innoshima. Cables: "Hamaoka Innoshima". Tel. Innoshima (08452) 2–1340.

ISHINOMAKI: 38.23 N. 141.16 E.

DOCUMENTS: and all general information, refer to "Ofunato".
RESTRICTIONS: Channel depth 9 metres LW.
TUGS: Available from Shiogama.
BERTHING:

Minami Hama Wharf	depth 10·0	metres
Hiyori Wharf	,, 9·0	,,
Nakajima Wharf	,, 10·0	,,
Shiomi Wharf	,, 4·5	,,
Hiyori Wharf	,, 4·5	,,
Minami Hama Wharf	,, 4·5	,,
Jyujyo Wharf	,, 6·5	,,
Tekkosha Wharf	,, 4·5	,,

FRESH WATER: Available ex-wharf.
FUEL: To be barged from Yokohama.
AUTHORITY: Port Administration Office.
AGENTS: Abeki Shokai, c/o Fukushimaya Ryokan, 12–4, 2-chome Chuo. Cables: "Abe Ishinomaki." Tel. (02252) 2–1121.

IWAKUNI, Hiroshima Bay: 34.10 N. 132.11 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Cable address Ansin Moji. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki)). In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGES: Two anchorages, one for "Quarantine" and repairing, etc., other for discharging logs.
(*a*) Quarantine 34° 10′ 28″ N., 132° 16′ 43″ E. minimum depth 27 m.
(*b*) Discharging area 34° 11′ 12″ N., 132° 14′ 21″ E. minimum depth 10 m.
Nature of bottom mud.
Minimum bottom width no limit.
HEALTH: At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join vessel at Quarantine area. Tug's lines to be used free of charge. Two tugs available of 3800 h.p.
BERTHING: No berthing from sunset to sunrise. At least 2·0 hours notice arrival necessary to reach berth, in event of direct arrival from foreign country.
MEDICAL: No advance notice required unless urgent.
TANKERS: Maximum about 150,000 dwt; slop discharge pipelines. Koa Oil Co. Ltd., Marifu refinery.

	Max. G/T	*Max. safe draft*	*Type and diameter hoses*
Koa Oil Crude Pier	90,000	17·00 m.	12″×3
North No. 3 Pier	9,000	10·00 m.	8″×1
Kenei No. 3 Pier	28,000	9·00 m.	10″×2

Kenei No. 3 pier used by Messrs. Union Sekiyu Kogyo K.K. jointly.
DENSITY: 1,020.
FRESH WATER: Alongside Koa Oil Pier, possible to take fresh water ex. shore.

Berth	*Capacity*
Koa Oil Crude Pier	5 tons/Hour
Kenei No. 3 pier	3 tons/Hour
Sanyo Pupl Pier	5 tons/Hour

FUEL: Available ex-wharf, but not ex-barge. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENTS: New berth named "Muronoki Pier" under construction.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CARGO GEAR: See "Certificates" but no special requirements.
CONSULS: No consul but marine note of protest can be attended by local notary public.
REPAIRS: None. For heavy repairs from Hiroshima.
REPATRIATION: Possible.
AIRPORT: Hiroshima airport 45 kilometres (Abt. 2 hours).
For Osaka (TOA Airline) 0900, 1415, 1725, 2000
For Tokyo 0750, 1100, 1355, 1510, 1755, 1905
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110 (just dial); Ambulance 119 (just dial); Fire 119 (just dial).
TELEPHONES: No arrangements available except Koa Oil.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port Administration Office.
AGENTS: Sub-agents of Dodwell & Co. Tokyo. Naigai Unyu Co. Ltd., 35–7, 4-chome, Shinko-cho Iwakuni. Tel. Iwakuni (0827) 21–7115/6. Telegraphic address "Naigai Iwakuni".

KAGOSHIMA: 31.35 N. 130.33 E.

DESCRIPTION: Port situated in Kagoshima Bay, the southern part of Kyushu and consists of 3 sections as follows:

Main Harbour: divided into Inner Harbour sheltered by breakwaters which can accommodate up to 3,000 tonners, and Outer Harbour, (open roads) where large size vessels lie at anchor.

New Harbour: adjacent to Main Harbour on the South. This section also sheltered by breakwaters and a 10,000 tonner can be accommodated.

South Harbour: located about 6 kilometres away from main harbour on South and used for small coasters.

DOCUMENTS:
Customs: When vessel arrives direct from foreign port, customs officials board for search. Following documents to be submitted:
Crew List.
Passenger List.
Manifest of crew personal effects (must be signed by individual crew member).
Store List.
Arms and Ammunition List.
Narcotics List.
List of ports of Call on current voyage.
Discharging Cargo Manifest.
Through cargo Manifest.
Declaration inward/outward.

Following will be checked on board: Ship's Registry; Last Port Clearance.

When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or Agents to attend Custom House for entry formalities with following documents:
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with the Master by Customs at previous port.

On vessel's departure, a clearance is issued by Customs, after confirming payment of tonnage dues.
PILOTAGE: Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks at quarantine anchorage, (see "Health"). Request for pilot made through Agent. Master report by radio accurate ETA at least 24 hours prior to arrival.
ANCHORAGE: Ample good holding anchorage available in Outer Harbour. Depth: Over 9 m.
RESTRICTIONS: Berthing/unberthing during day only.

Wharf	*Location*	*Length*	*Depth*
7·9 m. wharf	Main harbour	110 m.	7·9 m.
7·5 m. wharf	,,	220 m.	7·5 m.
North	New harbour	125 m.	7·5 m.
North	,,	160 m.	5·5 m.
South	,,	165 m.	9·0 m.
South	,,	260 m.	7·5 m.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.
The following vessels will not be able to get radio pratique.
A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.
If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.
If crew or passengers on board do not possess Valid Smallpox Vaccination Certificate.
If a vessel does not possess a valid Derat or Derat Exemption Certificate.
Quarantine:
(*a*) Quarantine station: Sea area within radius of 1,000 metres from centre, position 31° 33′ 25″ N. 130° 35′ 33″ E.
(*b*) Quarantine service rendered from sunrise to one hour before sunset.
(*c*) "Q" flag should be hoisted until free pratique granted.
(*d*) When vessel arrives from plague-infected or suspected area within 10 days after she left such place, 24-hour special quarantine required.
All sanitary scuppers must be closed and garbage not thrown overboard after reaching 60 miles off Japanese coast.
RADIO: Recommended Captain contacts Agent through Choshi radio or Nagasaki Radio which covers all ports in Japan. If West bound vessel to Choshi, and North bound to Nagasaki radio respectively.
TUGS: "Wakashio Maru" twin diesel vessel, 1000 h.p.
BERTHING: No specific requirements. Pilot boarding time will be notified by Agent mainly by radio.
New Port (*Kagoshima-Shinko*). Sheltered harbour with main entrance 150 m. wide between S. breakwater (350 m.) and N. breakwater (150 m.). Sheltered anchorage in depth of 5·5– 9·0 m. No mooring buoy. Berthage outside breakwater in depth of 9·0 m. and inside breakwater in depth of 5·5–9·0 m.
Piers: South pier (in foreign trade zone, for outbound vessels only):
165 m. long with 9·0 m. alongside, will take one vessel of about 10,000 grt.
260 m. long with 7·5 m. alongside, two vessels less than 5,000 grt.
120 m. long with 4·5 m. alongside, two vessels less than 500 grt.
North pier (for inbound vessels):
125 m. long with 7·5 m. alongside will take one vessel of about 3,000 grt.
160 m. long with 5·5 m. alongside two vessels less than 1,000 grt.
60 m. long with 4·0 m. alongside one vessel less than 500 grt.
160 m. long with 5·5 m. alongside two vessels less than 1,000 grt.
STEVEDORES: Maximum 10 gangs available. Working hours: One labour shift. Normal working hour: 0800 to 1700 hrs. Overtime work possible until about 2000 hrs. by applying to Customs at following fees: 1700–2200, 0500–0830 also Sundays and holidays 2200–0500. All night work is impractible. No work can be arranged for on 31st December and during New Year holidays (1st to 3rd January).
MEDICAL: Hattanmaru Hospital; Fukusaki Hospital; Nagata Dental Plant. No advance notice required unless urgent.
TANKERS: No tanker berths at Kagoshima, but Central Terminal Station (C.T.S.) in Kagoshima Bay. See "Kiire".
FRESH WATER: One 150-ton water barge available. Hydrants at wharves in main harbour. Rate of delivery: 50 tons/hour from barge; 15–20 tons/hour from hydrants.
FUEL: None available. Lightered from another port. Ample notice so that necessary lighterage can be arranged.
DEVELOPMENTS: Industrial harbour planned on reclaimed land at Taniyama in Southern part of Kagoshima.
GANGWAY/DECK WATCHMEN: Not specifically required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores open/close hatches. Cost per hour depending on type of cargo. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete before berthing.
CERTIFICATES: Ship's register to show Customs Inspector registered gross and nett tonnages. Valid Cargo gear Certificates sometimes required by stevedores when cargo gear's maintenance appears poor.
CUSTOMS ALLOWANCES: Only 50 cigarettes to take ashore but no spirits.
REPAIRS: Only minor repairs – Kikukawa Iron Works and Kagoshima Dockyard Co.
REPATRIATION: Possible. Also see "Port Regulations".
AIRPORT: Kagoshima Airport. Short distance from town.
TIME: GMT plus 9 hours. No alterations to clocks during year.
HOLIDAYS: See "Tokyo" (Also see "Stevedores").
SERVICES: Cargo Survey. Provisions and Stores. Fumigation – Toyo Fumigation attend from Moji on request.
WIND/TIDE: North-westerly wind prevails in winter season and Easterly wind in summer. Wet seasons in April and July. Average tidal range 2·74 metres. In the outer harbour, flood tide sets to North and ebb to South. Maximum speed of current 2 knots. Current in inner harbour is less than 0·25 knots.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 day extension possible if vessel stays longer. Also see "Regulations".
REGULATIONS: Immigration officials board vessel on arrival to examine passports, discharge-books and/or other equivalent travel documents and provide 72-hour landing passes for crew members and passengers. One copy each of crew list and passenger list required by them. Providing ship's Agent with a crew list beforehand will be a great help in expediting immigration business on vessel's arrival. When vessel stays in port more then 72 hours, the landing passes may be extended 72 hours on application. In the event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days.
AUTHORITY: Kagoshima Kencho.
AGENTS: Sub-agents of Dodwell & Co. Tokyo. Kyoshingumi Co. Ltd., Zisaki, Zyonan-cho, Kagoshima. Tel. Kagoshima (0992) 26–7123. Telegraphic – "Kyoshingumico Kagoshima".

KAKOGAWA: 34.42 N. 134.50 E.

Port is for sole use of the Kobe Steel Co. Ltd. Declared open port as of 1st May 1970, but vessels should first call off Kobe to obtain free pratique, Customs clearance and Pilot.
DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot will board off Kobe when calling for free pratique and Customs clearance. Pilot will be arranged by Agent subject advance request and usual ETA advices.
HEALTH: Vessel must call off Kobe for free pratique. At first port call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
RESTRICTIONS: Mooring/unmooring conducted daylight hours only.
BERTHING:

	Length	*Depth*
Pier E–1	200 m.	15 m.
Pier E–2	200 m.	14 m.
Pier E–3	300 m.	14·5 m.
Pier E–4	400 m.	17 m.

3 unloaders are presently available. 2 have capacity of discharging 1500 tons per hour and the third 700 tons.
Depth at low water is 17 metres in the fairway which is 400 metres wide. (Also see "Developments".)
MEDICAL: Treatment has to be arranged from Kobe.
FRESH WATER: Available from quay. Rate 50–80 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered Gross and Nett Tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
REPAIRS: Arranged from Kobe.
REPATRIATION: Possible, through Kobe.
TIME: GMT plus 9. No alterations made to clocks during year.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Kakogawa Doboku (Public Works) Office.
AGENT: See "Kobe".

KAMAISHI: 39.16 N. 141.55 E.

DOCUMENTS:
Ship's Register. Last Port Clearance. 3 Crew Lists including Passport Nos. 3 Passenger Lists. 1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot not compulsory, but arrangeable at Master's request. Pilot arranged by Agent and vessel required to radio Agent ETA 24 hours before ship's arrival. Pilot boat has no facility to communicate, nor particular light or sound signals, but flies pilot flag ("H"). Pilot boards at 39° 16′ N. 141° 59′ E. 1 mile off Osaki Point. No alternative area in event bad weather.

ANCHORAGE: Up to four 30,000 d/w tonners can safely anchor. Depth of water: 31–43 metres at Quarantine anchorage. 20–27 metres at discharging anchorage.

RESTRICTIONS: Vessel free in and out anytime, but no Pilot available after dark for entry.

MAX. SIZE: Draft 12 metres and LOA, 200 metres (656 ft.) Breadth no restriction. Vessels with draft exceeding 9 metres required to berth on high water.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs (2) join vessel at anchorage and tugs' lines used free of charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Max. depth alongside, 13 metres.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: Winter 1.026–1.027. Summer 1.023–1.024.

FRESH WATER: Available from wharf by hose. Rate of delivery: about 10–15 tons per hour. No water barge, but in case vessel requires water at anchorage, tugboat arrangeable for that purpose.

FUEL: Domestic diesel oil. No bonded fuel oil. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs such as welding, piping, lathing works etc. only.

DRY DOCKS: None.

REPATRIATION: Possible.

AIRPORT: Hanamaki, distant 100 km. (2 hours by car). One flight between Hanamaki/Tokyo on Tuesday/Thursday/Saturday and two flights on Sunday/Monday/Friday by all Nippon Airline (ANA).

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 2–4536 (Headquarter) and 2–3828 (Water Police Station); Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

SERVICES: Surveyor, Tally, Hold cleaning, Tank cleaning.

GENERAL: Discharging ex-gearless vessel not possible at anchorage.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port and Harbour Dept.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Abeki Shokai, 210-go, 1-ban, 1-chome, Hama-cho Kamaishi. Tel. Kamaishi (01932) 2–4583/4. Telegraphic address – "Abe Kamaishi."

KANDA: 33.47 N. 131.00 E.

RESTRICTIONS: Main channel length 11,080 metres, width 200 metres, depth 9 metres.
Tidal range 3·2 to 3·3 metres.

BERTHING: Main berths dredged to 9 metres alongside. Berths mostly used for importing lumber.

KANMON-KO (Kanmon Harbour).

According to Japanese Harbour Area Regulations, Moji, Shimonoseki, Kokura, Tobata, Wakamatsu and Yawata are respective sections included in one port namely Kanmon Harbour. The expression of the port as "Kanmon" has been used in charter parties, where these six ports are considered to be one port. Vessel's movements within these ports is treated as shifting berth in the same port. Therefore, if vessel calls at more than two ports within this area, such calls are covered by one payment of tonnage dues. However, at Tobata, Wakamatsu and Yawata, port dues are levied in addition to tonnage dues.

Entry/departure procedures to Customs, Immigration and/or Harbour Master should be effected at each port, as those officials stationed individually at each port.

KANOKAWA: 34.11.15 N. 132.26.10 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF Communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

Inland Sea Pilots also attend Harbour Pilotage but if specifically required Harbour Pilot boards at Port entrance South side of Ohkurokamishima, Position 34° 10′ N. 132° 26′ E.

ANCHORAGES: Good holding ground. Entrance channel and Harbour Channels. Depths 18 m. minimum. Bottom mud and sand. Difference between quoted datum and chart datum about two metres (to be added). Harbour anchorage about 2 miles South of "T" head berth where vessel remains if waiting berth.

MAX. SIZE: Length 240 m., beam 30 m., draft 12 m., deadweight 50,000.

HEALTH: Closed port. Vessel must call at another port for Customs and Health clearance before entering Kanogawa. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Arranged from Kure. Normally join at Kanokawa Port entrance. Usually tug's lines used without extra charge.

TANKERS: "T" head jetty with 4 buoys. Depth alongside 13 metres. Two hoses with 12 in. connections, max. 8 kgs/sq. cm. Grades handled: molasses, crude and fuel oil.

DENSITY: 1023–1025 alongside berth. Rise of tide: Springs 3·4 m. Neaps 2·6 m.

FRESH WATER: Available at berth, ex-pipeline. Average delivery rate – 20 ton/hour.

CONSULS: None.

REPAIRS: See "Kure".

AIRPORT: Kure.

TIME: GMT plus 9 hours. Permanent.

POLICE/AMBULANCE/FIRE: Police 2005; Ambulance 2711; Fire 2711.

TELEPHONES: No arrangements available for placing telephones on board.

AUTHORITY: Ohgaki Doboku (Public Works) Office.

AGENTS: See Kure.

KASHIMA: 35.54 N. 140.42 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot called through Agent. Pilot boards about 2 miles to North east from the end of breakwater, in position 35° 57′ 5″ N. 140° 43′ 5″ E.

ANCHORAGE: No suitable anchorage at present Quarantine Anchorage located at section between 183° and 279° from the undermentioned centre within a circle of radius of 1,300 metres centreing the position of 35° 57′ 19″ and 140° 42′ 30″ E., where depth of water, 18 metres.

RESTRICTIONS: Pilot does not board vessel after dark. Depth of water in fairway said to be 16 metres, but not officially confirmed, therefore Oil Companies presently restricting ship's draft to 10·80 metres. (35 ft. 7 in.).

MAX. SIZE: Bulk carriers have entered with draft up to 44 ft.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Usually joins vessel at anchorage where Pilot boards; ship's lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Sumitomo Metal	depth	16·0	metres
,, ,,	,,	12·0	,,
Kashima Denkai	,,	16·0	,,
Kashima Sekiyu	,,	16·0	,,

MEDICAL: No advance notice required unless urgent.

TANKERS: Requirements prior to arrival: Manifold: position, number and external and internal diameters. Reducer: type (ASA or JIS etc.) and external and internal diameters. Bolt: diameter and number, also diameter of pitch circle. Pumping capacity. Ship's draft and ETA, to be received by 0900 hrs. every morning continued three days prior to day of arrival. Water requirement (because of necessity of pumping-up tank for preparation).

There are two dolphins for vessels of 100,000-ton class and 70,000-ton class. Draft restricted to 10·80 metres (35 ft. 7 in.).

DENSITY: 1.025.

FRESH WATER: 50 metric tons per hour from shore pipe, 50% additional for service between 0600–0800 hrs, 1700–2200 hrs, and during rainy and rough weather, also on Sundays and holiday. 100% additional for service between 2200–0600 hrs.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No special precautions, but water curtain made alongside dolphin in case, and there is an extinguisher-boat (15 gross tons, and airfoam system).

DEVELOPMENT: Port under construction. When completed, total length of wharf will be about 17 kilometres for about thirty big industries such as iron and steel works, oil refinery and chemical works, foodstuff and feedstuff industries, etc.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS: Arranged from Tokyo/Yokohama.

AIRPORT: Presently under construction, about 60 kilometres away,

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance/Fire tel. 119.

TELEPHONES: Not available for placing on board.

SERVICES: No equipment nor facilities, but compass adjusting and others arrangeable from Yokohama.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kashima Port Development Office.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Keiyo Shipping Agency Ltd., Kashima Office, c/o Kashima Minato Sangyo K.K., 23-2406, Aza Shinwake, Kizaki, Kamisu-Machi, Kashima-gun, Ibaraki Pref. Tel. Kashima (02999) 2-1331. Telegraphic – "Keiyoshipkasima Itakoibaraki".

KAWASAKI: 35.32 N. 139.42 E.

Also refer to Yokohama.

PORT LIMITS: Consists of sea and rivers below the most downstream bridges bordered by the coastline, the line drawn between the administrative areas of Tokyo and Yokohama and the point 143° 30′, 2950 metres from the Hane-da light buoy, the line drawn 233° from the above-mentioned point, the line drawn 151° 30′ from the end point of Sakai Channel which divides Yokohama City administrative section from Kawasaki City. (The river of Tama is not included.)

DOCUMENTS: *Quarantine Station*
Quarantine Declaration.
Crew List.
Passenger List.
Fumigation Certificate.
Cargo Manifest.

Immigration Office
Declaration Inward Outward of Vessel.
Crew List.
Passenger List.
Application for shore pass.

Custom House.
Declaration Inward Outward of Vessel.
Crew List.
List of Ship's Stores.
Cargo Manifest.
Passenger List.
List of Crew's Baggages or List of Personal Effects.
List of Tobacco.
Through Cargo Manifest.

PILOTAGE: See "Yokohama".

RESTRICTIONS: Tsurumi passage 11·70 m. (high water); Kawasaki passage 12 m. (high water). At night except in an emergency, vessels over 500 g.t. shall not enter port between hours of sunset and sunrise unless permission previously obtained from Captain of the port. Vessels over 500 g.t. may enter without prior notice in order avert sea disaster or other unavoidable circumstance.

Note: No vessel of more than 1,000 g.t. permitted enter through Kawasaki Passage from 06.30 a.m. to 09.00 a.m. No vessel of more than 1,000 g.t. permitted depart through Tsurumi Passage from 06.30 a.m. to 09.00 a.m.

MAX. SIZE:

Passage	*G.R.T.*	*L.O.A.*	*Draft*	*Remark*
Kawasaki	—	up to 245 m.	12 m.	high water
	up to 50,000	—	11·7 m.	,,
Tsurumi	—	up to 225 m.	11·7 m.	,,
	over 50,000	up to 260 m.	11 m.	,,
Tonen Seaberth			16 m.	,,
Keihin Kawasaki Seaberth			20 m.	,,

PRATIQUE: See Yokohama.

RADIO: See "Yokohama."

VHF: VHF radio telephone station under joint control of Tokyo, Kawasaki, Yokohama and Chiba Port and Harbour Bureau. Call Sign. "Kawasaki Port Radio." This station covers all Tokyo Bay with radius 50 kilometres from location of transmitting antenna (Yokohama). Station keeps in touch with ships crossing in vicinity of Nojimasaki Point and is able to communicate with a ship that is a fairly long distance South of Jyogashima Island.

Channels, Class, Frequencies.

	Channel	*Class*	*Frequencies used by ship*	*Frequencies used by coast*
Calling	16	F3	156·80 Mc/s.	156·80 Mc/s.
Working	12	F3	156·60 Mc/s.	156·60 Mc/s.
	14	F3	156·70 Mc/s.	156·70 Mc/s.
	20	F3	sending 157·00 Mc/l.	sending 161·60 Mc/s.
			receiving 161·60 Mc/s.	receiving 157·00 Mc/s.
	22	F3	sending 157·10 Mc/s.	sending 161·70 Mc/s.
			receiving 161·70 Mc/s.	receiving 157·10 Mc/s.

Port official in charge of Marine Operation Section, Port and Harbour Bureau, City of Yokohama or Kawasaki or Tokyo Metropolis or Chiba Prefecture will give ships necessary instruction relating to Port Operations Services. No charge for communication in regard to Port Operations Services.

TUGS: Normally join vessel at anchoring position. Ship's lines used.

BERTHING: Vessels of more than 1,000 G.R.T. having explosive or other dangerous cargo on board desiring to enter First Section of Kawasaki, and Fourth Section, Yokohama Quarter, shall report expected time of arrival off Tsurumi Passage in advance to Captain of Port. When intending shift berths within First Section of Kawasaki and Fourth Section, Yokohama or to depart, the estimated time of getting under way shall also be reported in advance to Captain of port. Report shall be made by noon of day before estimated date of entry or getting under way.

Municipal Piers	*Depth*
1	7·3 m.
2	9·0 m.
3	10·0 m.
4	10·0 m.
5	10·0 m.
6	10·0 m.
7	10·0 m.

Besides above-listed piers, harbour has private piers with 70 berths capable of mooring vessels of up to 250,000 dwt.

Private Berths

Tsurumi Steam Power Station Wharf	depth	9·1 metres
Idemitsu Oil Company Wharf	,,	8·6 ,,
Mitsubishi Oil Company Wharf	,,	11·9 ,,
Showa Oil Company Wharf	,,	8·3 ,,
Kyodo Oil Company Wharf	,,	10·0 ,,
Toa Oil Company Wharf	,,	11·7 ,,
Nissho Wharf	,,	12·1 ,,
Mitsubishi Corp. Wharf	,,	12·0 ,,
Nippon Oil & Gas Wharf (LPG)	,,	12·0 ,,
Bridgestone LG Co. Wharf	,,	10·7 ,,
General Oil Co. Wharf	,,	12·2 ,,
Toa Fuel Industry Wharf	,,	16·0 ,,
Nippon Kokan Company Wharf (Ohgishima)	,,	12·5 ,,
Keihin Sea Berth Kawasaki	,,	24·0 ,,
Nichimo Oil Co. 1	,,	11·1 ,,
Toyo Futo	,,	9·0 ,,
Tonen Ogishima Sea Berth	,,	20·0 ,,

STEVEDORES: Ordering of labour gangs is by 16.00 hours of previous day.

MEDICAL: Contact Agent to arrange medical attention. Agent must present Arrival Notice to Quarantine Station in advance of vessels arrival. Hospital facilities available.

TANKERS: 12 tanker berths (over 10,000 g.t.).

Berth	*Maximum draft*
Keihin-Kawasaki Seaberth	20 m.
Tonen Seaberth	16 m.
General Oil	12 m.
Nippon Petroleum Gas	12 m.
Mitsubishi Oil	11·70 m.
Nissho	12 m.
Bridgestone Liquid Gas	10·50 m.
Idemitsu Kosan	9·50 m.
Kyodo Oil	12 m.
Mitsubishi Shoji	12 m.
Toanenryo Kogyo	12 m.
Toa Oil	11·50 m.

TIDAL CURRENT: The littoral current running Westward along reclaimed industrial area of city is very slow and has rate of about 0·3 metres around the head of municipal wharf when tide is on the ebb.

FRESH WATER: Supplied at piers. Water supplied by water barge, overtime, Sundays and legal holidays.

Item	*Available at*	*Number of Hydrants*	*Capacity (ton) per hour*
Pier	Nissin Seifun K.K.	1	25
	Hitachi Zosen K.K.	7	140
	Toyo Wharf Co. Ltd.	9	180
	Nippon Kokan K.K. Ogimachi	11	330
	Nippon Kokan K.K. Ogijima	2	20
	Bridgestone Gas Co. Ltd.	2	40
	Nippon Kokan K.K. Oshima	9	270
	Mitsui Wharf Co. Ltd.	9	180
	Idemitsu Kosan Co. Ltd.	1	30
	Municipal Berth	37	1,850
	General Oil Co. Ltd.	1	40
	Nippon Oil Gas Co. Ltd.	1	50

	Barge	*Loading Capacity (ton)*	*Remarks*
Water Barge	Tamagawa Maru	130	Operated by Water Bureau of Kawasaki City
	Washin Maru	168	
	Geiyo Maru No. 2	200	
	Hoei Maru No. 12	285	

FUEL: All grades available.

DEVELOPMENTS: Plans for commercial wharf at Ohgishima. Ohgishima East Island will be reclaimed and wharf constructed with 20 berths for 15,000-ton vessels for international trade and eleven berths for 5,000-ton vessels for domestic trade.

GANGWAY/DECK WATCHMEN: Watchmen not necessary and not recommended.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES: See "Yokohama".

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes. Wines/spirits, 6 bottles.

IDENTITY CARDS: Needed to get shore-pass.

CONSULS: See "Yokohama."

REPAIRS: All repairs possible.

DRY DOCKS: Hitachi Dockyard.

Dock Number	*Length*	*Breadth*	*Depth*	*Capacity*
No. 1	164m	22m	6m	7,000 g.t.
No. 2	220m	30m	10m	25,000 g.t.

AIRPORT: Distance from airport (Tokyo International Airport) 5 miles. Airport served by regular airlines.

TIME: Akashi standard time 135° GMT plus 9 hours. Permanent.

HOLIDAYS: National holidays, Sundays. National holidays January 1, 2, 3, 15; February 11; March 21; April 29; May 3, 5; September 15, 23; October 10; November 3, 23; December 28, 29, 30, 31. Cargo work cannot be arranged on following days: December 31st; January 1st, 2nd, 3rd.

POLICE/FIRE/AMBULANCE: Police Kawasaki 26 – 9161; Ambulance Kawasaki 28 – 0963; Fire Kawasaki 28 – 5521.

TELEPHONES: Connection to ship. Charge for use.

SERVICES: Tank-cleaning. Compass adjusting.

SHORE LEAVE: Crew members allowed ashore.

DELAYS: Awaiting favourable tide. Delay of Quarantine inspection.

AUTHORITY: Port & Harbour Bureau of Kawasaki Municipality,

AGENTS: See "Yokohama".

KIIRE: 31.23 N. 130.32 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
5 Crew Lists including Passport Nos.
5 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: No particular regulations for navigating in Kagoshima Bay. Suggest enter Bay on course close to Osumi Peninsula. Three Light Beacons South of oil piers for Ship's approaching and manouvering. Bay pilots not provided but mooring master provided for assistance to Master for berthing without charge. No VHF available for ship–shore communication.

ANCHORAGES: Anchorage area ranges in depth from 30 to 60 metres. Holding ground in these areas only fair; recommended vessels lie to long scope of chain. Locally tide rise approximately 3 metres in springs and 1·5 metres neaps. Maximum tide currents Northerly 0·32 knot, Southerly 0·47 knot. Ample anchorage and manoeuvring area North-east of terminal.

RESTRICTIONS: Night entry and departure permitted subject to weather conditions.

MAX. SIZE: Max. draft at No. 2 berth – 18 m acceptable 30,000 – 180,000 d/w vessels. Max. draft at No. 3 berth – 28 m acceptable 30,000 – 450,000 d/w vessels.

PRATIQUE: See Kagoshima.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Mooring and unmooring assistance provided by two 4,200 h.p. CPP tugs and two 3,000 h.p. VSP tugs regularly stationed.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

MEDICAL: Advance notice required if arriving at weekend.

TANKERS: Central Terminal Station (C.T.S.) No. 2 berth used for loading only. Loading capacity 10,000 Kl/H. Depth at berth 18 m. Loading arms ASA, 12 in. 5 series. Combination use with unloading dirty ballast. Maximum pressure 15 kg/cm^2.

No. 3 berth used for loading and unloading. Unloading capacity 20,000 Kl/H. Loading capacity 10,000 Kl/H. Depth at berth 28 m. Loading arms ASA, 16 in. 6 series. Combination use with unloading dirty ballast. Maximum pressure 15 Kg/cm^2.

DENSITY: 1.025.

FRESH WATER: Water obtainable at berth on oil piers at rate of 40 tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: Very strict Safety Regulations.

Disregard of regulations will result in stopping all loading or unloading operations and the vessel being ordered off berth for appropriate action to be taken.

DEVELOPMENTS: Construction of further oil-tank space and improved dolphin pier will enable port to accommodate vessels over 450,000 tons by 1973.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Available Moji, Sasebo & Nagasaki.

DRY DOCKS: None.

REPATRIATION: Possible.

AIRPORT: Distance from airport about half an hour by car. ANA and Towa airlines serve daily.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police station tel. 110; Fire brigade

station is located at terminal and Ambulance available at that station.
TELEPHONE: Telephone placed on board at Terminal free of charge for inter-office communication.
SERVICES: All services available.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
AUTHORITY: Nippon Oil C.T.S.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Tokyo Tanker Marine Service Co. Ltd., 2856–5, Uenohamer Aza Nakamyo, Kiire-cho, Ibusuki, Kagoshima Pref. Tel. Kiire (099345) 161. Telegraphic "Tokmarine Ibusuki".

KIKUMA: 34.02 N. 132.50 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ E. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Mesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGE: Lat. 34° 03′ N. Long. 132° 51′ E. Depth of water: 15–30 metres. Anchorage located about 350 metres off beach. Holding ground good and Port faces Iyo-Nada and located Bungo channel. Current at berth and off shore very strong. During winter months strong North-westerly wind prevails.
RESTRICTIONS: Mooring and unmooring daytime only and to be carried out on flood tide.
MAX. SIZE: See "Tankers".
PRATIQUE: Closed port. Vessels should obtain pratique at Matsuyama. If Kikuma is first port of call in Japan, customs formalities will be carried out by Imabari Branch Customs Kikuma Port Guard Office.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Join vessel at sea anchorage, always using tugs line without charge. Two to four tugs are required for berthing, depending on size of vessel. Three tugs are normally used for unberthing.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
MEDICAL: No advance notice required unless urgent.
TANKERS: *Taiyo Oil Co. Terminal.* Two tanker berths available in approximate position 34° 03′ N. 132° 51′ E.

1. 50,000 dwt berth. Tankers moor to four buoys, two forward, two aft, also using starboard anchor. Depth of water 49 ft. Maximum draft allowed 43 ft. salt water.

2. 100,000 dwt berth. Tankers moor to five buoys, two forward, three aft, also using starboard anchor. Depth of water 59 ft. Maximum draft allowed 51 ft. salt water.

DENSITY: Anchorage 1.015. Berth 1.015.
FRESH WATER: Fresh water not available but usually brought by barge from Onomichi (about 4 hrs. run to Kikuma). Rate of delivery 80 tons to 200 tons per hour dependent on barge.
FUEL: Can only be supplied by barge from Hanshin and Kanmon area, provided five days notice is given. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consuls. The nearest Consulates in Kobe.
REPAIRS: Only minor repairs.
REPATRIATION: Possible. Nearest immigration office situated at Matsuyama.
AIRPORT: Nearest Matsuyama and Takamatsu.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: As this port is a closed port, the undermentioned procedures required: In conformity with regulations vessel required to obtain special permission to enter from Shikoku Maritime Bureau.

Customs request vessel call at Kikuma to obtain special permission for entering at preceding port, by paying the charge at the same rate of tonnage dues prior to arrival; the above procedures will be taken by Agent.

No quarantine available, the nearest quarantine station is located at Matsuyama.

No Immigration office at this port (coming from Matsuyama).
SERVICES: See "Kobe".
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: See "Matsuyama".

KIMITSU (Kisarazu): 35.23 N. 139.55 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
4 Crew Lists including Passport Nos.
4 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory but necessary. Application to be made to Yokohama Pilot Office through Agent. Pilot boards at Kisarazu Port Quarantine Anchorage; available only daytime. If vessel requires Pilot at Kannon Saki through to Kimitsu (Kisarazu Port) 24 hours previous notice required. In this case. Pilot boards at Kannon Saki position only during day and weather permitting. Conditionally, pratique to be obtained at Kisarazu Port in day-time.

Yokosuka Pilot. For vessel taking Pilot at entrance of Tokyo Bay through Kimitsu (Kisarazu Port), apply to Yokosuka Pilot Office (Yokosuka Licensed Pilot Association, tel. Yokosuka (068)–61–6181) whose Pilot boards at position Uraga Channel No. 1 light buoy (Kannon Saki Lighthouse 150 degrees 3·5 miles).

Yokosuka Pilot service available 24 hours day and night. Application required 24 hours prior to arrival, and notify any change one and half hours before arrival (Pilot leaves Yokosuka one and half hours before vessel's arrival).
ANCHORAGE: Refer to Japanese Chart No. 1062 (middle part of Tokyo Bay). Kisarazu Quarantine Anchorage boundary:
Point A 35° 24′ 6″ N. 139° 49′ 30″ E.
Point B, 85° direction from A, 3500 metres.
Point C, 355° direction from B, 1500 metres.
Point D, 265° direction from C, 3500 metres.
Position usually used: 35° 24·5′ N. 139° 50·5′ E.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers. health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: 2 Tug-boats belonging to Kimitsu Tug Boat Station: "Kimitsu Maru" 2,400 h.p. "Kiyomi Maru" 2,300 h.p. 11 Tug Boats listed belonging to Yokohama Tug Boat Station: "Asama Maru" 3,450 h.p. "Fuji Maru" 2,350 h.p. "Akagi Maru" 2,300 h.p. "Katsura Maru" 2,300 h.p. "Haruna Maru" 2,200 h.p. "Hakone Maru" 2,070 h.p. "Hitach Maru" 2,300 h.p. "Kongo Maru" 1,800 h.p. "Sugita Maru" 1,440 h.p. "Honmoko Maru" 1,440 h.p. "Sanyo Maru" 900 h.p. Tug boats lines used free of charge.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
Discharging Wharf, iron ore, coal:

No. 22 Maximum draft 16 metres. Length of wharf 304 metres.

No. 21 Maximum draft 16 metres. Length of wharf 350 metres. Unloaders at No. 22 and No. 21 3 units each capacity 1,500 tons per hour. 1 unit, capacity 1800 tons per hour.
Loading Wharf, Steel Products:

No. 7 Maximum safe draft 11 metres. Length of Wharf 240 metres. Loaders: 1 unit 30 tons 1 unit 20 tons.

No. 8 Length of Wharf 260 metres. Loaders: 2 units each capacity 30 tons.

(Nippon Steel Corporation Kimitsu Works). One berth for discharging iron ore and coal capable for larger type vessels. One Berth

for discharging lime stone planned, suitable for 10,000 d/w. Three Berths (No. 9, No. 10 and No. 11) for 30,000 d/w. Length of wharf 280 metres; maximum safe draft 11 metres. Two Berths loading spiral pipe. Length of wharf each 240 metres. Maximum safe draft 11 metres. Capable for 30,000 d/w.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: Only coastal tankers.

DENSITY: 1.02.

FRESH WATER: Available from shore line. Rate of delivery 40–50 per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry our opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs only.

REPATRIATION: Possible.

AIRPORT: Haneda, Tokyo.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Kisarazu Police Station tel. 0478–22–2151; Kisarazu Fire Brigade and Fire Station tel. 0478–22–2281.

TELEPHONES: No telephone installation direct to vessels alongside wharf.

SERVICES: None. Special services are called from Yokohama and Toyko.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co. Ltd. Tokyo. Chiba Kaiun Sangyo Co. Ltd., Kimitsu Office, c/o Kaiun Centre Kimitsu Works of Nippon Steel Corporation, 1054, Hitomi, Kimitsu-shi, Chiba Pref. Tel. Kimitsu (04785) 2–0800. Telegraphic "Chibamarine Kisarazu".

KINUURA: 34.50 N. 136.56 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: When Pilot required, cable Agent at least one day before arrival with ETA. Pilot station located 34° 40′ N. 136° 58′ E. If ETA changes cable "Handakoun Handa Aichi" who pass messages to Pilot. Vessels anchor to await Pilot at above position. No VHF communication available. Pilot boats have no communication system.

ANCHORAGE: Kinuura anchorage located 34° 49′ N. 136° 57′ E. Depth of anchorage: Outside high tide bank about 38–39 ft., inside high tide bank about 32–33 ft.

RESTRICTIONS: Entry restricted only by draft; no other restrictions.

MAX. SIZE: Depth at Chubu Nihon Grain Centre, 12 metres. At other berths, 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: No tug required when vessels enter anchorage, only alongside wharves.

Pilot Boats – "Yahagi Maru" 1,600 h.p., "Shiomi Maru" 1,300 h.p. Tugs standby near wharves.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: About 1.023–1.027.

FRESH WATER: Available, but only one water barge – capacity 50 tons. When vessels alongside Public Wharves, water can be taken from shore. Delivery rate: 50 tons per hour but if more than 50 tons reqd. barge returns to shore to load, therefore 1 trip takes about 3 hours.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: None.

AIRPORT: None.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: 20th July.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 109.

TELEPHONES: No telephones available to place on board.

SERVICES: None.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kinuvra Port Office.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Nishioka Maritime Co. Ltd., Chikko Office, Heiwa Bldg., 3–1, Takasago-machi, Minato-Ku, Nagoya. Tel. Nagoya (052) 651–8221. Domestic Telex 446–3148. Telegraphic "Trampsnishioka Nagoya."

KIN WAN, Okinawa: 26.22 N. 127.58 E.

Gulf Asian Terminal, Heianza Island.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Stores List.
1 Declaration of crew baggage, i.e. tobacco, wines/spirits, camera, wrist-watch, radio, fire arms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare inward/outward Declaration, 1 Cargo Manifest, Cargo Manifest in Transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: If at sea and en route to the Gulf Asian Terminals Inc. at Okinawa a vessel's ETA should be communicated to his Agents at Okinawa, 72, 48, and 24 hours prior to arrival, ETAs should be confirmed 12 hours before expected arrival, amendments should be communicated when known. The Agents will in turn pass received ETAs on to the Terminal. A Berthing Master will board vessel off the berth.

Masters of calling vessels are reminded of their obligation to comply with statutory rules and are requested to comply with International recommendations concerning pilot ladders. If the ladder is not safe, the Berthing Master may refuse to board and thus cause unnecessary delay to the ship.

ANCHORAGE: For the purpose of Traffic Separation and Control, the approach to Kinwan Port is divided by a centre line joining the following positions:

1. 26° 26′ 00″ N., 128° 02′ 00″ E.
2. 26° 25′ 00″ N., 128° 00′ 00″ E.
3. 26° 23′ 00″ N., 127° 58′ 00″ E.

Vessels entering or leaving the port should keep to their own starboard side of this line. Two anchorages have been designated, the first for vessels awaiting a berth at the Sea Island or carrying out repairs, and the second for those vessels awaiting a berth at the Products Pier on the North shore of Heianza Jima. The limits of these anchorages are as follows:

Sea Berth Anchorage: Between the parallels of 26° 23′ N., and 26° 24′ N., and between the meridians of 127° 57′ E., and 127° 58′ E.

Products Anchorage: The area bounded by a line joining the following positions:

1. 26° 22′ 00″ N., 127° 56′ 29″ E.
2. 26° 22′ 13″ N., 127° 56′ 33″ E. (i.e. No. 12 Buoy).
3. 26° 22′ 00″ N., 127° 57′ 19″ E.
4. 26° 21′ 51″ N., 127° 57′ 05″ E.

The holding ground is good in both anchorages, but depths in the first vary between 22 and 25 fathoms; it is therefore recommended that at least one shackle of chain be walked back on the windlass before letting go the anchor.

Depths in the second anchorage vary between 10 and 14 fathoms.

Prohibited Anchorage: Owing to the existence of underwater pipe-lines, telephone cables and obstructions, anchoring is prohibited anywhere South-East of a line joining the following two positions:

1. 26° 22′ 31″ N., 127° 58′ 08″ E. (i.e. the North-East dolphin of the Sea Island).
2. 26° 21′ 37″ N., 127° 56′ 44″ E. (i.e. the North-East dolphin of No. 3 berth on the Products Pier).

MAX. SIZE: Five berths are available for calling tankers. No. 1 berth can accommodate vessels up to 500,000 dwt, and No. 2 berth vessels up to 150,000 dwt. These two berths are situated at the off-shore platform. Berths No. 3, No. 4, No. 5 are situated at the product dock. Berth No. 3, least depth 51 ft.; berth No. 4, least depth 38 ft.; and berth No. 5, least depth 33 ft.

HEALTH: At first port of call in Japan, vessel may obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset, and Captain to show all vaccination cards and De-ratting Exemption Certificate. In case vessel arrives from cholera-infected zone within 10 days, Captain must advise crew and passengers' health condition to Quarantine Officer through ship's Agent prior to arrival, and close all soil pipes before entering port.

RADIO: Station "Heianza Control" located at the Terminal is equipped with VHF radio with following channels: 12, 13, 14, and 16. A continuous watch is kept on Channel 16, and as soon as contact has been established with an arriving vessel the Master will be informed as regards berthing conditions.

TUGS: Four 2,500 h.p. tugboats are stationed at the Terminal. The Berthing Master in consultation with the Master, will decide the number of tugs required for each berthing operation and as stand-by tugs during the vessel's stay in port.

BERTHING: The Terminal is situated to the West of Takabanare-Shima, which is located at Kin Wan Bay on the East Coast of Okinawa. Vessels are berthed alongside an island-type off-shore loading platform constructed in a depth of 100 ft. of water about 2,000 ft. from the shore.

The terminal is in contact with weather prediction services and will when adverse conditions are expected stop cargo operations, disconnect loading arms and vacate the berths.

Maximum range of tides is 8–9 ft. Strength of current is negligible.

LOADING: The Terminal representative will discuss the loading-discharging operation with the Master or his delegate, acquaint him with up-to-date information concerning the cargo, and verify that the vessel is ready in all respects for the loading-discharging operation.

The berths are equipped with quick release, Chicksan loading arms, as follows:

No. 1 Berth	12″	Bunker/HFO	North
	16″	Products	
	16″	Crude/HFO	
	16″	Crude/Ballast	
	16″	Crude/Ballast	
	16″	Crude	
	16″	Ballast	
No. 2 Berth	12″	Bunker/HFO	North
	12″	Products	
	16″	Crude/HFO	
	16″	Crude/Ballast	
	16″	Crude/Ballast	
	16″	Crude/Ballast	
	16″	Crude	

No. 3 berth equipped with mechanical loading arms: Product dock 10″ Ballast.

10″ Naphtha and JP4 (or Kerosene).
10″ Naphtha and JP4 (or Kerosene).
12″ Ballast, and Low Sulphur Fuel.
12″ Low Sulphur Fuel.
Flexible hose of 4″ for bunker fuel supply.

No. 4 berth
10″ Ballast.

Product Dock
10″ JP4 (or Naphtha) and Jet A and Kerosene.
10″ JP4 (or Naphtha) and Jet A and Kerosene.
10″ Automotive or Marine Diesel.
Flexible hose of 4″ for bunker fuel supply.

No. 5 berth
Flexible hoses.

Product Dock
6″ Automotive or Marine diesel, and Kerosene.
4″ Vapour return hose.
6″ LPG/Propane/Butane hose.
6″ Mechanical arm for Sulphur.
6″ Flexible hose for Ballast.
4″ Flexible hose for Bunker Fuel.

In addition to the above tanker berths, a dry-cargo ship berth is available. This berth is 110 metres in length and has a depth of 20 ft. at low water.

During cargo transfer or ballast operation all vessels shall show signal flag "B" during the day, and a red light during the night.

Transfer Operation shall not be started, or if started shall be discontinued by either the duty officer of the vessel or the Terminal supervisor, when any of the following conditions come to his attention:

(*a*) During severe electrical storms.
(*b*) If a fire occurs on the pier or on the vessel.
(*c*) If there is not sufficient competent personnel aboard the vessel or on the pier to safely handle cargo operation in progress.
(*d*) Should any condition develop which represents a hazard to the vessel or Terminal installation.

FRESH WATER: There are no facilities for supplying fresh water, air, or steam to calling vessels.

FUEL: Available from the berth.

REPAIRS: Engine repairs must not be made alongside if they will prevent prompt sailing of the vessel in an emergency or upon completion of cargo transfer. Work on deck or hull that could cause sparks is not allowed.

MEDICAL: Assistance available. Arranged by Agent.

BALLAST: All ballast to be pumped ashore. Disposal of dirty ballast water over the side is strictly prohibited by the authorities and any pollution of the sea will result in heavy claims and finest The Terminal will, in case of an oil spill, take such steps as may by deemed necessary to fight the pollution before it spreads. If the spill is due to faulty equipment or materials on the vessel or to negligency on the part of ship's personnel, the Terminal shall be indemnified for any expenses incurred in connection with the preventive action taken.

No ballast is to be taken from the Bay unless required for the ship's clean permanent ballast system. Ballast for cargo tanks will be supplied by the terminal.

OIL POLLUTION: In case of an oil spill aboard a vessel alongside, the Berthing Master is authorized to take any such steps he deems necessary to prevent spreading of the pollution, recovery or emulsification of the spilled oil and eliminate fire danger. "Heianza Control" and pier personnel are directed to co-operate fully with the Berthing Master. If Berthing Master is unavailable or unable to communicate, "Heianza Control" will take charge.

Gas-freeing is not allowed on tankships alongside the pier.

FIRE PRECAUTIONS: In case of a fire aboard a vessel alongside the pier the following sequence of procedure should be adhered to:

(*a*) "Heianza Control" to be informed immediately.
(*b*) All cargo operations to cease forthwith.
(*c*) MOVs and gate valves on loading arms, nitrogen and battery limit valves to be closed as soon as possible.
(*d*) Dock personnel to stand-by for disconnecting loading arms, unberthing or fire-fighting in accordance with instructions issued by the Berthing Master or "Heianza Control."

During an emergency situation on board a vessel alongside, the Berthing Master will be in charge of organizing the preliminary fire-fighting assisted by "Heianza Control". He is to make use of all available means at his disposal, such as tugboats, launches, personnel, Terminal equipment and other facilities to assist the vessel and protect lives and Terminal installations. Should the Berthing Master be unavailable or unable to communicate, "Heianza Control" will direct the preliminary fire-fighting.

GANGWAY: The Terminal will furnish accommodation ladder, but will require ship's personnel to assist in positioning and securing the ladder. Only in instances when the ship's superstructure prevents the use of the Terminal's ladder should arrangements be made to use the ship's gangway.

GENERAL: Smoking and use of naked lights is strictly prohibited on board vessels alongside the berths, except in those enclosed spaces aboard ship specifically designated by the Master as "Smoking Areas".

Fire wires of steel must be hanging over the side of the offside bow and quarter whilst alongside to enable tugs to connect readily in an emergency situation. The towing eyes should be maintained at water level.

Boiler tubes must not be blown whilst vessel is alongside and every precaution must be taken to prevent sparks and soot particles escaping from the funnel.

Mooring of boats or craft with mechanical propulsion alongside a vessel loading/discharging crude oil or in the process of ballasting, is not allowed, unless special permission has been given by the Terminal.

SHORE LEAVE: For reason of safety the Terminal and the Off-Shore Platform are restricted areas. However, ship's personnel and visitors to ships are permitted to disembark and embark via the dolphins, which are also the personnel landing areas. Loitering at the loading platform will not be permitted.

Unauthorized or apparently intoxicated or disorderly persons shall be prohibited from entering the pier and the Terminal.

TIME: GMT plus 9 hours all year round.

AUTHORITY: Gulf Asian Terminals, Inc., Kinwan Port, Okinawa.

KOBE: 34.41 N. 135.10 E.

DOCUMENTS:

Documents	*Quarantine*	*Immigration*	*Customs*	*Agents*
Crew Lists (*a*)	1	1	1	2 (*e*)
Passenger Lists				
Disembarking passengers (passengers leaving the vessel at Kobe)	1	2	1	2 (*e*)

Documents	Quarantine	Immigration	Customs	Agents
Through passengers (passengers disembarking at ports beyond Kobe)	1	2	1	2 (*e*)
Overland passengers (R/T leaving the vessel at Kobe and rejoining the vessel in other ports in Japan)	1	2	1	2 (*e*)
Discharging Cargo Manifests	1 set	—	2 sets (*b*)	1 set
Through Cargo Manifests	—	—	1 set (*b*)	1 set
Maritime Declaration of Health (International Form) (*f*) *Plus* Derat-isation Certificate	1	—	—	—
Application for permission to land upon arrival in Japan (*f*)	—	1	—	—
List of Ports of Call	—	1	1	—
List of ship's stores	—	—	1 (*c*)	—
List of Personnal effects (duly signed by each person)	—	—	1 (*g*)	—
Narcotics List	—	—	1	—
List of Arms and Ammunition	—	—	1	—
Declaration inward/outward of vessel, to be signed by the Master	—	1 (*d*)	1 (*d*)	—
Ship's Certificate of Nationality	—	—	1	—
Berthing List	—	—	—	1 set
Address List of landing passengers (separate list for round trip passengers)	—	—	—	1
Free pratique from previous port	1	—	—	—
Port Clearance (previous port)	—	—	1	—

(*a*) The following particulars should be mentioned in the Crew List: 1. Number, 2. Name, 3. Rank, 4. Age, 5. Nationality, 6. Number of Seaman's Book.
(*b*) Customs Form C.2039 Official forms to be supplied by Kobe or HK.
(*c*) Customs Form C.2060 Official forms to be supplied by Kobe or HK.
(*d*) Customs Form C.2000 Official forms to be supplied by Kobe or HK.
(*e*) Of which 1 copy to be airmailed from previous port.
(*f*) Form supplied by the Authorities.
(*g*) For first port of call in Japan only, to be completed on Customs Form C.2050 (Declaration of Crew's Baggages) which form is supplied by Kobe or HK.

PILOTAGE: The Hanshin Pilot Association, Umetate-chisaki, Kaigan-dori, Ikuta-ku, Kobe. Tel. 39–5032. Telegraphic address: "Pilot".

When ship arrives daylight, application should be made not later than 1800 of previous day. When application made on same day as ship arrives, ETA should be advised at least two hours earlier.

R/T used between pilot office and pilot boat. Frequency: 153·49 Mc. Output: Key station 50 W.; Mobile Station 5–10 W. As neither pilot office not pilot boat equipped with International VHF apparatus, no arriving ship can exchange direct communication with them.

Six pilot boats available. Gross tonnage 15 tons, speed 15 knots. (maximum 20 knots). Ship requiring Pilot makes request to signal station by flying International flat "G" in day-time, or sending by lamp at night. Pilot taken at quarantine anchorage at Wada-misaki Point. Pilot boats usually located at pier in front of pilot's office. Special point fixed for Pilot to board in bad weather. The ship awaits a pilot either at or near quarantine anchorage at Wada-misaki Point or outside breakwater.

When moored to a mooring buoy, chain cable should be used. Chain shackles must be ready. Pilot boards vessel for mooring if ship arrives before 2230 hours and for unmooring any time except following berths:

	Mooring	*Unmooring*
Kobe Seiko Pier (Steel Mill)	before sunset	Up to 2000 hours
Toyo Menka Pier (Silo Berth)	,, ,,	No restriction
Showa Sangyo Pier (Silo Berth)	,, ,,	,, ,,
Mitsubishi Shoji Pier (Tanker Berth)	,, ,,	,, ,,
Shell Buoy (Tanker Berth)	,, ,, but subject to tide being available.	Before sunset as a rule but possibly up to 2200 hrs. depending on weather, congestion etc.
MKS Buoy (Tanker berth)	,, ,,	,,
Nissho Buoy (Tanker berth)	,, ,,	,,

ANCHORAGES: Quarantine anchorage: Latitude 34° 38′ N; 34° 38′.6 N. Longitude 135° 10′ E; 135° 11′ E.

Section of Port	*Number of Anchorages*	*Depth of Water*
3rd	8 berths	12 m.–15 m.
4th	4 berths	11 m.–15 m.
5th	28 berths	11 m.–15 m.
6th	6 berths	13 m.–15 m.

All vessels requiring anchorage for awaiting berth, repairs, bunkering etc., must obtain anchoring position from Harbour Master except following cases: 1. Vessels coming from foreign ports and anchoring at Quarantine Anchorage for inspection. 2. Vessels staying in Quarantine Anchorage not longer than 24 hours after obtaining pratique.

RESTRICTIONS: Quarantine. When ship arrives outside break water after sunset, it is inspected for quarantine purposes next day.

Entry at night. When ship arrives outside breakwater after 2130 it is not permitted to enter.

Hazardous cargo. Depending on kind and quantity of hazardous cargo carried, ship is ordered to berth alongside a pier, at a buoy or outside breakwaters.

Tide. 3 sea berths in the 3rd section can be used only when tide running towards the West.

Draft. Each berth limited for draft.

MAX. SIZE: (Dry Cargoes)

Berth	*Permissible LOA*	*Safe Draft*	*Cargo Handled*	*Remarks*
Buoy 12 (Public)	210 m.	10.3 m.	Any cargo	
Pier 7-B (Public)	192 m.	9.9 m.	Grain	Vessel with Government cargo has priority to use this berth.
M'bishi D Buoy (Private)	190 m.	10.3 m.	Grain/ Scrap/ general	This buoy can be used only when there is no repair vessel.
Tomen Silo Berth (Private)	208 m.	11.3 m.	Grain	
Showa Sangyo Silo Berth (Private)	200 m.	11.3 m.	Grain	
Kobe Seiko Pier-3 (Private)	300 m.	11.0 m.	Coal/ iron ore	

(Tankers)

Name of Berth	*d.w.t. (approx.)*	*Overall length*	*Depth of water*	*Mooring – Pipeline – discharging rate*
Shell. Bunkers ex-barge only. No slop discharge facilities.	70,000	250 m.	15 m. (48′03″)	To 4 buoys. Two 16-in. submarine pipes – deck hose 10 in. and 12 in. Capacity 2,000 KL/H. (mooring possible when tide runs towards West.)
MKS. Bunkers ex-barge only.	55,000	235 m. (breadth 33 m).	13.5 m.	To 3 buoys. One 12-in. submarine pipe. 7 joints (10 in.) Capacity 1,000 KL/H (mooring possible when tide runs towards West)
Nissho. Bunkers ex-barge only.	45,000	230 m.	11.5 m.	To 2 buoys. One 12-in. pipe. Capacity 600 KL/H. (mooring possible when tide runs towards West)
Mitsubishi Shoji (for L.P.G. tankers). Bunkers available ex-wharf; ex-barge at anchorage. NO slop discharge facilities.	50,000	240 m.	12 m.	Alongside Pier. 1,000 ton/H. (regardless of tide) 14 in. pipe. Deck hose 2×6 in.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommend Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi, and North-bound to Nagasaki Radios respectively.
Kobe-Radio details.

	Security and Port message	*Port message*	*Public message*
Call sign	JGD	Kobe Port Radio	JCK
Name of Station	Coast Station or Special Service Station	Kobe Port Radio	Kobe Radio
Station Owner	5th Regional Maritime Safety Headquarters	Kobe Municipality (its Port & Harbour Bureau)	Kobe Central Telegraph Office
	444 kc/s.	International	134·9 kc. 143 kc.
	500 kc/s.	VHF	
	500 kc/s.	Channels 16, 12, 11, 18, 20.	416·5 kc. 487·5kc
Frequency	512 kc/s.	24-hour service.	500 kc. 512 kc. 425 kc.
	International VHF Channels 12, 16		

TUGS: Meet vessel at entrance of fairway but if Master/Pilot so requests, service commences from anchorage. Tug's lines used without extra charge.
BERTHING: Chains must be used in mooring to a buoy. Ship must not drop anchor near a buoy when it is moored to one. Ship brought head in alongside pier except in special cases. Some berths impossible to reach after sunset. Example: dolphin berths. This is why ships need to arrive outside breakwater before sunset.
Berths Alongside and Mooring Dolphins for Large Vessels (public)
E = East side, W = West side, S = South side.

Name	*Length*	*Fixed depth of Water*
	W. 349 m.	9.1 m.
Shinko Pier 1	S. 102 m.	9.1 m.
	E. 251 m.	9.1 m.
	W. 351 m.	9.1 m.
Shinko Pier 2	S. 102 m.	9.1 m.
	E. 351 m.	9.1 m.
	W. 343 m.	9.1 m.
Shinko Pier 3	S. 102 m.	9.1 m.
	E. 354 m.	10–10.9 m.
Shinko Pier 4	W. 576 m.	10.0–10.9 m.
	E. 644 m.	10.0–12.0 m.
	W. 457 m.	10.0–12.0 m.
Shinko Pier 5	S. 148 m.	10.0 m.
	E. 444 m.	10.0 m.
Shinko Pier 6	W. 445 m.	10.0 m.
	S. 441 m.	10.0 m.
Shinko Pier 7	W. 200 m.	10.0 m.
	E. 200 m.	10.0 m.
Shinko Pier 8	W. 400 m.	10.0 m.
	S. 400 m.	10.0–12.0 m.
Maya Pier 1	W. 588 m.	10.0–12.0 m.
	S. 400 m.	10.0–12.0 m.
	W. 400 m.	10.0–12.0 m.
Maya Pier 2	S. 192 m.	12.0 m.
	E. 400 m.	10.0–12.0 m.
	W. 400 m.	10.0–12.0 m.
Maya Pier 3	S. 192 m.	12.0 m.
	E. 400 m.	10.0–12.0 m.
	W. 400 m.	10.0–12.0 m.
Maya Pier 4	S. 192 m.	12.0 m.
	E. 580 m.	10.0–12.0 m.
	W. 637 m.	5.5–9.0 m.
Naka Pier	S. 89 m.	9.0 m.
	E. 215 m.	9.0 m.
	W. 632 m.	9.0 m.
Hyogo Pier 1	S. 127 m.	7.2–9.0 m.
	W. 436 m.	7.2–9.0 m.
	E. 436 m.	7.2–9.0 m.
Hyogo Pier 2	S. 127 m.	9.0 m.
	W. 436 m.	7.2–9.0 m.
Hyogo Pier 3	250 m.	7.5 m.
	South side	
Nada Wharf	(W.) 135 m.	6.3 m.
	(E.) 510 m.	5.4 m.
Mooring Dolphins		10.0 m.

Mooring Buoys
The whole sea surface within the Port limits is divided into 3 sections.

Section	*Owner of Buoys*	*No. of Buoys*	*Buoy Numbers or designations*
	Kobe City Government	12	Nos. 1–12
No. 2	Kobe Shipyard & Engine Works, Mitsubishi Heavy Industries, Ltd.	3	B,C,D,
	Kawasaki Dockyard Co. Ltd.	2	A,B
	Shell Sekiyu Kaisha Ltd.	3	Shell Buoy
No. 3	Nissho Company Ltd.	2	Nissho Buoy
	Maruzen Kanematsu and Esso Cos.	3	MKS Buoy
No. 5	Kobe City Government	2	Nos. 21, 22
		2	Nos. 31, 34

BULK HANDLING FACILITIES: Hanshin Silo Company Berth, 12·50 metres depth alongside available for vessels up to 50,000 tons dwt. Discharge effected by two pneumatic unloaders with capacity 400 tons per hour per unit.
Kobe Silo Berth, length 752 ft., depth alongside 41 ft. Two mobile discharging units each with capacity of 500 tons per hour.
Kohan Silo Berth, length 214 metres, depth alongside 12·5 metres, equipped with two discharging units which can be used for grain, sugar, or general cargo, also one pneumatic unloader, with capacity 1,500 tons per hour/per unit.
In the current development programme a total of seven container berths are to be provided at Kobe.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep Agent advised ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: Agent required give information when patient to be hospitalised or needs medical attention. All medical facilities in port (Kobe City) can be used. When report made by means of VHF or wireless, necessary arrangements are made at once for urgent treatment of patient.
TANKERS: See "Max. Size".
TIDE: Mean height of tide 1·030 metres. Some of tanker berths in West part of port affected by tide. Currents less than one knot inside harbour.
DENSITY: Winter: 1·023–1·026. Summer: 1·018–1·022.
FRESH WATER: Supplied from the quays at rates of 40 to 50 tons per hour. Four water barges available, largest with capacity 325 cubic metres, can supply vessels at rates up to 300 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. See also "Max. Size – Tankers".
FIRE PRECAUTIONS: LPG tankers instructed by Maritime Safety Headquarters to strictly observe safety rules. Example: checking on what is carried by those who go aboard; banning ship's stores to be loaded on to ship which is working.
DEVELOPMENTS: *Port Island:* Expected to be complete in 1975, when seven container berths (depth 12 metres, length 2,600 metres) and 21 liner berths (depth 12 metres, length 4,200 metres) will be available.
Rokko Island: Further development planned providing a further 31 berths.
WATCHMEN: Not specially required unless passengers or valuable cargo aboard.
OPENING/CLOSING HATCHES: By Stevedores. Charges for assistance.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnage. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCES: Tobacco (per passenger or crew member). Temporary shore-leave up to 50 cigarettes (duty free); Disembarkation up to 200 cigatettes (duty free). Maximum allowable (only in case of disembarkation) up to 800 cigarettes duty free (however, 600 gigarettes – taxable).
Wines and/or Spirits: Crew member: When the ship at sea for more than one month, up to 6 bottles (one bottle – duty free); less than one month up to 6 bottles (no duty free). Passengers: When a passenger travels for less than a fortnight up to 12 bottles (one bottle – duty free); more than a fortnight up to 12 bottles (up to 3 bottles – duty free).
CONSULS: The following countries are represented by Consuls at Kobe:

Argentina	Ecuador	Norway
Austria	Ethiopia	Panama
Brazil	France	Pakistan
Britain	Finland	Philippilnes
Belgium	Germany	Portuga
Central Africa	Greece	Sweden
Chile	India	Spain
China	Indonesia	Thailand
Costa Rica	Korea	Turkey
Denmark	Malta	Uruguay
El Salvador	Mexico	U.S.A.
	Netherlands	

REPAIRS: All repairs possible.
DRY DOCKS:

Owner	*Name*	*Over-all length*	*Width*	*Depth*	*Remarks*
Mitsubishi Heavy Industry Ltd.	Dock No. 4	253·25 m.	41·2 m.	13 m.	To be lengthened by 45 m.
Kawasaki Heavy Industry Ltd.	Dock No. 1	153 m.	20 m.	5·5 m.	The largest ship docked: 215 m. ×30·5 m.× 6·8 m.
	Dock No. 4	215 m.	33·5 m.	11 m.	

(Number of docks in Kobe)

Kobe Dockyard Engine Works Co. Ltd.	3 floating docks
Ishihara Shipyard Co. Ltd.	1 ,, dock
Arata Dockyard & Engine Works Co. Ltd.	1 ,, ,,
Shikase Dockyard Ltd.	1 ,, ,,
Mitsubishi Heavy Industries Ltd.	3 floating docks
	1 dry dock
Kawasaki Heavy Industries Ltd.	2 floating docks
	2 dry docks

AIRPORT: Osaka International Airport. Distance from Airport about 1·5 hours by car.

Domestic: Following regular airlines, Japan Air Lines, All Nippon Air Lines, Nihon Kokunai Koku, Toa Koku.

International: For Far East: Japan Air Lines 31 flights per a week, Thai International Air Lines 10 flights per a week, Cathay Pacific Air Lines 8 flights per a week, China Air Lines 11 flights per a week, Korean Air Lines 12 flights per a week, North-West Air Lines 7 flights per a week, Air Vietnam 2 flights per a week.

For Europe: Lufthansa 1 flight per a week, BOAC 3 flights per a week, Air France 2 flights per a week.

For United States: Japan Air Lines 12 flights per week, Pan American 3 flights per week.

TIME: Japan Standard Time set at the 135th degree of East longitude GMT plus 9 hours. No alteration to clocks throughout year.

HOLIDAYS: On two Sundays of each month, no cargo work arranged. In special cases, daytime cargo handling operation possible on Sundays and holidays.

POLICE/AMBULANCE/FIRE: *Police* 110 Water Police Station tel. 33–2351, 33–2354, Ikuta Police Station 33–0044, Fukiai Police Station 23–4441, Hyogo Police Station 55–0051.

Ambulance: 119 Ikuta Fire Department 39–4994.

Fire: 119 Water Fire Department 33–9951, Ikuta Fire Department 33–4994, Fukaia Fire Department 29–0401, Hyogo Fire Department 56–6141.

TELEPHONES: Installation charge on board vessel lying alongside pier. Installation on board vessel which is lying at buoy or anchorage.

GENERAL: When typhoon approaching, Port Captain requires ships to proceed outside breakwater.

SHORE LEAVE: Crew members free to go ashore.

DELAYS: 1. Weather condition (where strong wind prevents ships entering port). 2. Tide (berths in West part of port). 3. Berths where no ships permitted berth alongside at night. 4. Where a quarantine officer or Pilot being awaited. 5. Shortage of gangs, weather.

AUTHORITY: Port Management Body: City Government of Kobe, Tel. 331–8181.

AGENT: Dodwell Tramp Agencies, PO Box 557 Kobe Port, Crescent Building, 72, Kyomachi, Ikuta-Ku, Kobe. Tel. (078) 39–8031. Telegraphic "Dodwell Kobe." International Telex KB-8826.

KOKURA: 33.54 N. 130.53 E. (See "Kanmon-Ko")

Kokura situated between Moji and Tobata. On the East is contiguous to Moji port, on the West to Tobata port and on the North it opens to the Kanmon Straits.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Anchorage seldom used. Depth 10 m. Capacity 13,000 tons × 2.

Anchorage located outside leading channel to port, near fairway of Kanmon Straits. Ship can stay at this anchorage only upon payment of compensation to fishery guild. When winds prevail, not safe for ship to stay there.

RESTRICTIONS: Vessel enters port only within one hour before and after slack tide in day-time. No night departure.

MAX. SIZE: 18,000 tons gross, 10 metres draft.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: See "Moji".

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Wharf	*Length*	*Depth*
Sunatsu	300 m.	8·4 m.
Sumitomo Metal East	210 m.	10·0 m.
Hiagari, 3, 4, 5.		12·0 m.
Kanematsu Oil Pier	210 m.	6·5 m.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

(*a*) Maximum 6 gangs are available.
Stevedores, regular employees 116, temporary labourers 109. Longshoremen 459.

(*b*) Lighters: Kokura Marine Transportation Co., lighters 25, tonnage 8,900 tons.

(*c*) Shore crane:

No.	*Capacity*		*Location*	*Owners*
2	10 tons		Sunatsu wharf	Sumitomo Metal
1	6 tons		,,	Kokura Marine
3	12 tons	outreach 18 m.	Sumitomo Metal Wharf	Sumitomo Metal

(*d*) Floating crane: arrangeable from Moji.

(*e*) Average performance of loading/discharging:
Discharging: Iron ore 40/50 tons per hr./gang/hatch (by ship's gears). 200 tons per hr./gang/hatch (by shore crane). Coal 40/50 tons per hr./gang/hatch (by ship's gears). 100/150 tons per hr./gang/hatch (by shore cranes). Scrap steel, pressed 20 tons per hr./gang/hatch (by ship's gears). ordinary 10 tons per hr./gang/hatch (by ship's gears). bulky 5 tons per hr./gang/hatch (by ship's gears). Loading: Steel under 20′ long 25–30 tons per hr./gang/hatch. over 20′ long 15–20 tons per hr./gang/hatch.

(*f*) 2 shifts: 0800 to 1700 hrs. and 1700 to 0700 hrs. Normal working hours: 0800 to 1700 hrs. Refer to Moji for further information.

TANKERS: Also see "Berthing". At Kanematsu-Goshi Oil Refinery 8 in. diameter shore pipe line. No slop facilities available.

DENSITY: 1025.

FRESH WATER: From hydrants at Sunatsu and Sumitomo Metal wharves, the rate of delivery per hour: 30 tons per hydrant. Also delivered by barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to Show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: See "Moji".

AIRPORT: All Nippon Airwsys, Kitakyushu, about 30 minutes by taxi from Kokura station to airport. Japan Air Lines, Fukuoka, and Cathay Pacific Air Lines, Fukuoka, about 1 and half hours by train and taxi from Kokura station to airport.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 56–7171; Ambulance 119; Fire 92–4831.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kita Kyushu Port Authority.

AGENT: Sub-agents of Dodwell & Co. Ltd., Holme Ringer & Co. Ltd., PO Box 72, 9–9, Mirato-medii, Moji-Ku, Kitakyushu. Tel. Moji (093) 33–1311/8. Telegraphic "Ringer Moji".

KOMATSUSHIMA: 34.00 N. 134.36 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory. No authorised licensed Pilot available but non-licensed Pilot available when required.

ANCHORAGES: Situated at Western corner of Komatsushima bay and port protected by three breakwaters, North, East and South covering 396,700 sq. metres. Depths of water at anchorages as follows:

(*a*) Inside breakwater 8/10 metres, (*b*) Outside breakwater 9/10 metres, (*c*) Wharf 9·50 metres.

RESTRICTIONS: Vessel must get permission and instructions where to anchor from Port Captain before arrival. Wharf and Inner harbour: entering and sailing usually only during day-time regardless tide and current. Outer harbour: Entry and sailing anytime.

MAX. SIZE: Anchorage inside breakwater: length no limit, breadth no limit, draft 8·60 metres.

Anchorage outside breakwater: length no limit, breadth no limit, draft 8·60 metres.

Wharf. (Suitable 10,000 dwt). length 170 metres, breadth no limit, depth 9 metres.

HEALTH: Pratique to be obtained at Shimotsu prior arrival Komatsushima. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Wharf and inner harbour: join vessel at sea anchorage, always using tug's line without charge. Outer harbour: no tug required in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: 1015.

FRESH WATER: Alongside berth: Can be supplied by shore line with capacity of 25 tons per hour.

Anchorage: Can be supplied by 50-ton barge with capacity of 50 tons per hours (but as strong winds prevail during winter months no water supplied at anchorage outside breakwater).

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None. Nearest consulates in Osaka.

REPAIRS: Only minor repairs.

DRY DOCKS: No dry dock. Nearest at Hitachi Shipbuilding & Engineering Co. Ltd., Chikko works, Osaka; Kawasaki Heavy Industries Ltd., Kobe and Mitsubishi Heavy-Industries Reorganised Ltd., Kobe Shipyard & Engine Works.

AIRPORT: No airport. Nearest airport Tokushima where All Nippon Airways, 9 flights to Osaka, 2 to Tokyo, and 1 each to Kagoshima and Sochi.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

SERVICES: None.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port Administration Office.

AGENT: See "Niihama".

KUDAMATSU: 34.00 N. 131.52 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131°5 4′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Kudamatsu loading anchorage lat. 33° 59′ 40″ N., long 131° 51′ 20″ E.

RESTRICTIONS: No restriction for entry into and/or departure from anchorage during night and day time. But berthing/unberthing effected during daytime only.

MAX. SIZE: No restriction on length, breadth, and draft for any vessel entering port, but maximum draft for Nippon Oil Refinery Wharf 13 metres, and for Toyo Kohan Wharf 11 metres.

HEALTH: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health condition on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs normally join vessel proceeding to Nippon Oil Refinery Wharf at lat. 33° 58′ 20″ N., long 131° 53′ 30″ E., and proceeding to Toyo Kohan Wharf at lat. 33° 59′ 40″ N., long. 131° 51′ 20″ E. Tug's line used and charges for lines use is included in tug-boat operation charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional: Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: At Nippon Oil Refinery 12 in. diameter floating discharging pipe line is connected to vessel. Maximum permitted draft 13 metres. Toyo Kohan Wharf, maximum draft 11 metres.

DENSITY: 1.025.

FRESH WATER: At anchorage, section II Kudamatsu; water barges available from Tokuama. Rate of delivery 50 tons per hour. At Nippon Oil Refinery and Toyo Kohan Wharf, hydrants are available. Rate of delivery 20 tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji, Fuel".
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete if before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: All types possible.
DRY DOCKS: Kasado Dockyard Co. Ltd.

Dry dock	*Length*	*Breadth*	*Depth*	*Docking capacity (g/t)*
No. 1	152·10 metres	22·71	8·90	10,884
No. 2	107·71 metres	16·46	7·48	3,600
No. 3	220·00 metres	37·00	11·00	34,497

REPATRIATION: Possible.
AIRPORT: Ube and Hiroshima airports: distance about 2 hours by train, and from Ube to Tokyo one flight per day and from Hiroshima four flights per day.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 41–0615, emergency 110; Ambulance 41–2840, emergency 119; Fire 41–2840, emergency 119.
TELEPHONES: No arrangements exist for placing telephones on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Dept.
AGENT: Sub-agents of Dodwell & Co. Ltd., Sankyu Unyo Kiko K.K., 1379–14 Aza Yamzakiya, Kudamatsu-shi. Tel. Kudamatsu (0833) 43–0390. Telegraphic Address "Sankyuunyu Kudamatsu".

KURE: 34.15 N. 132.32 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot Station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGES:

	Minimum Depth	*Minimum bottom width*	*Density of water*	*Nature of bottom*
Entrance Channel	20 m.	No limit	Summer Av. 1·020	
Harbour Channel(s)	20 m.	No limit	Winter Av. 1·025	Mud and sand

Depths refer to M.W.L. Difference between datum quoted and chart datum: abt. 2 m. (to be added) Rise of tide: Springs 3·4 m. Neaps 2·6 m.
Also Mooring buoys and Harbour Anchorage. (See "Berthing").
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from Cholera infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join vessel at quarantine anchorage area. Tug's lines free of charge.
BERTHING: Pilots do not agree to berth or unberth outside period from sunrise to sunset. For berthing, at least 1·5 hours advance arrival necessary to reach berth before sunset. Mooring buoys: three buoys available in harbour for vessels less than 15,000 dwt. Harbour anchorage: Three anchorages with good ground (mud) and suitable vessels up to 80,000 d/w. L.O.A. 300 m.
Nissin Steel Works Ore berth
No. 2 Berth
Depth of approaches 17 – 18 m.
Length of Berth 190 m.
Depth of alongside berth 13 m.
Maximum draft acceptable 12 m.
Maximum length acceptable 224 m.
Maximum width acceptable 31·8 m.
No. 3 Berth
Suitable 150,000 dwt.
Depth of approaches 19 – 20 m.
Length of Berth 275 m.
Depth of alongside berth 18 m.
Maximum draft acceptable 18 m.
Maximum length acceptable 295 m.
Maximum width acceptable 45 m. (abt.)
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No facilities.
FRESH WATER: For domestic and boiler, 330 k/tons per barge (one barge available from Kure City office), delivering rate about 100 k/tons per hour (50% additional for overtime, Sundays/holidays and Saturday afternoon also additional to basic rate for outside harbour limit).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consul available, but marine note of protest can be attested by the local notary public.
REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: (Ihi-Kure). Dimensions of No. 4 Dry Dock (length 338·3 m., width 43 m., depth 17 m.) – 160,000 dwt. No. 3 dry dock, for up to 800,000 dwt. expected ready mid-1973, now usable for up to 450,000 dwt.
REPATRIATION: Possible.
AIRPORT: Hiroshima airport, distance approximately 35 km. – 40 km. and about 60–90 minutes by car. Only domestic regular airlines available. 4 flights to Osaka and 6 to Tokyo, daily.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police (for emergency) 110; Ambulance 119; Fire 119.
TELEPHONES: No arrangements available for placing telephones aboard.
GENERAL: Kure is a local port which makes it difficult to arrange all requirements. At least three days notice helpful.
SERVICES: All navigational apparatus can be served as required. Cargo holds cleaning service can also be carried out, but tank-cleaning equipment and services to be arranged from Kobe area, otherwise through IHI Kure Shipyards.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Dept.

AGENT: Sub-agents of Dodwell & Co, Tokyo. Naigai Unyu Co. Ltd., 7–1, 1-chome, Naka-dori, Kure. Tel. Kure 0823 21–5181/5. Telegraphic "Naigai Kure". Telex: 662340.

KUSHIRO: 42.58 N. 144.21 E.

DOCUMENTS: Ship's Register. Last Port Clearance. 3 Crew Lists including Passport Nos. 3 Passenger Lists. 1 Store List. 1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: No telegraphic address. Previous advance notice, minimum 8 hours advance notice ETA and any alterations. Contact pilot boat through Harbour office/tug boats with wireless telephones. Pilot boat has no radio telephone. Pilot boat waits at Quarantine anchorage (1,000 metres off and 280 degrees from North Breakwater white Light), and entrance of Breakwater during winter period (December-March).
ANCHORAGE: Bottom sand and mud. Minimum depth 9 metres in passage and 7·5 metres in anchorage. Depth over 29½ ft. 162,075 sq. metres, Section 2; Depth over 24½ ft. 690,000 sq. metres, Section 2 and 3; Depth under 24½ ft. 393,600 sq. metres, Section 3. Tidal range, average high-tide plus 1·533 metres, average low-tide plus 0·154 metres, average tidal difference plus 0·953 metres.
RESTRICTIONS: Vessel allowed enter and sail day and night. Pilot assistance officially not compulsory but in practice necessary, and pilot service available for 24 hours subject 8 hours advance notice.
MAX. SIZE: Pilot agrees take in 25,000 dwt vessels (length O/A about 185 metres). However, depth maximum 9·5 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days. Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Usually join vessel at entrance of breakwater and ship's line to be used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. All berths limited by depth in entrance channel.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores connot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ships' crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: North Pier – 3 berths for 20,000 dwt × 2 and 18,000 dwt × 1. Hose-diameters 10″ × 1, 8″ × 3, 6″ × 3. South New Pier – 1 berth for 3,000 dwt. Hose-diameters 10″ × 1.
DENSITY: Average 1·025 inner breakwater high-tide, and average 1·022 low-tide.
FRESH WATER: Direct supply from the wharves at 30 tons per hour. Barge supply and capacity 3 hours round per barge.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENT: Total of 21 berths including 4 for up to 40,000 dwt. Industrial raw materials carriers will be built and port breakwater will be lengthened by 3,940 metres.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None. US Consul located in Sapporo city.
REPAIRS: Ordinary deck, engine and electrical repairs arrangeable by the local factory.
DRY DOCKS: None; nearest located in Hakodate and Muroran ports.
REPATRIATION: Possible.
AIRPORT: Kushiro air port about 40 minutes taxi or direct connection bus from port area. Flight service daily, 2 flights for Tokyo and 1 flight for Sapporo.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: 1st May.
POLICE/AMBULANCE/FIRE: Police HQ 23–7111 or emergency 110; Hospitals Kushiro Grand Hospital 41–6121, Kushiro Red-Cross Hospital 22–7171; Fire HQ 22–2156 or emergency 119.
TELEPHONES: No systems for arranging on board.
GENERALS: All port facilities services except wharfage applicable. Winter period additional charges 30%–50% while 1st December and 31st March (all Hokkaido ports same).
SERVICES: Arrangeable from Muroran.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Kushiro-Shiyakusho, 7–5, Kurogane-cho, Kushiro City.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo. Narasaki Sangyo Co. Ltd., c/o Mitsuwa Transport Co. Ltd., Attn. Shipping Agency Dept., Minami Hama-cho, Kushiro. Tel. Kushiro (0154) 22–3030, 22–0903. Telegraphic "Narasaki Kushiro".

MAIZURU: 35.27 N. 135.19 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot boats "Koun Maru No. 2" 130 h.p. "Koun Maru No. 1" 60 h.p. Channel between Kanagasaki and Bakuchi Cape. Pilot station lat. 35° 32′ 00″ N., long. 135° 18′ 30″ E. Anchorage position for vessel waiting Pilot, lat. 35° 32′ 00″ N. long. 135° 18′ 30″ E. Pilot day-time only.
ANCHORAGE: Section 2, Depth 9 m. Section 3, 17 m.
RESTRICTIONS: Entry during day only. Channel depth 12·0 metres.
MAX. SIZE: Length 182 m., draft 10 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Position: No. 2 Q-anchorage (35° 29·2′ N.; 135° 20·5′ E.) Both ship's and tug's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: 1.025.
FRESH WATER: Available from wharf, and delivered by barge.
In rough, snow, rainy weather 50% extra. Overtime 1600–2300 50% extra; 2300–0500 100% extra, 0500–0800 50% extra. Holidays 30% extra. Distance addition.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Possible.
DRY DOCKS: 246 m. × 33·5 m. × 12·5 m. Two others.
REPATRIATION: Possible.
AIRPORT: None.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 07736–5–0810; Ambulance 07736–5–2174; Fire 07736–5–2174.
TELEPHONES: Not possible to place telephones on board.
SERVICES: None.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port and Harbour Dept.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Iino Kauin Kaisha Ltd., No. 2 Pier, Maizuru Port, 5, 18-banchi, Koaza Shimazaki Oaza Shoin, Maizuru. Tel. Maizuru (07736) 5–2112/7. Telegraphic "Iino Maizuru".

MATSUYAMA: 33.52 N. 132.42 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38 N., 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hosaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGE: The port faces Iyo-Nada and located near Bungo Straits. Entrance open to Iyo-Nada towards West, but port protected by West breakwater and small island off Northern part of approaches where holding ground good. During winter months strong Northwesterly wind prevails causing heavy swell at anchorage. Depth of water 17–25 metres.

RESTRICTIONS: *Oil tanker berth.* Vessel drawing less than 12 metres can moor and unmoor at half-flood during day-time but vessels drawing 12 metres or more advised to await high water.

Dry cargo vessels berth. Dry cargo is logs and cargo working carried out at anchorage of Horie, Umaiso and Yura Bay.

Horie Bay. Vessels no longer than 160 metres can berth. Vs. enter day-time only regardless of tide and current.

Umaiso Bay. As Horie Bay.

Yura Bay. Vessels no longer than 110 metres berth. Day-time entry only regardless of tide and current.

MAX. SIZE: *Maruzen Oil Co. Ltd., Matsuyama refinery, Genyu Sambashi.* Length of vessel, no limit; breadth, no limit; draft, 12 metres.

Horie and Umaiso Bay. Length of vessel 160 metres; breadth no limit; draft 15 metres.

Yura Bay. Length 110 metres; breadth no limit; draft 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: For tankers: join vessel at Quarantine anchorage, using Tug's lines without charge. For dry cargo vessel, no tug required for berthing and unberthing in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No advance notice of dia. of load/discharge lines required. See "Max. Size".

DENSITY: Anchorage 1.015. Berth 1.015.

FRESH WATER: *Maruzen Oil Co. Ltd., Matsuyama refinery, Genyu Sambashi.* Can be supplied by shore line with capacity 25 tons per hour.

Anchorage: Can be supplied by 30 ton barge with capacity 30 tons per hour. Strong winds prevail during winter months, when no water can be supplied.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji, Fuel".

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: Consulates in Kobe.

REPAIRS: Only minor repairs.

DRY DOCKS: None. Nearest at Kawasaki Heavy Industries Ltd., Sakaide; Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima and Mukaishima, dimensions of those docks as follows:

Kawasaki Heavy Industries Ltd., Sakaide. Dock No. 2 for 500,000 dwt vessel 450 m.× 72 m.×12·3 m. Only used presently for shipbuilding and after services.

Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima Dockyard. Dock No. 1 for 20,000 dwt vessel 175 m.×25 m.×25·62 m.×9·10 m. Dock No. 3 for 130,000 dwt vessel 282·50 m.×47 m.×11·33 m.

Hitachi Shipbuilding & Engineering Co. Ltd., Mukaishima Dockyard. Dock No. 1 for 3,000 dwt vessel 86·18 m.×13·60 m.×6·80 m. Dock No. 2 for 8,500 dwt vessel 125 m.×18 m.×7·40 m. Dock No. 3 for 25,000 dwt vessel 175 m.×29 m.×9 m.

REPATRIATION: Possible.

AIRPORT: Domestic airport situated South of harbour. All Nippon Airways flights to Osaka and Tokyo.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

SERVICES: Only at Kobe.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days. 3 days extension possible if ship stays longer.

AUTHORITY: Port Administration Office.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K. 1594 Sobiraki-cho, Niihama Tel. Niihama (0897) 37–1101. Telegraphic "Sumitosoko Niihama".

MIIKE: 33.00 N. 130.23 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: 24 hours notice required. Vessel entering dock will receive necessary assistance from dock master for berthing, and for departing. Sea pilot from Kuchinotsu to Miike will be arranged if required. Request for Pilot should be given a.m. previous day, through Agent or direct to Pilot Miike Harbour, c/o Miike Port Management Co. Harbour Pilot boards two miles off the Light House.

ANCHORAGES: Lat. 33° 0′ 08″ N. Long. 130° 23′ 50″ E. Harbour limit within circle of 2,700 metres radius centreing on lighthouse at West end of Northern breakwater. Roadstead affords safe anchorage, mud and sand.

RESTRICTIONS: Vessel shall dock or depart on high water. Ebb stream begins about half an hour before high water and runs to South for 6 hours. Maximum current 3 knots at entrance of channel. Flood stream begins at about low water time and runs to North for 6 hours maximum 3 knots at lighthouse. Channel 1800 metres long, 137 metres broad from jetty to jetty, 45·7 metres width at bottom.

MAX. SIZE: No limitation for breadth and length, but maximum drafts are as follows: 30 ft. 6 in. up to 20,000 d/w; 28 ft. 10 in. up to 25,000 d/w; 25 ft. 7 in. up to 30,000 d/w.

HEALTH: Officials board at anchorage. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: 6 available: "Suwa maru" 131 g/t 1100 h.p. "Minato maru" 131 g/t 1100 h.p. "Miike maru" 146 g/t 570 h.p. "Suehiro maru" 25 g/t 166 h.p. "Wakashio maru" 19 g/t 120 h.p. "Asahi maru" 5 g/t 60 h.p.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

North Quay	depth	10·7	metres
Dock Pier	,,	8·5	,,
Dock Quay	,,	8·5	,,
Quay No. 5	,,	10·7	,,
New Quay No. 5	,,	10·7	,,

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: 1.025.
FRESH WATER: Available at wharf only. Delivery 20–25 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Consuls at Moji.
REPAIRS: Minor repairs only.
DRY DOCKS: See "Moji".
REPATRIATION: Possible.
AIRPORT: See "Moji".
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAY: 15th August.
POLICE/AMBULANCE/FIRE: Tel. 110 and 119.
TELEPHONES: Available at stevedores' office at the wharf.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port Administration Office.

AGENTS: Sub-agent of Dodwell & Co. Ltd., Tokyo. Kanbayashi Shaten, 3–74, Mikawa-Cho, Omuta. Tel. Omuta (09445) 3–61000. Telegraphic "Ringer Omuta".

MISUMI: 32.38 N. 130.27 E.

DOCUMENTS: and all general information, refer to "Miike".
PILOTAGE: Not compulsory. Pilot boards at quarantine anchorage if required.
ANCHORAGE: North of port entrance. Quarantine anchorage where officials board to clear vessel.
RESTRICTIONS: Minimum depth 20 metres in channel.
TUGS: Three tugs available, largest 300 h.p.
BERTHING:

Pier No. 1	depth	9·0	metres
Pier No. 2	,,	8·0	,,
Pier No. 3	,,	9·0	,,
Buoy No. 1	,,	11·0	,,
Buoy No. 2	,,	9·0	,,

FRESH WATER: Available from shore hydrants at the piers.
AUTHORITY: Misumi Port Office.
AGENT: Holme Ringer & Co. Ltd., c/o Misumi Kaian KK, 3–1159 Oaza Misumiura. Cables: "Ringer Misumi." Tel. (096452) 3130.

MIZUSHIMA: 34.31 N. 133.44½ E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: (*a*) Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12 ″ E.

(*b*) Vessels over 50,000 d/wt or of draft of more than 12·5 metres are unable to pass through Kurushima Strait and required to transit Wadamisaki.

There are very narrow and crooked channels, such as the Kurushima Strait, maximum tidal current amounting to 10 knots; the Bisan Strait maximum tidal current amounting to 4 knots, and the Akashi Strait, maximum tidal current amounting to 6 knots.

(*c*) Harbour pilot: Pilots of the Inland Sea Pilots Associations are also employed for this pilotage if required, and Pilot boards at Mizushima quarantine anchorage (34° 26′ 30″ N. 133° 34′ 30″ E. approximate centre position of quarantine area). However, if an Inland Sea pilot is employed at the above-mentioned pilot stations, the same Pilot acts for harbour pilotage.
ANCHORAGES: Anchorages available for small size vessels only, and not for large vessels. In case of large vessels waiting for berthing, these vessels shall wait at Quarantine anchorage, at around Nabeshima, at nearby Sakatewan or off Kobe.

Around "Q" Anchorage	Depth	15–18	metres
Around Nabeshima	,,	32–40	metres (temporarily suspended.)
Nearby Sakatewan	,,	32–41	metres
Off Kobe	,,	43–47	metres

RESTRICTIONS: (*a*) Entering and departing from port shall be in accordance with instructions to be given by Signal Station.

(*b*) No restriction imposed upon entering or leaving port during night time, nevertheless such movements are next to impossible in consideration of the nature of the structures of the port. In addition Pilots refuse to board during night-time.

(*c*) Super-sized vessels, unable enter except at high tide.

Pilots should be consulted in advance for draft exceeding 14·80 metres.
BERTHING: Max. size:

Max. DW/T	*Max. LOA*	*Max. safe draft*	*Discharging Facilities*	*Discharge rate per hour/gang or unit*
Coal, Iron Ore and Scrap				
(A) *Tokyo Seitetsu*				
(i) A berth = 215 metres				
35,000	190 m.	at high tide 12·0 m.	Ship's gear only	Scrap 20 tons Pig iron 30 tons
(ii) B and C berths = 300 metres				
20,000	150 m. × 2	9·0 m.	Crane 6 tons × 2 Ship's gear	Scrap 30 tons Pig iron 40 tons
(B) *Kawasaki Steel Corp., Mizushima Works*				
C Berth				
45,000	445 m.	11.0 m.	28 Tns. Crane × 2 22 Tns. Crane × 1	
Takahashi-gawa Berth				
45,000	250 m.	11.0 m.	30 Tns. Crane × 2	
D berth = 400 m.				
35,000	No limit	11·0 m.	Ship's gear Shore crane 16 tons × 1 17 tons × 1	Scrap 15 tons Pig iron 25 tons
E berth = 976 m.				
0 m.–656 m. 110,000	No limit	14·80 m.	Unloader 1,500 tons × 3	Coal 30,000 tons
657 m.–976 m. 200,000	No limit	14·80 m. = at high tide		Iron ore 40,000 tons
Grain				
(A) *Nishi Nihon Grain Centre Mizushima Works*				
Nishinihon Wharf (Dolphin)				
60,000	230 m.	12·0 m.	Pneumatic unloader × 2	400 tons per unit
(B) *Nishi-Futo*				
(i) 1 berth				
25,000	180 m.	10·0 m.	Ship's gear	Wheat 80 tons Soybean 70 tons
(ii) 2 berth				
15,000	130 m.	9·0 m.	Ship's gear	Wheat 80 tons Soybean70 tons
(C) *Seto Futo Co. Ltd.*				
Seto Futo				
55,000	No limit	14·0 m.	Pneumatic unloader × 1 Level luffing crane × 2 Silo capacity 21,000 tons	400 tons per unit 500 tons per unit
Oil				
(A) *Mitsubishi Oil Co. Ltd., Mizushima Refinery*				
(i) 5 Pier (Dolphin)				
40,000 (g/t)	No limit	12·3	Crude oil 12 in. × 2 Fuel oil 12 in. × 2 Diesel oil 6 in. × 1	5,000 tons 1,000 tons 800 tons

Max. DW/T	Max. LOA	Max. safe draft	Discharging facilities	Discharge rate per hour/gang or unit
(ii) 6 Pier (Dolphin) at high tide 15 m.			(170,000 D/WT)	
70,000 (g/t)	No limit	15 m.	Crude oil 12 in.×3	7,000 tons
			Fuel oil 8 in.×1	400 tons
(B) *Nippon Mining Co. Ltd., Mizushima Refinery*				
(i) 1 Pier (Dolphin)				
40,000 (g/t)	No limit	12·5 m.	Crude oil 12 in.×2	5,000 tons
			Fuel oil 12 in.×2	1,000 tons
			Diesel oil 6 in.×1	800 tons
(i)) 2 Pier (Dolphin) at high tide 15 m.			(170,000 dwt)	
70,000 (g/t)	No limit	15 m.	Crude oil 12 in.×4	7,000 tons
(C) *Asahi Kasei K.K. Mizushima Works*				
C–8 Pier (Dolphin)				
10,000 (g/t)	No limit	8·3 m.	Chemical (vapour line 4 in.×1) (cargo line 6 in.×1)	100/200 tons

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days fo arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs normally join the vessel at the Quarantine anchorage area. Usually tug's lines used free of charge.

TANKERS: See "Berthing".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–2100 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: Entrance channel summer av. 1.020, winter av. 1.023. Harbour channel summer av. 1.019, winter av. 1.025.

FRESH WATER: Available at berth, ex-pipe-line. Average delivery rate 20 k/t/hour. Water barges available, sent from Onomichi. Delivery rate approximately 50 k/tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. All grades available by pipeline at Refinery berths.

FIRE PRECAUTIONS: (*a*) Whenever necessary to repair vessel, the rule of "Strictly and Completely No Fire" is to be observed. (*b*) To keep sufficiently powered tugboat alongside vessel at all times when engine is under repair. (*c*) A written pledge to be submitted to Oil Company, promising to take full responsibility and to pay full indemnity by ship's Owners (in case of repairing vessel) if any accident has occurred by fault of the vessel.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: No consul available, but marine note of protest can be attested by the local notary public.

REPAIRS: All types of deck and engine repairs possible by Mitsui Shipbuilding and Engineering Co. Ltd., Tamano Works. Minor repairs possible by Nojima Senpaku Co. Ltd., Mizushima Works, Sonkyo Nainenki Seisakusho Co.

DRY DOCKS: No dry docks at Mizushima, but Mitsui Shipbuilding and Engineering Co. Ltd. Tamano Dock is the nearest from Mizushima, distance approximately 20 miles and navigation about 2 hours.

Mitsui Shipbuilding and Engineering Co. Ltd., Tamano Dock

(*a*) Dimensions of largest dry dock No. 3 D. Dock (length 672 ft.× width 103 ft. 3 in.× depth 32 ft). (*b*) Number of small docks: 2.

AIRPORT: Okayama airport is the nearest from Mizushima, distance approximately 40 km. and takes about 40 minutes by car. Only domestic regular airlines available. 3 flights to Tokyo, daily.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.

TELEPHONES: No telephone installation service on board.

SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

SERVICES: All navigational apparatus can be served, as requested, but technicians are to be sent from Kobe.

REGULATIONS: Quarantine anchorage is outside harbour limits therefore (i) no persons allowed ashore from this anchorage, (ii) No supplies permitted to vessels and, (iii) No Agency services available.

AUTHORITY: Okayama–Kencho, 81–1, Uchisange, Okayama City.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Naigai Unyu Co. Ltd., 2, 1-chome, Kaigan-Dori Mizushima, Kurashiki-Shi. Cables Naigai Kurashikimizushima. Tel. Kurashiki (0864) 44–5211.

MOJI (Kitakyushu): 33.54 N. 130.58 E.

(See Kanmon-Ko)

DOCUMENTS: When ship arrives direct from foreign port, customs officials will board vessel for search. Following documents to be submitted:

Crew List.
Passenger List.
Store List.
Manifest of crew personal effects (must be signed by individual crew member).
Arms and ammunition list.
Narcotics List.
List of ports of call on current voyage.
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward (Form No. C2000).

The following will be checked on board:

Ship's Registry.
Last Port Clearance.

When ship comes from Japanese port, Customs Officials will not attend on board, except special case. Master or Agent to attend Custom House for entry formalities with following documents:

Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward.
Ship's Registry.
Last Port Clearance.

Documents entrusted with the Master by Customs at previous port. On ship's departure, clearance issued by Customs, after confirming payment of tonnage dues.

PILOTAGE: (1) *Harbour pilotage* compulsory for entry and departure, but not when vessel passing through Straits. Pilots embark East-bound vessels at Mutsure Quarantine Anchorage position half mile East Mutsure L.H. 33° 58′ 15″ N. 130° 53′ 43″ E. and West-bound vessels at Hesaki Quarantine Anchorage position 125 degrees, 1,500 metres from Hesaki L.H. 33° 56′ 24″ N. 131° 03′ 12″ E. Two Pilots embark vessels exceeding 30,000 gross tons for entry and departure charging double pilotage.

(2) *Sea pilotage:* Vessels approaching from East can obtain Pilots by radio request made at least 24 hours in advance. Pilot embarks at position 3 miles South from Sekisaki L.H. 33° 13′ 00″ N. 131° 54′ 00″ E.

(3) Pilots should be kept closely advised of vessel's accurate ETA at pilot station. If any change in vessel's movements, Master requested to immediately communicate by radio or VHF to pilot offices directly or through Agent reporting revised ETA. Cable addresses of pilot offices are: Harbour pilot "Kanmonpilot Moji", Inland Sea Pilot "Anjin Moji".

(4) *VHF:* Vessels keep in direct contact with port authorities with regard to arrival, berthing instructions and Pilot's requirements through VHF as follows:

(*a*) Call sign: Kitakyushu Port Radio (or Shimonoseki Port radio).
(*b*) Location of Radio facilities: Transmitting and receiving station located at the top of Mt. Hinoyama, Shimonoseki.
(*c*) Type of wave: Channel: Simplex 16 (calling, responding); Simplex 12 (communicating); Simplex 14 (communicating); Duplex 20 (communicating). Output 50 W.
(*d*) Operating hours: 0000–2400 hrs.
(*e*) Communicating range: within a radius of 50 miles from the Hinoyama Station.
(*f*) Communicating language: Japanese/English.

ANCHORAGE:

	Depth	Capacity (g/t)
"A" Section	10·0 m.	1,000 tons×2
Tanoura	9·1 m.	20,000 tons×2

(No. 2 anchorage: 83 degrees from Mojisaki light buoy, 1,770 m.)
(No. 3 anchorage: 80 degrees from Mojisaki light buoy, 2,300 m.)

WIND, TIDE: Easterly winds prevail in warm seasons. Northwesterly winds prevail in winter season. Dense fog frequently prevails in spring and autumn.

Tidal range 3·07 metres. Current near entrance of port runs Westward at flood and Eastward at ebb. Speed of current in vicinity of narrowest section of Straits sometimes reaches 7–8 knots. In stream of port, it is about 3–5 knots.

RESTRICTIONS: (*a*) Berthing: During day-time only. Swift tidal current prevails at buoy berths necessitating strong moorings, and in accordance with harbour rules, ships moor with anchor chains to buoy. Requisite chain preparations should be completed before

ship leaving pilot station. Occasionally large vessels drawing deep draft made to await high water and/or suitable current to berth alongside wharves.

(*b*) Departure: with adequate notice, no restrictions from anchorage and/or buoys. Night departure from wharves generally practicable, except when Pilot disagrees to ship-out; this will depend upon conditions of weather, tide, etc.

(*c*) Tug assistance may be required at Pilot's discretion for large vessel mooring to and/or unmooring from buoy, depending upon efficiency of engine and conditions of weather, tidal current, etc.

(*d*) Maximum draft to enter and passing through Kanmon Straits limited to 10 metres.

MAX. SIZE (Also see "Tankers")

Wharf	*Length*	*Depth*	*Capacity (g/t)*
	m.	m.	
1	247	8·5	15,000 tons×1
2	198	8·0	15,000 ,, ×1
3	148	9·3	10,000 ,, ×1
4	148	9·3	10,000 ,, ×1
5	148	9·0	12,000 ,, ×1
6	198	9·3	12,000 ,, ×1
7	224	9·0	15,000 ,, ×1
8	195	9·2	12,000 ,, ×1
9	195	9·2	12,000 ,, ×1
10	140	9·0	9,000 ,, ×1
11	195	9·0	12,000 ,, ×1
12	167	8·5	12,000 ,, ×1
13	168	9·3	12,000 ,, ×1
Tanoura	container Berth	9·6	
5,6,7,8,	180	9·0	12,000 ,, ×1

Larger size vessel (maximum 25,000 gross tonnage and 220 metres length o.a.) can be accommodated at Nos. 2–3, 3–4 and 12–13 wharves, using two berths.

Buoy	*Ship's length (o.a.)*	*Depth*	*Capacity (g/t)*
	m.	m.	
1	175	9·6	15,000 tons×1
2	175	9·6	15,000 ,, ×1
3	175	9·3	15,000 ,, ×1
4	175	9·0	15,000 ,, ×1
6	160	10·0	10,000 ,, ×1
7	160	10·0	10,000 ,, ×1
8	125	9·0	7,000 ,, ×1
9	160	9·3	8,000 ,, ×1
10	160	9·3	8,000 ,, ×1

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

(*a*) Quarantine Station at Western entrance: Half mile East from Mutsure lighthouse 33° 58′ 15″ N., 130° 53′ 43″ E.

(*b*) Quarantine station at Eastern entrance: 125 degrees, 1,500 metres from Hesaki lighthouse 33° 56′ 24″ N., 131° 30′ 12″ E.

(*c*) Quarantine inspection not allowed inside port except when weather or other special reasons prevent quarantine boat from approaching ship at anchorage.

(*d*) "Q" flag should be hoisted until ship is in free pratique.

(*e*) Vessels exceeding 20,000 gross tonnage may undergo quarantine on application when they berth inside port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Normally join vessel at adequate position in judgment of pilot and tug for mooring. In operation, tug's line to be used for mooring and unmooring without any charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Average loading/discharging:

Bulk cargo:	Coal	50	tons per hr./gang/hatch	(dis.)
	Iron ore	45–50	,, ,, / ,, / ,,	(dis.)
	Grain	50	,, ,, / ,, / ,,	(dis.)
Baled cargo:	Cement	50	,, ,, / ,, / ,,	(load.)
	Fertilisers	40	,, ,, / ,, / ,,	(load.)
	Grain	30–50	,, ,, / ,, / ,,	(dis.)
	General	40	,, ,, / ,, / ,,	(load.)
Steel cargo:	Under 20 ft. long	25–30	,, ,, / ,, / ,,	(load.)
	Over 20 ft.	15–20	,, ,, / ,, / ,,	(load.)
Scrap steel:	Pressed	20	,, ,, / ,, / ,,	(dis.)
	Ordinary	10	,, ,, / ,, / ,,	(dis.)
	Bulky and awkward	5	,, ,, / ,, / ,,	(dis.)
Lumber/logs:	Lumber	15–20	,, ,, / ,, / ,,	(dis.)
	Logs	30	,, ,, / ,, / ,,	(dis.)

2 shifts: 0800 to 1700 hrs, and 1800 to 0500 hrs. Normal working hours 0800 to 1700 hrs. Overtime work is possible by applying to Customs. No work can be arranged on 31st December and during New Year holidays (1st to 3rd Jan.).

MEDICAL: No advance notice required unless urgent.

TANKERS: No slop discharge facilities. Mobil Oil berth situated at Okubo, near Tanoura. At vicinity of berth, the current runs towards West nearly all the time. Maximum rate of current 3 knots. Vessels berthed during period that tide sets to West, in day-time only. Mooring berth consists of one oil pier (length 80 m. width 5 m.) and two dolphins. Two 10-in pipes connected to vessel; discharge efficiency 1,500 tons per hour.

Maximum size of vessel which can be accommodated at this berth is 33,000 tons D/W on 9·1 metres draft.

FRESH WATER: Good fresh water supplied from water barges to vessels lying at buoys and/or anchorage; from hydrants to those alongside wharves. The rate of delivery per hour is 20–40 tons from hydrant and 50 tons from barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Bonded bunker oil is supplied by oil barges. The rate of delivery: 80–100 tons per hour.

Suppliers	*Delivery agents*	*Installation*	*Required notice days*
Shell Sekiyu K.K.	Uyeno Unyu	Shimonoseki	1
Esso Oil Co.	General Bussan	Mutsure	1
		Sakai	4
Mobil Oil Co.	Nisshin Tanker	Kokura/Moji	1
		Oita	2–3
Caltex Oil Co.	Shimazu Kaiun	Shimonoseki	1
		Kudamatsu	2
Mitsubishi Shoji Kaisha	Nisshin Tanker	Mutsure	1
	Asahi Tanker	Iwakuni	3
	Tsurumi Yuso	Kanokawa	3
C. Itoh & Co.	Asahi Tanker	Matsuyama	3
	Chikko Kogyo	Mizushima	3
Nissho Co.	Nisshin Tanker	Mutsure	1
	Tsurumi Yuso	Matsuyama	3
Mitsui & Co.	Chikko Kogyo	Oita	2–3
Nippon Mining Co.	Nippon Tanker	Mizushima	3
Idemitsu & Co.	Nagai Kaiun	Tokuyama	2
Sumitomo Shoji Kaisha	Asahi Tanker		
Marubeni-Iida Co.			
Kanematsu-Gosho Co.	Nagai Kaiun Asahi Tanker	Kokura Tokuyama	1 2

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CONSULS: Honorary British Consulate concurrent with Honorary Swedish Consulate.

REPAIRS: Mitsubishi Heavy Industries, Ltd. Shimonoseki; Sasebo Heavy Industries Co., Ltd. Moji; Kitakyushu Iron Works, Tobata.

DRY DOCKS: Refer "Shimonoseki".

REPATRIATION: Possible.

AIRPORT: Distance to Kitakyushu airport: 30 minutes by taxi and to Fukuoka airport; 2 hours by train and taxi.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police station (tel. 110) and Fire/Ambulance (tel. 119).

TELEPHONE: Telephone placed on board.

SERVICES: All services available including hold cleaning and grain fitting.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer. Immigration Officials board vessel on her arrival in port to examine passports, discharge books and/or other equivalent travel documents and provide 72-hour landing passes for crew members and passengers. One copy each of crew list and passenger list are required by them. Providing ship's Agent with a crew list beforehand will be a great help in expediting immigration business on ship's arrival. When ship stays in port more than 72 hours, the landing passes may be extended every 72 hours on application. In the event

that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men have been booked, or unless the ships to which they are to be transferred, arrive in Japan within 5 days.
AUTHORITY: Kita-Kyushu Port Authority.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., PO Box 72, 9–9, Minato-merchi, Moji-Ku, Kitakyushu. Tel. Moji (093) 331–1311. Telegraphic "Ringer Moji".

MURORAN: 42.20 N. 140.58 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare 2 Inward/Outward Declarations, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Arranged by Agent subject receipt of ETA advice at least 24 hours prior arrival. Pilot boards vessel about one mile outside breakwater.
ANCHORAGE: Outside harbour limits: Subject notice having been given to Authorities prior arrival. Inside harbour limits: Permitted in any part.
MAX. SIZE: Ore carriers, length 300 metres, draft 16 metres. Oil tankers, draft 10·8 metres. Channel depth 40 ft. Depth at Refinery berth 35·5 ft.
PRATIQUE: See Hakodate.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.
TUGS: Six tugs, up to 2,000 h.p. Usually meet vessel near Inner Harbour breakwater. 10% additional charge if tug's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Nippon Petroleum Wharf	depth	11·0	metres
Motowanishi Wharf	,,	9·5	,,
Nippon Steel Wharves	,,	9·0	,,
Nippon Steel (iron ore)	,,	14·0	,,
Nittsu Pier	,,	9·0	,,
Centre Pier	,,	9·0	,,
West Pier	,,	9·0	,,
Nikko Pier	,,	8·0	,,

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent. Hospital facilities available.
TANKERS: See "Max. Size". N.P.R.C. Muroran Refinery. Discharge berth. About 25% of deadweight required in ballast.
DENSITY/TIDE: Denisity 1025. Rise and fall of tide about 4 ft.
FRESH WATER: Delivery at piers: Average rate about 40 tons/hour. Delivery by barge: Rate about 60 tons/hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Only minor repairs available, but Hakodate dockyard able undertake all grades repairs.
AIRPORT: Domestic flights only from Chitose Airport – 100 km. from Muroran.
TIME: GMT plus 9 hours. Permanent.
POLICE/FIRE: Police Muroran 2–5191; Fire Muroran 2–2111.
TELEPHONES: May only be connected on board at No. 2–2 West Pier.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Bureau.

AGENT: Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd. 3–3–2, Kaigan-Cho, Muroran. Tel. Muroran (0143) 2–1171. Telegraphic "Narasaki Muroran".

NAGASAKI: 32.45 N. 129.52 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks in vicinity of Ioshima lighthouse, lat. 32° 43′ 20″ N., 129° 46′ 43″ E. Pilot available any time, subject to adequate notice (no VHF system). All communication with Pilot through Agent. Pilot boat carries International signals. "G" flag in day-time and "Morse" signals at night to call Pilot. In event bad weather Pilot boards at anchorage off Megami.
ANCHORAGE: Megami anchorage located in Harbour Division No. 3 (within line between Kagenoo lighthouse and West end of Shirogashima) 60 ft. depth and capacity of 3 vessels of 20,000 dwt. Safe anchorage.
RESTRICTIONS: Berthing: During day-time only, except for emergency purposes. Entering into anchorage at Megami is generally permitted during day-time only except with Harbour Master's permit. Departure: No restriction from buoy or wharf with adequate notice, but no night departure from Oil Terminal.
MAX. SIZE: Max. permissible length 1,200 ft., breadth 120 ft., draft 15·0 metres.
PRATIQUE: See Moji.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join vessel at anchorage for swinging and/or at berth for assisting vessel. Tugs arrangeable at outer harbour at vessel's special request.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS:

Oil installation	*Diameter of discharge line*	*Max. permitted draft*
Nippon Oil (Kogakura)	10 in.	15 metres
Hayashikane Oil (Doinokubi)	8 in.	10–15 metres
Mobil Oil (Kibachi)	8 in.	11 metres
Idemitsu (Kibachi)	8 in.	11 metres
General Sekiyu (Ohtao)	8 in.	15 metres

A slop discharge station operated by Nishi Nippon Tanker Service located at Io-Jima with facilities for tankers up to 500,000 dwt. mooring to three 20-ton bollards. Receiving capacity 1,500 cubic metres per hour. The tank cleaning facilities can accept ten vessels of 200,000 dwt. per month.
DENSITY: 1.025.
FRESH WATER: Capacity of water barges: 150 tons, 60 tons and 34 tons. 3 barges in total. Rate of delivery: Average speed 100 tons.
FUEL: Available ex-barge only. All grades of bonded bunkers are stocked in Nagasaki. One day notice sufficient.
FIRE PRECAUTIONS: No specific precautions.
DEVELOPMENTS: Area of "Yanagi" new wharf (195,600 m²) will be completed 1973. Depth 7 m. to 12 m. Mitsubishi Heavy Industries Ltd. constructing 1,000,000 dwt building dock at Koyagi Shima.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS:
French Consul Agency, tel. 23–1221
Portuguese Honorary Consul Agency, tel. 26–2311
REPAIRS: All types of repair can be carried out.
DRY DOCKS:

	Length	*Width*	*Depth*	*Capacity (g/t)*
No. 2	350 m.	56 m.	14 m.	150,000 tons
No. 3	276 m.	41 m.	9·3 m.	57,500 tons
No. 4	118·8 m.	19·1 m.	6·9 m.	4,000 tons

REPATRIATION: Possible.
AIRPORT: Distance 54 km. (centre of town to Omura airport). Time 1·5 hrs. by car. All Nippon Airway have regular daily service with 8 flights (Omura/Osaka/Tokyo) and vice versa.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 22–2141; Ambulance/Fire 22–3211 (Fire station).
TELEPHONE: Shore telephone can be installed on board vessel at Dejima wharf. Vessels at Mitsubishi Yards can communicate via shipyards' switchboard with town.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Nagasaki-Kencho, 2–13, Edo-machi, Nagasaki City.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo, Nagasaki Warehouse Co. Ltd., 2–13, Dejima-Machi, PO Box 6, Nagasaki. Tel. Nagasaki (0958) 24–1261. Telegraphic "Ringer Nagasaki".

NAGOYA: 35.05N. 136.53 E.

Situated at northern head of Ise Bay. Harbour protected by breakwater 8,250 meters in length stretching from Chita peninsula to bank of Kiso River at opposite side of harbour.
DOCUMENTS: (*a*) Quarantine (only when arriving from a foreign port); 1 Maritime Declaration of Health, 1 Crew List, 1 Cargo Manifest, 1 List of Passengers (if any on board), Log Book and Registry should be readily available. (*b*) Customs: 1 Declaration Inward/Outward with ports of Call, 1 Ship's Registry, 1 Last Port Clearance, 1 Store List including arms and narcotics, 2 Manifests of Cargo for day charge (prepared by Agents), 1 Manifest of Through Cargo, 1 Crew List, 1 List of Passengers, 1 List of Crew's Baggage (only necessary if crew-members have to land personal effects ashore). (*c*) Immigration: 1 Crew List, 1 Notification of Arrival, 1 Application for Shore-passes, 1 List of Passengers, 1 Notification of Departure (to be returned through Agents after sailing). (*d*) Harbour Master: 1 Crew List, 1 Declaration Inward/Outward with ports of Call. (*e*) Port Authority: 1 Declaration Inward/Outward with ports of Call.
PILOTAGE: Request Pilot and other services to JHY (Nagoya Port Radio Station) at least 10 hours prior arrival on frequency 500 Kc. JHY keeps watch also on 480 Kc. Pilot station near No. 1 and No. 2 channel buoys at entrance of habour channel. When wind over 15 m/sec. pilot boards inside High tide Breakwater. When very rough, Pilot taken on board east side of Kinjo Signal Station. Pilot not compulsory but desired. Pilot boat white painted with white and red funnel and letters "Pilot" on hull.
ANCHORAGE: The port boundary indicated by line connecting Oono Lighthouse (34° 55′ 49″ N., 136° 49′ 28″ E.), Ise Bay Light Buoy (34° 56′ 05″ N., 136° 47′ 44″ E.), southwest corner of Nagoya High tide Breakwater (35° 00′ 54″ N., 136° 47′ 04″ E.) and the base point at northwest of the same Breakwater (35° 1′ 54″ N., 136° 46′ 09″ E.). Quarantine Anchorage, located outside High tide Breakwater offers safe anchorage for vessels awaiting Pilot or quarantine service. Depth this anchorage area ranges from 10 to 20 metres. Sea bed silty clay.
MAX. SIZE: Tankers: 34,000 DWT. Other vessels: 160,000 DWT. Draft: 14 metres.
PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.
The following vessels will not be able to get radio pratique:
A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.
If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.
If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.
If a vessel does not possess a valid Derat or Derat Exemption Certificate.
RADIO:
JHY (Nagoya Port Radio Station). Service area: 100 miles. Frequency: 500 Kc. (also 480 Kc.). Working frequency: 486 Kc.
International VHF (Nagoya Port Radio). Service area: 36 miles. Frequency: Simplex working frequency Channel 12. Duplex working frequency Channel 16.
To be given prior arrival: Name; Capacity; draught and length; Port of departure; Last port; Time arrival outer port; Time passing Kamishima Signal Station; Grade of cargo; Grade of dangerous cargo (if any); Health of crew.
TUGS: Usually join at point where vessel directs course toward allocated berth. Tug's lines normally used without charge.
MEDICAL: Hospitals conveniently located near port.
BULK HANDLING FACILITIES: Kinjo Container Terminal has two berths with a depth of water 10·5 metres, overall berth length of 470 metres. Coal pier can accommodate ships up to 10,000 tons. Depth of water 9 metres.
Nippon Steel Corp., has one berth for handling of iron ore with 350-metre long wharf and a depth of water 14 metres, two berths for ore and/or coal with a 500-metre long wharf and a depth of 13 metres, one berth for scrap iron with 140-metre wharf and a depth of water 13 metres.
Grain handling facilities include Wharf No. 8, 173 metres long and 10 metres deep. Tohama Wharf 135 metres long and 10 metres deep. Nisshin Wharf 150 metres long and 12 metres deep. Tokai Silo Wharf 190 metres long and 14 metres deep. Toyo Grain Wharf 170 metres long and 13 metres deep. Chita Futo Wharf 160 metres long and 12 metres deep.
TANKERS: Seven oil tanker berths for up to 34,000 d/w tankers. Draft 10 metres.
DENSITY: 1·020.
WATER: Water supplied direct from pier.
FUEL: All grades fuel available. Notice 2 days in advance desired. Delivered by barge only.
DEVELOPMENTS: Main Channel 14 metres deep and 300 metres wide will be enlarged to 17·5 metres deep and 350 metres wide. Secondary Channel 10 metres deep and 400 metres wide will be dredged to 12 metres deep and 300 metres wide.
Anchorage area 9 metres deep at present will be deepened to 10 metres.
Kinjo Pier Development: 19 berths with 10 metres and 3 berths with 12 metres will be constructed.
West-4 Section Container Terminal with projected four berths will be put into service with initial two berths in 1973.
CONSULS: The following countries are represented in Nagoya: Ecuador, France, Great Britain, Korea, Mexico, Portugal, Sweden, Thailand.
GANGWAY/DECK WATCHMAN: Not compulsory but recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew. When stevedores do this work charges are made.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits per week.
CREW IDENTIFICATION CARDS: Required.
REPAIRS: All types repairs possible. Repairs by Ishikawajima-Harima Heavy Industries Co. Ltd., Nagoya Shipyard.
DRYDOCKS: 1 Drydock. Ishikawajima-Harima Heavy Industries Co. Ltd., Nagoya Shipyard. Length 150 metres, width 20 metres, depth 6·81 metres, capacity 10,500 g.r.t.
AIRPORT: Nagoya Airport, 20 kilometers from Port. (Three JAL (Japan Air Lines) flights weekly for Hong Kong.)
TIME: JST (Japan Standard Time), 9 hours ahead of GMT.
HOLIDAYS: National Holidays – New Year's Day (Jan. 1st), Adults Day (Jan. 15th), Foundation Day (Feb. 11th), Vernal Equinox Day (Mar. 21st), Emperor's Birthday (Apr. 29th), Constitution Day (May 3rd), Children's Day (May 5th), Respect for The Aged Day (Sept. 15th), Autumnal Equinox Day (Sept. 23rd), Health Promotion Day (Oct. 10th), Culture Day (Nov. 3rd), Labour Thanksgiving Day (Nov. 23rd). Cargo handling not arranged on December 31st, January 1st, 2nd and 3rd, and July 20th (Maritime Day).
POLICE/AMBULANCE/FIRE: Police 110, Ambulance 119, Fire 119.
TELEPHONES: Telephone can be arranged on board ships berthed at most wharves. For application call 652–7581. Telegram 941–6042, Time 117, Weather 177.
PORT AUTHORITY: Nagoya Port Authority, Address: 7, 6-chome, Minatohonmachi, Minato-ku, Nagoya. Phone: 661–4111.

AGENTS: Dodwell & Co., c/o Nishioka Maritime Co., Heiwa Building, 3–1, Takasago-Machi, Minato-Ku, Nagoya. Tel. (052) 651–8221. Telex: 446–3148. Cables: "Trampsnishioka".

NAHA, Okinawa: 26.12 N. 127.40 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Stores List.
1 Declaration of crew baggage, i.e. tobacco, wines/spirits, camera, wrist-watch, radio, fire arms/swords, etc. (Only at first port of call in Japan.)
Ship's Agent will prepare Inward/outward Declaration, 1 Cargo Manifest, Cargo Manifest in transit using specific forms. Therefore Ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot services compulsory. Pilot boards in position 26° 13′ 49″ N. 127° 38′ 20″ E. International Pilot signals used.
RESTRICTIONS: Vessels entering Naha Port are controlled by the limiting depth in the entrance channel of 9·6 metres.
MAX. SIZE: Length and beam not limited. Maximum draft 9 metres.
HEALTH: At first port of call in Japan, vessel may obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards and De-ratting

Exemption Certificate. In case vessel arrives from cholera-infected zone within 10 days, Captain must advise crew and passengers' health condition to Quarantine Officer through Ship's Agent, prior to arrival and close all soil pipes before entering port.
RADIO: Recommended communicate with Agent through Choshi Radio or Nagasaki Radio, which cover all ports in Japan. If specifically West-bound vessel to Choshi, and North-bound to Nagasaki Radio, respectively.
TUGS: Two U.S. Army tugs of 1,530 h.p. and 1,200 h.p. One harbour tug of 750 h.p. available.
BERTHING:

Berth	*Length*	*Depth*
North Side		
A	33·5 m.	4·5 m.
B	152·5 m.	4·5 m.
D	121·5 m.	4·5 m. (Tanker & barge bunkering)
F	198·0 m.	7·5 m. (Gen. cargo/black oil)
G	193·0 m.	8·5 m. (Gen. cargo/black oil)
I	68·5 m.	9·0 m.
South Side		
No. 1	175·0 m.	9·5 m.
No. 2	152·5 m.	9·5 m.
No. 3	152·5 m.	9·5 m.
No. 4	152·5 m.	9·0 m.
No. 5	152·5 m.	9·5 m.
No. 6	152·5 m.	9·5 m.
No. 7	183·0 m.	9·5 m.
No. 8	61·0 m.	
No. 9	152·5 m.	
No. 10	152·5 m.	4·4 m.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores.
MEDICAL: All medical and hospital facilities available.
TANKERS: Two berths for tankers at North side of commercial port.
Berth F—7·5 metres depth alongside
Berth G—8·5 metres depth alongside
FRESH WATER: Available at the berths at a rate of 20 tons per hour.
FUEL: Fuel oil no. 5 and diesel oil are available ex-wharf at a rate of 2,000 bbls. per hour.
OPENING/CLOSING HATCHES: Stevedores will carry out this work. Cost per gang according to type of cargo. Recommend stevedores for this work unless crew can complete it before berthing.
CUSTOMS ALLOWANCES: Each man allowed take 50 cigarettes ashore, but no spirits.
REPAIRS: Facilities available for minor repairs. One 100 ton floating crane owned by U.S. Army.
TIME: GMT plus 9 hours all year round.
SHORE LEAVE: Local immigration office issues shore pass valid for three days, but extension possible if ship stays longer.
AUTHORITY: Naha Trade & Commerce Bureau, 1 Miebashi-cho. 1 chome, Naha City, Okinawa. Tel. 33–1121 or 2121.

NAOETSU: 37.11 N. 138.14 E.

DOCUMENTS:
1 Inward Declaration of Vessel.
1 Cargo Manifest.
1 Through Cargo Manifest.
1 List of Provisions and Stores.
1 List of Tobacco and Personal Effects.
7 Crew Lists (preferably airmailed in advance).
2 Passenger Lists.
PILOTAGE: Pilot embarks at quarantine anchorage to take vesse directly to berth during day-time. All transmitting and receiving through Niigata Radio Station (call sign JCF, Type of Wave: 438454) or Choshi Radio Station and/or Nagasaki Radio Station. Cable Agent one weeks notice of ETA and accurate ETA 24 hours before arrival, thereafter advising any change in arrival time. No pilot boat. Pilot uses tug-boat.
ANCHORAGE: Half-circle drawn at a point of 37° 11′ 31″ N., 138° 13′ 59″ E. (lighthouse) with radius 1,600 metres. Quarantine anchorage: circle 700 metres radius drawn from point 1,600 metres off lighthouse at 335 degrees.
RESTRICTIONS: Berthing and unberthing day-time only.
MAX. SIZE: LOA 160 m. draft 9·50 m. in summer, and 9·00 m. in winter.
HEALTH: Pratique obtainable during day-time. Detailed information to be promptly given to Quarantine Authorities. Instruction from Authorities given by return.
RADIO: Niigata Radio Station: JCF. Nagasaki Radio Station: JOS. Choshi Radio Station: JCS.
VHF: Channel 16.
TUG: Normally joins vessel at entrance of port. Ship's lines used.
BERTHING:
West Wharf, depth alongside 10·0 metres.
Centre Pier ,, ,, 7·5 to 10·0 metres.
South Pier ,, ,, 5·0 to 6·0 metres.
STEVEDORES: ETA, draft and hatch cargo quantities to be advised before arrival. Main bulk commodities: unloader crane (1) 150 tons per hour; tower cranes (3) 120–130 tons per hour and equipment.
MEDICAL: No notice required except in emergency, and attendance on Sundays/holidays.
DENSITY: 1,023–1,025.
FRESH WATER: Available from shore. 30 tons per hour.
FUEL: Can be brought in coastal barge from Kanmon; 10 days advance notice.
GANGWAY/DECK WATCHMEN: No professional watchmen available.
OPENING/CLOSING HATCHES: Longshoremen if shipowner guarantees payment of operation charges.
CUSTOMS ALLOWANCES: Tobacco: Each crew member allowed to retain for his private use 200 cigarettes, 50 cigars, 250 grams of tobacco, etc. Wine/and/or Spirit: 1 bottle of liquor, to last one week.
IDENTIFICATION CARD: Passport and/or seaman book required.
CONSULS: Nil.
REPAIRS: Minor repairs only.
REPATRIATION: Necessary documents to be submitted to Immigration and Customs Authorities in Naoetsu.
AIRPORT: Niigata. 2½ hours by train. One flight per day to Tokyo.
TIME: GMT plus 9 hours. Permanent.
HOLIDAY: No work 31st December and 1st, 2nd and 3rd January. Subject to gang's on other holidays.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.
TELEPHONE: No facilities for placing telephones on board.
GENERAL: During winter and bad weather, hire of nylon rope (100 mm.) desirable in order to avoid hull damage. Rope owned by Naoetsu Agency Association. Charge made for use.
SERVICE: Technicians for repair and/or adjustment of radar or wireless despatched from Niigata or Tokyo. Hold and/or tank cleaning operations by shorehands available, however gangs are from Niigata.
SHORE LEAVE: Crews allowed ashore within limit of Joetsu City.
DELAYS: Due to port congestion.
AUTHORITY: Port Administration Office.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Niligata Rinko Kairiku Unso K.K. Niigata, Jigyo Bldg. 4–40, 2-Chome, Minato-cho, Joetsu. Tel. Naoetsu (02554) 2–0417, 2–4207. Telegraphic "Rinko Naoetsu".

NAOSHIMA: 34.28 N. 133.58 E.

RESTRICTIONS: *Mitsubishi Naoshima Pier* (Private) depth of approaches 14–20 m., length of berth 160 m., depth of alongside berth 9·5 m., maximum draft acceptable 9·5 m., maximum length acceptable 200 m., maximum width acceptable about 45 m.
For other details see "UNO".

AGENTS: See "UNO".

NIIGATA: 37.54 N. 139.04 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot embarks at quarantine anchorage to take vessel directly to berth during day-time. All transmitting and receiving normally effected through Niigata Radio Station (call sign: JCF, Wave: 438454), or Choshi Radio Station and/or Nagasaki Radio Station. Radio ETA one weeks notice and accurate ETA at least 24 hrs. before arrival. Notify any changes to ETA.
ANCHORAGE: Anchorage is a rectangle located North-west of lighthouse at West breakwater in a distance of 1,600 metres covering an area of about 160,000 square metres. North 37° 57′ 37″ East 139° 04′ 00″. Depth: 18–24 metres. Bottom: fine sand.
RESTRICTIONS: Berthing and unberthing day-time only. Entry and/or departure at time authorised by Port Authority. Shinano fairway from port entrance to Rinko wharves, depth 11 m. to 12 m.
MAX. SIZE:

Description	*LOA*	*Breadth*	*Draft*
Bulk Carrier	230 m.	32 m.	11·0 m.
Oil Carrier	230 m.	32 m.	10·8 m.

At tanker sealine, draft over 20 metres. Tidal range about 30 cm. Speed of river flow 40 cm./sec. No influence on manoeuvring vessel.
PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.
The following vessels will not be able to get radio pratique:
A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. West bound vessel to Choshi, and North bound to Nagasaki Radio respectively. (Also see "Pilotage".)

TUGS: Tugs normally join vessel at position of fairway. Towing operations are done by ship's lines.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Higashi: West Pier, depth alongside 12 metres.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKER: Slop (residues): No discharge facilities.

Description	*LOA (wharf)*	*Acceptable draft*
Nisseki Dolphin	88·30 m.	10·50 m.
Rinko "C" (Showa)	243·50 m.	10·80 m.
Rinko "E" Dolphin (Showa)	165·00 m.	9·80 m.
Sealine Buoy (Showa)		21·80 m.

DENSITY: Average in Rinko wharves approx. 1,006. Average in Municipal wharves approx. 1,005.

FRESH WATER: Available from all wharves. Cannot be supplied at anchorage during the winter season.

FUEL: Seven days notice usually required. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. (Also see "Regulations".)

DEVELOPMENTS: The reclamation of land for Niigata East Port will be completed within 1975. One public berth is ready for about 15,000 D/W tonner class vessel. One shore crane with about 570 M/T discharging capacity for ore in bulk per hour.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore, but no spirits.

CONSULS: None.

DRY DOCKS: No facilities for ocean going vessel.

REPATRIATION: Possible.

AIRPORT: 5 kilometres. Round service Japan Domestic Air Line.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAY: 22nd August.

POLICE/AMBULANCE/FIRE: Water Police Station 44–2269; Ambulance Station 119; Fire Station 119; Main Police Station 110.

TELEPHONES: No facilities for telephones on board available.

SERVICES: Hold cleaning by longshoremen available.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

REGULATIONS: Oil carriers can receive bunker by oil barge and/or shore line except when discharging cargo.

AUTHORITY: Port and Harbour Bureau.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Niigata Rinko Kairiku Unso K.K., 11–20, 2-Chome, Rinko-cho, Niigata. Tel. Niigata (0252) 74–5181. Domestic Telex 3122–310. Telegraphic "Rinko Kairiku Niigata".

NIIHAMA: 33.58 N. 133.16 E.

DOCUMENTS:

	No. of copies
For Quarantine	
* 1. Statement by Ship's Master	1
* 2. Crew List	1
* 3. Passenger List (if any)	1
* 4. Yellow Cards for All	
* 5. Deratting Certificate	
For Immigration	
1. Declaration of Inward Vessel	1
* 2. Passport or Seamen's Book for All	
3. Crew List	1
4. Application for Shore Pass.	1
	No. of copies
For Customs	
1. Declaration of Inward Vessel	1
* 2. Crew List	1
* 3. List of Tobacco	1
* 4. List of Crew's Baggages	1
* 5. List of Ship's Stores	1
6. Cargo Manifest (Discharging)	1
* 7. Cargo Manifest (Through)	1
* 8. Certificate of Ship's Registry	1
For Harbour Master	
1. Declaration of Inward Vessel	1
* 2. Crew List.	1
For Harbour Office	
1. Declaration of Inward Vessel	1

1. Master to telegraph ETA and Crew's Health Condition directly to Quarantine Niihima before arrival.

2. * To be prepared by Master before arrival. Others to be made up by Agent with assistance of Master on arrival.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot Station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N., 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGES: Approved anchorage area just inside harbour limit. A circle drawn at a point 33° 59′ 18″ N., 133° 16′ 31″ E. with radius of 430 m. where holding ground good and depth of water 12–15 m. No buoy moorings. Harbour protected by breakwater.

TIDE: (Springs) Max. 263 cm; min.: —9 cm. (Neaps) max. 182 cm; min.: 136 cm.

RESTRICTIONS: Pilot does not take vessel in during darkness. Vessel has to wait if depth during low water 8·50 m. is insufficient to pass channel.

MAX. SIZE: Pier No. 4 (Sumitomo Chemical Co. Ltd., Kikumoto Wharf). Length of vessel 160 m. Breadth (range of cranes, reaching 12 m. from the pier), draft, 9·50 m.

Berth B (Anchorage. Stern moored to Sumitomo Chemical Co. Ltd., Niihama Works). Length of vessel, 170 m. Breadth, no restriction. Draft, 9 m.

HEALTH: Quarantine Inspectors go aboard during day. Master to keep waste until Quarantine inspected in event of any suspected disease or fever on board after entered Japan.

RADIO: Choshi Radio, Nagasaki Radio.

TUG: Joins vessel at Quarantine anchorage or Section II, always using tug's lines without charge. "Niihama Maru" 700 h.p. If more powerful tugs required, can be obtained from Matsuyama or Mizushima.

BERTHING: Harbour Pilot operates during day.

Berth	*Length*	*Depth*
Berth No. 1	80 m.	7·5 m.
Berth No. 2	130 m.	9·50 m.
Berth No. 3	Dolphin	6·5 m.
Berth No. 4	120 m.	9·80 m.
Berth A	anchorage	8·0 m.
Berth B	anchorage	9·0 m.
Berth C	anchorage	9·0 m.
Berth D	anchorage	8·0 m.

Remarks: Berth No. 1: Owned by Sumitomo Chemical Co. Ltd., Miihama Works and used for loading fertiliser, nitric acid, ammonium nitrate by ship's gear.

Berth No. 2: Owned by Sumitomo Metal Mining Co. Ltd., equipped with two 5 ton luffing cranes with maximum reach 22 m. and maximum height 20 m.; used for discharging of Nickel Ore, copper concentrates, Nickel copper concentrates and maize and also by ship's gear.

Berth No. 3: Owned by Sumitomo Chemical Co. Ltd., Oh-e Works and used for loading and discharging of clean oil only.

Berth No. 4: Owned by Sumitomo Chemical Co. Ltd., Kikumoto Works and used for discharging of Bauxite, anthracite, salt, fluorspar and loading of alumina. Three 5 ton level mobile cranes, maximum reach 22 m. and maximum height 20 m.

Berth A: Public berth for general purposes, no buoy, just anchorage. However, vessel anchoring at this berth sometimes ordered by port authority to shift order vessel approaching or leaving berth no. 4 may pass.

Berth B: Owned by Sumitomo Chemical Co. Ltd., Niihama Works and used for loading of fertiliser and discharge of phosphate and muriate of potash. Possible to use for general purposes with permission by Sumitomo Chemical Co. Ltd., Niihama Works through Agent. Vessel moors stern to wharf with two anchors about 4 shackles each.

Berths C and D: as above.

Average Rate of Discharge

Phosphate	70–90 tons by ship's gear
Potash	40–60 tons by ship's gear
Copper Conc.	70–90 tons by ship's gear and 130–150 by cranes
Nickel Copper Conc.	70–90 tons by ship's gear and 130–150 by cranes
Nickel Ore	40–70 tons by ship's gear and 40–70 by cranes

Bauxite	140–160 tons by cranes
Anthracite	60 tons by ship's gear and 80–100 by cranes
Salt	120–140 tons by cranes
Lumbers	13,000–15,000 BFM
Average Rate of Loading	
Fertiliser in bags	30–65 tons per hour by ship's gear
Alumina	100 tons per hour by two pneumatic loaders

MEDICAL: Hospitals and medical facilities available week-days only.
TANKERS: No facilities for oil carriers.
DENSITY: Entrance 1.023 (rate of tide, 1 knot); channel 1.022; anchorage 1.021.
FUEL: Available but not in bond. Bunkers in bond available from main ports or oil stations in tranship. 2 days notice.
FRESH WATER: By barge which needs about one hour to supply after being alongside vessel. 4 trips daily available. By shore line, rate 10 tons per hour.
DEVELOPMENTS: Sumitomo Chemical Co. Ltd., Kikumoto Works, intend to make another Bauxite berth available for large size vessel (suitable for vessels up to 50,000 dwt).

Sumitomo Metal Mining Co. Ltd., Niihama reclaiming land adjacent to Western harbour limit of port of Niihama to construct additional refinery for producing copper with a berth for 25,000 ton vessel to discharge copper concentrate. Final date of completion unknown.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Stevedores.
CUSTOMS ALLOWANCES: Only 50 cigarettes to take ashore. No spirits.
CARGO GEAR: Valid Cargo Gear Certificate sometimes required by stevedores when cargo gear maintenance appears to be poor.
CONSULS: None. Nearest in Kobe.
REPAIRS: Minor repairs only. Main engine piston overhauling possible.
DRY DOCKS: None. For nearest see "Matsuyama".
REPATRIATION: Arranged by Agent.
AIRPORT: None. Nearest at Matsuyama and Takamatsu. All Nippon Airways – 11 flights per day to Osaka and one to Tokyo.
TIME: GMT plus 9 hours. Permanent.
HOLIDAYS: National Holidays: New Year's Day, January 1st; Adult's Day, January 15th; Foundation Day, February 15th; Vernal Equinox Day, March 20th; Emperor's Birthday, April 29th; Constitution Memorial Day, May 3rd; Children's Day, May 5th; Respect-for-age Day, September 15th; Autumnal Equinox Day, September 23rd; Physical Culture Day, October 10th; Culture Day, November 3rd; Labour Thanksgiving Day, November 23rd.

Local Holidays: New Year's Day (Lunar Calendar), January 30th; May Day, May 1st; Memorial Day of the Sea, July 20th; Bon Festival (Lunar Calendar), August 8th; Autumnal Festival, October 17th–18th.

Vessels may enter/leave *except* January 1st, and cargo work can be done as usual at overtime rates on above national/local holidays *except* for *Niihama* December 31, January 1, 2, 3, and October 17, 18.

Vessels may enter/leave port at overtime rates and cargo work will be done up to 1700 hours (day-time) against surcharges.

No cargo will be handled: *Niihama* December 31, January 1, 2, 3, and October 17, 18. No ship's movement (as well as cargo handling) can be done on January 1st.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: *Quarantine:* Hiroshima Quarantine Office, Niihama Detached Office, Nishibara-cho, Niihama, tel. Niihama 2–3966.

Customs: Kobe Customs, Niihama Branch Customs, Nishibara-cho, Niihama, tel. Niihama 2–3405.

Immigration: Niihama Port Station, Takamatsu Immigration Office, Nishibra-cho, Niihama, tel. Niihama 2–2672.

Maritime Bureau: Sanbashi-dori, Niihama, tel. Niihama 2–2855.

Maritime Safety Agency: Nishibara-cho, Niihama, tel. Niihama 2–3879.

Emergency Procedure: No Harbour Master radio available, therefore cable Agent. Telephone sub-agent since one person will be in attendance even during night, who in turn will contact person in charge.

Salvage: No salvage tug stationed, nearest from Kure.
SHORE LEAVE: Crew allowed ashore with pass.
AUTHORITY: Port and Harbour Bureau.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K., 1594, Sobiraki-cho, Niihama. Tel. Niihama (0897) 37–1101. Telegraphic "Sumitomosoko Niihama".

NISHIHARA (Buckner Bay), Okinawa: 26.14 N. 128.50 E.

DOCUMENTS:
Ship's Register.
6 Crew Lists.
List of Valid Smallpox/Cholera Certificates.
Cargo Manifest.
Bill of Lading.
1 Stores List.
1 Personal Effects List.
Health Declaration.

Each crew member will be issued with an Official Pass, which must be returned prior vessel sailing.
PILOTAGE: Normally vessels will be expected to enter Nakagusuku Bay through entrance marked Tatsu Kuchi, and pick up Berthing Master inside bay—South of TsukenJima. Inside bay Berthing Master requests that vessel keeps South of buoy marking Chikunigaa Shoal. No vessels should enter bay without first establishing communications with "Esso Control"—or without berthing instructions by WT from Agent. Berthing may be carried out at any time or day or night—depending on weather conditions.

A safe convenient pilot ladder is to be provided for the Berthing Master. Berthing Master stays aboard vessel throughout discharge.
MAX. SIZE: For crude vessels a single point mooring (SALM—Single Anchor Leg Type Mooring), capable of handling vessels from 90,000 dwt. to 250,000 dwt. is established in approximate position lat. 26° 14′ N. long 128° 49.7′ E. about 2½ miles offshore.

Products are shipped from a pier connected to the shore—the pier has two berths, one for vessels up to 65,000 dwt. and one for small vessels.
PRATIQUE: Port Officials will board vessel after berthing.
RADIO: Crude vessels discharging at Nishihara should report ETA Fairway Buoy, 72, 48, 24, 12 hours prior arrival. Prior immediate arrival, vessels should establish contact with "Esso Control", VHF Channel 16, and Master will be informed of berthing instructions.

Weather reports are essential—particularly during typhoon season.
CRUDE BERTH: Single buoy mooring with vessel secured by two heavy polypropylene lines from buoy. Lines connected to chains through Bow Mooring Pipe and secured inboard. Chains secured direct to Brega Pin or by double polypropylene lines to bollards, port and starboard side of forecastle head. There is 85 ft. of water at buoy position. Vessels may remain in berth in winds of up to 50 m.p.h.

Floating hoses, two by 24 in. to two by 20 in. connected to two by 16 in. is connected on vessel's port side. There is a 42-in. line from buoy to shore.
TIME: GMT plus nine hours.
SHORE LEAVE: Shore leave is permitted—launch service may be arranged but is at vessel's expense.
AUTHORITY: Esso Standard (Okinawa) Limited, Nishihara Refinery, Okinawa.

OFUNATO 39.03 N. 141.44 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory. Pilot boards about two miles from entrance of Ofunato bay, at 38° 59′ N. and 141° 48′ E., where depth 35 metres (but not after dark). Master must radio vessel's Agent of ETA 24 hours in advance, because neither telegraphic address of pilot station nor VHF available.
ANCHORAGE: Not suitable in stormy weather. Depth of water at anchorage 30 to 40 metres. Quarantine anchorage located between radius 500 metres of 38° 59′ N. 141° 48′ E.
RESTRICTIONS: Depth of water at entrance of passage 14 metres, oil tanker's draft restricted to 13 metres (42 ft. 6 in.), and draft of log and coke carriers restricted to 8 metres (26 ft. 2 in). Depth of water alongside wharf 9 metres (29 ft. 5 in.) at mean level.
MAX. SIZE: (*a*) Tankers: 35,000 g/t. (*b*) Log and Coke carriers: 8,000 g/t. Length (*a*) 250 metres (968 ft.) (*b*) 200 metres (774 ft. 4 in.); breadth (*a* and *b*) No limitation; draft (*a*) 13 metres (42 ft. 6 in.); (*b*) 8 metres (26 ft. 2 in). Tide range: 1–1·4 metres (3 ft. 3 in.–4 ft. 7 in.).
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: One tug 250 h.p., but assistance from three or four others available, and they usually join vessel about 400 metres in front of jetty and discharging wharf. Ship's lines used if necessary.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No special requirements at present. Only one berth, and maximum draft 13 metres (42 ft. 6 in.).
DENSITY: Average density 1.020.

FRESH WATER: Available from shore installation. Supply 10–15 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
REPAIRS: Minor deck and engine repairs available.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Hanamaki Airport about 17 km. from Ofunato. All Nippon Air Lines; two flights between Hanamaki/Tokyo every day.
TIME: GMT plus 9. No alterations made to clocks during year.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: Discharging ex-gearless vessel at wharf unavailable, because no shore crane for discharge.
SERVICES: Surveyor: NKKK and Kentei Shin Nihonsha. Hold and tank cleaning. Provisions/Laundry/Water. Bunker: Domestic diesel oil available.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; 3 days extension possible if ship stays longer.
AUTHORITY: Ofunato Port Office.

AGENT: Sub-agents of Dodwell & Co., Tokyo, Abeki Shokai, c/o Fujisawaya Shoken, 10–12 Suzaki, Ofunato. Tel. Ofunato (019222) 2753. Telegraphic "Abe Ofunato".

OITA: 33.15 N. 131.35 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera. wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: If arranged at Sekisaki Pilot Station 33° 13′ N. 131° 54′ E. or Saganoseki Quarantine Station, usually use pilot boat; but Kyushu Oil Co. Ltd., Dolphin and Sumiyoshi Public Wharf, pilot boards by tug boat. At least one days notice for Pilot, as he comes from Moji.
ANCHORAGES: Waiting for berth or arrival at night: Kyushu Oil Co. Ltd., Dolphin 33° 17′ 14″ N. 131° 42′ 00″ E. Symiyoshi Public Wharf 33° 15′ 43″ N. 131° 35′ 52″ E. If anchorages full, Agent arranges with Harbour Master, and notifies Master.
RESTRICTIONS: No berthing at night.
MAX. SIZE: Kyushu Oil Co. Ltd., Dolphin alongside capacity: Max. d/w 200,000 tons. Length and breadth – no restrictions, d/w 220,000 tons have entered. Draft 20·10 metres.

Sumiyoshi Public Wharf: Anchorage breadth 260 metres; jetty length 184 metres; 185·92 metre length ship has berthed. Draft 9 metres. Vessels have berthed at high water with 9·3 metres draft. Ore Carriers up to 20 m. draft.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tug's lines used. 5 tugs available, up to 4,000 h.p.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At last 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: Kyushu Oil Co. Ltd. (Dolphin). For discharging: type, Chikusan Arm; pieces, 4 pieces and bunker line 1 piece (ASA 6 in.); joint type, ASA; size 12 in.; discharging maximum, 10,000 k/l per one hour.

Refinery has reducers as follows: ASA 16 in. 4 pieces, 14 in. 2 pieces; JIS 14 in. 2 pieces; ASA 10 in. 4 pieces, 8 in. 4 pieces; JIS 10 in. 2 pieces, 8 in. 2 pieces.

Following information required 3 days before arrival: Manifolds, type, size, number and distance between, also pump capacity.
DENSITY: 1.024/1.025.
FRESH WATER: Kyushu Oil Co. Ltd., Dolphin: Capacity: 30–50 tons per hour, by hose.

Sumiyoshi Public wharf: Capacity 30 tons per hour, by hose.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji – Fuel".
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
REPAIRS: Dockyard service-engineer available.
DRY DOCKS: None.
REPATRIATION: Possible.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance and Fire 119.
TELEPHONES: No telephones can be placed on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Bureau.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co., Ltd. Oita Tekko Bldg. 6th Floor C–1 Harakawa Chikugaiku Hagihara, Oita-shi Oita-ken. Cable Address: RINGER OITA. Tel. Oita (0975) 58–8266/7.

OMISHIMA (Ohmishima) Inokuchi Port: 34.16 N. 133.00 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54 E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Omishima Island located at centre of the Inland Sea and lies between Ehime and Hiroshima prefectures. Eastern part of island, Inokuchi surrounded by deep water where holding ground good. Oil company located at Inokuchi. No strong winds.
RESTRICTIONS: No restriction on entry; however mooring and unmooring to be carried out during day-time, regardless of tide and current.
MAX. SIZE: Maruzen pier, length of vessel 200 metres, breadth no limit, draft 9·40 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Join vessel at sea anchorage, always using tug's line without charge.
TANKERS: No advance information of loading/discharge lines required. No loading facility. Only one berth available for discharge. See "Max. Size".
DENSITY: Anchorage 1.025. Berth 1.025.
FRESH WATER: Not available but usually brought by barge from Onomichi (abour 3 hrs. run to Omishima). Rate of delivery 80 tons to 200 tons per hour which depends on barge.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: No consuls. Nearest Consulates are in Kobe.
REPAIRS: Minor repairs only.
REPATRIATION: Possible.
AIRPORT: Nearest at Matsuyama and Takamatsu.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONES: Not available.
GENERAL: Closed port. To conform with regulations vessel obtains special permission from Shikoku Maritime Bureau to enter.
Customs request vessels calling Omishima to obtain permission to enter at preceding port of call by paying charge at same rate of tonnage dues prior to arrival. This procedure undertaken by Agent. No quarantine station, nearest at Matsuyama. Immigration officer comes from Niihama.
SHORE LEAVE: Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: See "Matsuyama".

ONAHAMA (Iwaki City): 36.56 N. 140.55 E.

The port is protected by breakwater, 8,200 ft. long and is open to the South.
DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: No means of communication with Pilots and vessels should arrange pilotage by advising Agent of ETA. Vessels awaiting Pilot should anchor in position 36° 55′ N. 140° 54′ E. Pilot-boat carries flag "H".
ANCHORAGE: Just outside No. 1 West breakwater. Depth of water 14–22 metres.
RESTRICTION: Restriction only by ship's draft. Depths of water alongside wharves 9 and 10 metres at low tide, and rise of tide is about 1·40 metres highest.
MAX. SIZE: (Also see "Berthing").

	Length of Wharf	*Depth of Water*
No. 2	350 metres	9 m. for 165 m. and 10 m. for 185 m.
No. 3	350 metres	10 metres
	350 metres	10 metres

Each wharf used for 2 vessels, and view depths, Pilot requires restrict draft within 32 ft. 2 in.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Normally join vessel on passage from anchorage. Vessel's lines used.

"Bandai Maru"	800 h.p.
"No. 2. Shukutsu Maru"	675 h.p.
"Katori Maru"	675 h.p.
"Iwaki Maru"	300 h.p.
"Abukuma Maru"	1,300 h.p.×2

BERTHING: (Also see "Developments"). No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Wharf	*Name*	*Length*	*Depth*	*Size*	*Number*
		m.	m.	dwt	
No. 1	10,000 ton berth	123	9	10,000	1
	5,000 ton berth	240	7·5	5,000	2
	Coal berth	130	7·5	5,000	1
	1,000 ton berth	200	5	1,000	2
No. 2	10,000 ton berth	165	9	10,000	1
	15,000 ton berth	185	10	15,000	1
	3,000 ton dangerous cargo pier	dolphin	7	3,000	1
	500 ton dangerous cargo pier	dolphin	7	500	1
	700 ton berth	219	4·5	700	3
No. 3	15,000 ton berth	700	10	15,000	4
	700 ton berth	184	4·5	700	2
No. 4	15,000 ton berth	400	10	15,000	2
	3,000 ton berth	250	6	3,000	2
	700 ton berth	90	4·5	700	1

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, steveoores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No facilities for ocean-going tankers.
DENSITY: 1025.
FRESH WATER: Available from shore lines, at about 30 tons per hour. Additional 30% for overtime service; 1700–0800 hrs., Saturday afternoon, Sunday and holiday.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENTS: Wharf No. 5 and 6 will be constructed by 31/3/73. Length of wharf: 500 metres. Depth of water alongside: 12 metres.
GANWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnage. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
DRY DOCKS: None.
AIRPORTS: None.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Iwaki (02465); Police 3–3141; Ambulance and Fire, 119.
TELEPHONES: No facilities for connecting on board.
AUTHORITY: Onahama Port Administration and Harbour Construction Office, Fukushima Prefecture. Tatsumicho 38, Onahama, Iwaki, Fukushima Prefecture, Japan. Iwaki (02465) 2–4121.

AGENT: Sub-agent of Dodwell & Co., Tokyo. Abeki Shokai, c/o Minato Ryokan, 14, Onahama, Iwaki. Cables "Abe Iwaki". Tel. Iwaki (02465) 2–3712.

ONOMICHI–ITOZAKI (incl. Mihara, Matsunaga): 34.20 N. 133.16 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declarations, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea Ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout

24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

Inland Sea Pilot also berths vessels at anchorage berth (if Matsunaga Bay – logs), or pier in Itozaki district (Mihara section).

ANCHORAGES: Draft limitations: Itozaki-Mihara 7·5 m. Matsunaga bay 8·5 m. Tidal range: Maximum (+) 3·91 m. Minimum (−) 0·09 m. Capacity for 3×20,000 ton vessels.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Name of Berth	*Length*	*Depth*	*Permissible draft and length overall*	*Capacity*	*Shore crane and pipe-line*
Municipal Wharf	135 m.	7·5 m.	7 m.×130 m.	15,000	Nil
Anchorage		8·5 m.	7·5 m.	3×20,000	Nil
		7·5 m.			

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No facilities.

FRESH WATER: Available. Method of delivery (1) Barge. (2) Pier. Additional charge for overtime work and in event of bad weather.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 40 cigarettes to take ashore but no spirits.

CONSULS: None.

REPATRIATION: Possible.

AIRPORT: Nearest, Tokyo International Airport.

TIME: GMT plus nine hours. Permanent.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.

TELEPHONES: No arrangements for placing telephones on board.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

AUTHORITY: Port and Harbour Dept.

AGENT: See "Kure".

OSAKA: 34.41 N. 135.28 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: 24 hours notice required. Telegraphic address: "Hanshinpilot Osaka". VHF contact on Channels 12, 16, 19, 20. Agents operate Channel 26. Three 15-ton pilot boats with radio equipment to pilot office. Pilot boards anywhere within harbour limits. In event bad weather Pilot boards just inside breakwater when acknowledgement obtainable from Master. If awaiting Pilot, anchor inside harbour limits as near as possible to breakwater.

ANCHORAGES: Sections Nos. 7 and 8. Section 7 is quarantine anchorage. Section 8 for other vessels. Harbour Master allocates anchorage position prior vessel's arrival which radioed to Master by Agent. Max. draft about 42 ft.

RESTRICTIONS: Vessels only permitted enter from sunrise to 2000 hrs. However, order avoid danger, some wharves (oil wharf, Nakayama wharf and various shipyards where there is not enough space to conduct berthing operation), accept vessel only until sunset. Maximum depth 39 ft. 4 in., wharf no. 49.

Depth restrictions at other berths depend upon berth allocated. But less than 39 ft. 4 in.

MAX. SIZE: Maximum permissible length, 750 ft., draft 34 ft. 6 in.

PRATIQUE: Vessel requiring free pratique requested cable directly to "Quarantine Station", Osaka informing ETA, date of departure from last port, name of last port, number of crew and health condition. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Osaka Port Radio, 24-hour VHF service on Channels 16, 12, 19 and 20. Osaka Harbour Radar has 24-hour navigatipn aid and weather information service. Contact by VHF Channels 16, 14 and 22.

TUGS: Tugs join vessel just before harbour entrance. Tug's lines used, no extra charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by VHF or radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing. stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic setevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No slop discharge facilities.

Wharf No. 49, Sakurajima Oil Wharf, depth 39 ft. 4 in.
Wharf No. 47, Imemachi Nishi Wharf, depth 33 ft. 6 in.

DENSITY: Outside anchorage: 1023–1025. Near breakwater: 1020–1022. Average density inside breakwater 1020. Wharves near estuaries (Aji river, Shirinashi river, Kizu river and etc.): 1016–1020.

FRESH WATER: Methods of delivery: by barges or pipe-line. Rate of delivery: 200 ton barges – 4; 160 ton barges – 1; 60 ton barges – 1; Total – 6.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENTS: 6 container berths (2 already completed); 18 foreign trade berths (Liners and Tramps); 52 home-trade berths; completion of new berths by 1975.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CARGO GEAR: See "Certificates", but no special requirements.

CONSULS: The following countries have representatives in Osaka:

Austria	Denmark	Mexico
Belgium	El Salvador	Pakistan
Great Britain	Ethiopia	Portugal
Khmer Republic	France	Spain
Chile	Germany	Switzerland
China	Greece	Thailand
Costa Rica	Korea	United States

REPAIRS: All grades repairs possible.

DRY DOCKS: Mitsui Shipbuilding & Engineering Co. Ltd., Fujinagata Works, No. 1 dock size 446 ft. 2 in.×55 ft. 2 in., depth 17 ft. No. 2 dock size 541 ft. 2 in.×66 ft. 2 in., depth 23 ft. 5 in.

Hitachi Shipbuilding & Engineering Co. Ltd., No. 1 dock size 653 ft. 5 in.×88 ft., depth 34 ft. 3 in. No. 2 dock size 547 ft. 6 in.×75 ft. 3 in., depth 28 ft. 3 in.

Namura Shipyard Co. Ltd., No. 1 dock size 590 ft. 3 in.×90 ft. 1 in., depth 29 ft. 4 in. No. 2 dock size 478 ft. 7 in.×72 ft. 1 in., depth 29 ft. 1 in.

Sanoyasu Dockyard Co. Ltd., No. 1 dock size 508 ft. 3 in.×71 ft. 1 in., depth 24 ft. 2 in. No. 2 dock size 367 ft. 3 in.×55 ft. 6 in., depth 22 ft. 8 in.

AIRPORT: One hour required from Osaka Port to Osaka International Airport by car (about 25 km. distance). Regular airlines:

Overseas Lines, Japan Airlines, Cathay Pacific Airlines, China Airlines, Thai International Airlines, North West Airlines, Pan American Airlines, BOAC, Korean Airlines, Air Vietnam, Luft Hansa Airlines, Scandinavian Airlines.

Domestic Lines, Japan Airlines, All Nippon Airways, Toa Airways.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: Public 20 July; Sakurajima Nil; Silo Wharf 20 July; Nakayama Steel Nil.
POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance tel. 119; Fire tel. 119.
SERVICES: All services available.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Bureau.

AGENT: Dodwell Tramp Agencies, CPO Box 455, Osaka Kagatu-Seni Kaikan, 39, 5-chome, Kawara-machi, Higashi-Ku, Osaka. Tel. (06) 203–5151. Telegraphic "Dodship Osaka". Telex, OS 3250.

OTARU: 43.12 N. 141.01 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot district fixed by Ministry of Transport. Limit of Otaru piloting district is sea area surrounded by line drawn from Kayashiba-misaki to Horaiso-misaki and coast line. Licensed pilots stationed in office from 9 a.m. to 5 p.m. When Pilot observes pilot signal or is requested by any other means he comes out to ship at once. Boarding place about one mile from North B.W. Lt. H. 70 degrees. Pilot boat painted white and carries International Code flag "H" at forecastle deck. "Otaru Pilot" registered cable address for Otaru Pilot Association.
ANCHORAGE: Depth of water inside breakwater is 3·6 to 17·0 metres (average 9·4 metres) and nearly everywhere, except some Southern parts, good anchorage. Sea area, outside breakwater, also good holding for anchors, but be careful not to foul fishing nets. Around quarantine anchorage is best anchorage of ship staying outside breakwater.
RESTRICTIONS: Quarantine and Customs business between 0800 hrs. and 1700 hrs. Pilot: Vessel allowed to enter and leave day and night. Pilot assistance officially not compulsory but in practice necessary, and Pilots available 24 hours.
MAX. SIZE: *Buoys:* Four mooring buoys available for large vessels.
Pier and wharves: Three piers, two wharves, and one coal pier. Also No. 4 pier now under construction.

Mooring Buoys

Buoy Nos.	*3*	*4*	*5*	*6*
Position from North B.W. Lt.	307′ 1/3 1,065 m.	298′ 752 m.	279′ 3/1 494 m.	218′ 650 m.
Buoyance (ton)	8	12	15	15
Available capacity (g/t)	10,000	10,000	10,000	12,000

Cargo handled: grain, soyabeans, timber, fertiliser, foodstuffs.

Piers and Quays

	Length (metres)	*Depth of water* (metres)	*Capacity* (g/t)	*Main usage*
Pier No. 1:				
Berth No. 1–2	339	8·7–10·0	10,000×1 6,000×1	General cargo
3	127	7·5–9·0	3,000×1	ORE
4–5	293	8·1–9·4	6,000×2	Grain
Pier No. 2:				
Berth No. 7–8	293	8·7–9·8	6,000×2	Banana and GC
9	126	7·9–8·5	3,000×1	GC
10–11	293	8·0–9·5	6,000×2	GC and grain
Pier No. 3:				
Berth No. 13–14	343	8·3–10·0	8,000×1 10,000×1	GC, grain and Lumber
15	127	8·3–10·0	3,000×1	GC, grain and
16–17	361	8·3–10·0	10,000×2	Lumber
Wharf A:				
Berth No. 6	128	5·3–7·3	1,000×1	GC
18	129	5·2–5·7	1,000×1	GC
Sakai-machi Quay				
Berth No. 1–2–3	352	6·2–7·3	2,000×3	GC
Umaya-machi Quay				
Berth No. 1–2–3	392	6·6–7·5	3,000×2	Oil, cement, GC

PRATIQUE: See Hakodate.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Two tugs available for large vessels. Tugs M/S "Sakura Maru" 147 g/t 1,000 h.p. M/S "Tatwiea Maru" 38 g/t 180 h.p. Both belong to city's Harbour Bureau.
Position: Tug boat waits and joins vessel near appointed berth according to Agents' request. Tug's line in general use.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 21—0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: Available berthing for small vessels only, 1,000 g/t and usual berthing 300–500 g/t. Japanese tankers only. Draft: maximum permitted 7·2 m. Discharging: about 100 k/t per 1 hr.
DENSITY: Average 1025.
FRESH WATER: Good drinking-water at all piers and wharves. Two water barges (both 150 tons) available when off shore in harbour. International code flag "Y.J" used as "I want fresh water".
Remarks: Charges for water supply outside office hours (1700–0830) increased by 50% of basic. Very bad weather add 50%.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: No smoking at tanker berth, Umaya Machi Ganpeki No. 1 and No. 3 berth.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS:
American Consulate, Sapporo in Sapporo city only. Tel. 0122–22–5121.
U.S.S.R. Consulate, Sapporo in Sapporo city only. Tel. 0122–56–3171.
Korean Consulate, Sapporo in Sapporo city only. Tel. 0122–62–0288.
REPAIRS: All type of deck and engine repair are possible.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Distance from airport to Agent's office at Otaru about 80 km. Service bus air station in Sapporo to airport by each airline. Charge: Y200.– Flights: JAL (from Chitose airport to Haneda airport) 19 times per day. ANA (from Chitose airport to Haneda airport) 15 times per day. KOKUNAI KOKU twice per day.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: Stevedores do not work on 1st May.
POLICE/AMBULANCE/FIRE: Tel. Police 110; Ambulance and Fire 119.
TELEPHONES: Arrangeable on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Bureau.

AGENT: Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd., 1–9, 1-chome, Ironai-cho, Otaru. Tel. Otaru (0134) 3–3281. Telegraphic "Narasaki Otaru".

OWASE: 34.04 N. 136.15 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare 2 Inward/outward Declarations, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Ocean-going vessels calling at Owase have cargo destined to Toho Oil, Owase Refinery only. There is no local pilot association in this port and the Oil Refinery's Dock Master boards all vessels as a Pilot. Pilot boarding time is passed to ship by ship's Agents after consulting with pilot (Dock Master) and he boards vessel 1 mile East of Toto Island.
ANCHORAGE: Quarantine Anchorage position is 34° 4′ 13″ North 136° 16′ 43″ East. Depth Water 60–80 m. Radius 500 m. However, it is not advisable for vessels to stay there for a long time as there are many fishing boats nearby.
RESTRICTIONS: According to Agreement between Fishery Association and Oil Refinery, ship's movement is prohibited at night.
MAX. SIZE: Depth water alongside pier is 17.00 m. ship's maximum permissible draft is 16.20 m. at high tide. L.O.A. limited to 300 m. No restrictions as to breadth.
HEALTH: At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight

to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.
TUGS: Tugs usually join vessel at Harbour Limit (near Sabaru Island) and tug's line is used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
MEDICAL: No advance notice required unless urgent. Hospital facilities available.
TANKERS: One berth available – see "Max. Size".
FRESH WATER: Fresh water can be supplied to the vessel from pipe at Quay. Supply Capacity 30 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENT: Toho Oil have plan to construct New Dolphin Berth, 150 m. offshore where depth of water 21.00 m.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS/REPAIRS/AIRPORT: None.
TIME: GMT plus 9 hours. Permanent.
TELEPHONES: Emergency numbers, Owase Police Office (05972); 2–0004; Owase Fire Station (05972) 2–2020; Owase Hospital (05972) 2–2118. No facilities for placing telephones on board.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but extension possible if ship stays longer.
AUTHORITY: Port and Harbour Dept.

AGENT: Sub-Agents of Dodwell & Co., Tokyo. Uyeno Unyu Shokai, c/o Showa Yokkaichi Sekiyu Bldg., Building No. 40, 1, Shiohama-cho, Yokkaichi. Cables "Uyenoshell Yokkaichi;" Tel. (0593) 45–2271.

SAKAI: 34.34 N. 135.27 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
7 Crew Lists including Passport Nos.
2 Passenger Lists.
1 Store List
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, fire arms/swords, etc. (if first port of call in Japan).

Ship's Agent will prepare inwards/outward Declaration, 1 Cargo Manifest in transit using specific form. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Cable address "Hanshinpilot Osaka". 24 hours notice required. VHF (Osaka Port Radio, Channel 16, JBD Osaka Radio, Channels 25, 26 and 27. 3 boats capacity 15 tons, 147 h.p. Pilot boards anywhere within harbour area, but preferably at quarantine anchorage – sector No. 7. Bad weather: unable to take pilot. Boarding measures: safe pilot ladder. Anchorage for vessel waiting pilot: as Pilot boarding area.

Inland sea Pilot cable address: "Anjin Kobe" can also be used for following wharves: Kansai Oil Co. Ltd., Sakai Wharf; Koa Oil Co. Ltd., Sakai Wharf.
ANCHORAGE: Quarantine inspection carried out at quarantine anchorage Sect. no. 7 where maximum draft 12·5 m. Vessels with draft over 12·5 m. have to obtain free pratique at other ports.
RESTRICTIONS: (*a*) Arrival notice for ships over 500 tons gross must be tendered to Harbour Master 2 hours prior to passing No. 1 entrance passage.

(*b*) Entrance passage draft limitation: Passage No. 1 draft 10·2 m. Passage No. 2 draft 12·5 m. Hamadera Passage draft 16·0 m.
MAX. SIZE: Nippon Steel Corp., Sakai/Osaka Gas Wharf, Wharf No. 3-A and No. 3-B draft 14 m. LOA 255 m. Wharf No. 2-H draft 10·2 m. LOA 597 ft. 11 in.

Mitsui Toatsu Wharf draft 16 m. LOA 230 m.

Ube Kosan Wharf draft 9 m. LOA 430 ft. (export wharf). 10·2 m. 174 m. (import wharf).

Public Wharf No. 3 draft 9 m. LOA 160 m.

Minami Hakuchi anchorage draft 9·2 m. LOA 557 ft.

Kansai and Koa Oil Wharves draft 15·8 m. LOA 866 ft. 1 in.

Osaka Seiyusho Wharf draft 9 m. LOA 472 ft. 5 in.

PRATIQUE: See Osaka.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Join vessel at anchorage under instruction or attending Pilot. Tug lines used, cost in tug hire.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: See "Max. Size".
DENSITY: Osaka Gas Wharf and Nippon Steel Corporation Wharves 1020 to 1025.

All other wharves, 1010 to 1025.
FRESH WATER: Minami Hakuchi anchorage by barges. All other wharves by shore line.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stocks ports at maximum 7 days prior notice. Also see "Moji-Fuel".
DEVELOPMENTS: Sakai Harbour Bureau planning to construct two more public wharves where 15,000 dwt vessels can berth. Maximum draft 10 m.
GANGWAY/DECK WATCHMEN: Recommended and compulsory for tankers working cargo.
OPENING/CLOSING HATCHES: Stevedores open and close hatches with terms subject to charter party.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Each man allowed 200 cigarettes to take ashore but no spirits.
CARGO GEAR: See "Certificates" but no special requirements.
CONSULS: None.
REPAIRS: See "Osaka".
DRY DOCK: Hitachi Shipbuilding & Engineering Co. Ltd., Sakai Shipyard, Maximum draft 8 m., LOA 350 m., width 58 m.
REPATRIATION: Possible.
AIRPORT: International Airport Osaka, 45 km. distant.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: See "Osaka".
TELEPHONES: Available at: Osaka Gas Wharf, General Oil Co. Ltd. Wharf, Kansai Oil Co. Ltd. Wharf, Koa Oil Co., Ltd., Wharf.
SHORE LEAVE: Local Immigration Offices issue shore leave pass valid for 3 days, but daily extension required if ship stays longer.
AUTHORITY: Port Administration Office.

AGENTS: Dodwell Tramp Agencies, CPO Box 455, Osaka Kagaku Seni Kaikan, 39, 5-Chome, Kawara-machi, Higashi-ku. Osaka. Tel. (06) 203 5151, Telegraphic "Dodship Osaka". International Telex Os 3250.

SAKAIDE: 34.19 N. 133.51 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in vew of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Port located on North coast at East part of Shikoku Island in Inland Sea.

Boundaries and Areas. Area bounded by line joined with three points, East corner of Sosha river mouth, Mamako-Hana of Semi Jima and Tako-Saki of Shotsuji-Yama.

Depth of water inside harbour limit: 11 metres, outside harbour limit: 13 metres.
RESTRICTIONS: Vessels entering and/or leaving during day-

time only at wharves; but done day and night at sea anchorage provided favourable weather conditions prevail.

MAX. SIZE: East section of Centre pier, length 160 metres, breadth no limit, depth 10 metres.

West section of Centre pier, length 110 metres, breadth no limit, depth 7·50 metres.

Mitsubishi Chemical Industries wharf, length 250 metres, breadth no limit, depth 12 metres.

Anchorage inside breakwater, length no limit, breadth no limit, depth 7–9 metres.

Anchorage outside breakwater, length no limit, breadth no limit, depth 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from Cholera infected area within 10 days, Captain must advise crew and passengers health condition prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Wharves. Join vessel at sea anchorage, using tug's line without charge. Sea anchorage. No tug required in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: Inside harbour limit 1·025. Outside harbour limit 1·025.

FRESH WATER: Sea anchorage. No water barge available but usually brought from Onomichi (about 4 hours run to Sakaide). Rate of delivery 80 tons to 200 tons per hour dependant on barge.

Centre pier: Can be supplied by shore line with capacity 25 tons per hour.

Mitsubishi Chemical Industries wharf: Can be supplied by shore line with capacity 60 tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo, Ise Bay, Osaka and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No specific precaution.

DEVELOPMENTS: Asia Sekiyu Kaisha Ltd. intends to construct oil refinery installation but company has not yet decided when they are going to start this project.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificate sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CARGO GEAR: See "Certificates", but no special requirements.

CONSULS: None. See "Kobe".

REPAIRS: Only minor repairs.

DRY DOCKS: Kawasaki Heavy Industries Ltd., Sakaide, which is suitable to dry dock. Dock No. 2 for 500,000 dwt vessel. 450 m. × 72 m. × 12·3 m. Not yet in action for ship repairs. Only used at present for ship building and after services.

REPATRIATION: Possible.

AIRPORT: No airport. Nearest Takamatsu, All Nippon Airways 11 flights to Osaka and 1 to Tokyo.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: National Holidays – see "Niihama". Local Holidays: New Year's Day (Lunar Calendar) January 30th; May Day May 1st; Memorial Day of the Sea July 20th; Bon Festival August 8th.

No ship's movement can be effected on January 1st. No cargo handling on December 31st, January 1st, 2nd and 3rd, August 8th and October 15th.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119. Sakaide Maritime Safety Base, 6–2858.

TELEPHONES: No facilities for placing telephones on board.

GENERAL: Mitsubishi Chemical Industries Co. Ltd., Sakaide Works. As wharf of above works located outer harbour limit of Sakaide port, the undermentioned procedures required: In conformity with regulations, vessel required to get special permission for entering into closed port, which will be given from Shikoku Maritime Bureau.

Customs request vessel calls Mitsubishi Chemicals wharf to obtain special permission for entering. If tonnage dues paid prior arrival, this procedure will be attended to by Agent.

Waiting anchorage: Avoid Bisan Seto Boundary according to special water zone navigation order. Imperative to exclude water surfaces with established Fishery Privilege.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port Administration Office.

AGENTS: Sub agents of Dodwell & Co., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K., 1594, Sobiraki-Cho, Niihama. Tel. Niihama (0897) 37–1101. Telegraphic – "Sumitomosoko Niihama."

SAKATA: 38.57 N. 139.48 E.

Located at mouth of Mogami River. Strong wind blows from Japan Sea November to March.

In winter season, wave height between 3 to 5 metres, length 70 to 80 metres and period 7 to 10 seconds. Current South to North along coastline at 0·15 m. sec.

TIDAL RANGE:

Higher high water	+40 cm.
Spring tide high water	+28 cm.
Neap tide high water	+24 cm.
Mean sea level	+20 cm.
Neap tide low water	+16 cm.
Spring tide low water	+12 cm.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco Wine/spirits, camera, wrist-watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory but required. Order Pilot through Agent. Pilot boards about 600 metres off port entrance. In bad weather, wait instructions from Agent.

ANCHORAGE: All sea area available for anchorage. No prohibited anchorage areas. Pilot station and quarantine anchorage position 38° 56.5′ N., 139° 48.0′ E.

RESTRICTIONS: Ship movements in daytime only.

MAX. SIZE: Restricted by depth alongside West Pier, 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Niigata. Call sign JCF. Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: One of 800 h.p.

BERTHING:

Name	*Depth*	*Length*	*No. Berths*
East Pier	7·5 metres	260 metres	2
Nishi Pier	10 metres	185 metres	
West Pier	10 metres	185 metres	1
Ohama Pier	4·5 metres	260 metres	3
Ohama Pier	9 metres	330 metres	2
Sodeoka Pier	7·5 metres	390 metres	3
Buoy (Logs only)	11 metres	230 metres	1

STEVEDORES: Working hours: 0800 to 1700.

Phosphate rock in bulk handled at a rate of 200 to 250 tons per hour by shore crane.

Logs, 1,400 cubic metres per day are handled by ship's gear.

Rice, 900 to 1,000 tons per day loaded by ship's gear.

Manganese ore in bulk, 150 tons per hour by shore crane, 120 per hour by truck crane, 60 tons per hour by ship's gear.

MEDICAL: No advance notice required unless urgent. Medical facilities available at Sakata City Hospital.

TANKERS: Draft not to exceed 8·5 metres.

FRESH WATER: Available only from wharf at a rate of 25 tons per hour.

FUEL: Bunkers lightered from Hakodate provided at least 7 days' notice given.

GANGWAY/DECK WATCHMEN: Not specially required, unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCES: 200 cigarettes and three bottles of spirits per man.
CONSULS: Korean Consulate Tel. 0222-21-2751. Consul: Mr Cho Kian.
REPAIRS: Minor repairs only.
REPATRIATION: Crew replacement conducted basis "landing for transfer to another vessel."
AIRPORT: Yamagata Airport, situated 105 km. from Sakata. Two flights per day.
TIME: GMT plus 9 hours. No alterations.
HOLIDAYS: Public offices closed on Sundays and National holidays. Cargo work every day except 1st, 2nd and 3rd January.
POLICE/AMBULANCE/FIRE: Police (urgent 110; (usual) 2-6611; Ambulance (urgent) 119; Fire (urgent) 119; (usual) 2-3214.
TELEPHONES: No facilities for placing on board.
SERVICES: Compass adjustment.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 day extensions possible if ship stays longer.
AUTHORITY: Sakata Port Management Body. 5–15, 2-chome, Funaba-cho, Sakata. Tel. 3–5444.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Sakata Kairiku Unso K.K., 6–19, 2-Chome, Funaba-Cho, Tel. (02342) 2–1801. Cables: "Sakatakairiku".

SASEBO: 33.10 N. 129.43 E.

DOCUMENTS: See "General – Customs and Immigration".
PILOTAGE: Compulsory. Vessel should keep Pilot closely advised through Agent, of ETA pilot station at least 24 hours prior arrival and any subsequent change. Pilot boards vessel one mile Northwest Kogosaki lighthouse. (33° 06′ N. 129° 38′ E.). In bad weather, Pilot will board at 33° 05′ 48″ N. 129° 40′ 24″ E.

Telegraphic address of Port Captain JNK 500 kc/s (Sasebo Maritime Safety Office).
ANCHORAGE: Ample good holding ground in inner harbour, but is controlled by U.S. Navy and only following anchorage available for commercial vessels: No. 3 Section, Depth 10 m.–37 m. Capacity (g/t) 20,000 tons and over × 20.
RESTRICTIONS: Entry and departure from sunset to sunrise only allowed under extenuating circumstances subject to Port Captain's special permission. (MSTS chartered vessels excepted). No particular restrictions upon draft or tide conditions. Berthing during day only. Controlling depth of water – in the passage 23–54 m., at anchorage 10–37 m.
WEATHER: South-westerly winds prevail in summer, while Northerly blows frequently in other seasons. Maximum wind velocity recorded 26·1 m/sec. In early spring dense fog prevails, but renders navigation impossible only for 7 days or so.

Tidal range 2·6 metres. Current rate maximum 1·5 knots in vicinity of harbour entrance at rising tide. At ebb tide, it flows in opposite direction and is faster than during flood, but not so strong as to hinder navigation.
MAX. SIZE: "See Berthing". No particular limitation for entering port. For berthing however, acceptable length, draft and breadth will be decided case by case in accordance with conditions of each berth consulting with pilots, U.S. Navy and Port Captain. No tanker installations outside port.
PRATIQUE: (See Moji). Quarantine station: 33° 05′ 30″ N., 129° 42′ 00″ E.) 1½ mile East of Kogosaki lighthouse. Quarantine service from sunrise to one hour before sunset. Q flag should be hoisted until free pratique granted. When vessel arrives from plague and cholera infected or suspected area within 10 days (plague) and 5 days (cholera). 24-hour special quarantine required. All sanitary scuppers must be closed and garbage not thrown overboard after vessel reaches 60 miles off Japanese coast. Vessel chartered by MSTS or USN (GAA ,T/C, CVC, V/C) shall be cleared by U.S. Navy Quarantine and service available after sunset also.
RADIO: See "Yokohama".
TUGS: Normally join vessel about ½–1 hour prior berthing and tug's lines used. Charge for use of lines included in tug hire.
BERTHING:

Wharf	*Length* m.	*Depth*	*Capacity* (g/t)	*Cargo*	*Remarks*
Iorizaki	80·5	32′	20,000×1	Oil	Under U.S. Navy's control
Motofune No. 1	79·5	32′	20,000×1	,,	,, ,, ,,
Motofune No. 2	79·5	32′	20,000×1	,,	,, ,, ,,
Akasaki No. 1 & 2	298·0	40′	20,000×2	,,	,, ,, ,,
Akasaki No. 3	219·0	40′	20,000×1	,,	,, ,, ,,
Yokose	88·0	45′	20,000×1	,,	,, ,, ,,
India Berth No. 1	254·4	31′	20,000×1		For repairs
,, ,, No. 2–3	363·5	31′	20,000×2	Repairs	
,, ,, No. 4–6	575·5	31′	20,000×3	Repairs and general cargo	
,, ,, No. 7–8	363·5	31′	20,000×2	General cargo	
,, ,, No. 9	151·5	31′	20,000×1	General cargo	

No. 1–5: Exclusive use of SSK (Shipyard)
No. 6–9: Under control of the U.S. Navy. No. 6 and 7 berths can be used for commercial vessels, subject to the U.S. Navy's permission.

Maehata Gaibo No. 1	185·0	33′	20,000×1	Grain and general cargo
Ekiura Wharf	150·0	16′	1,000×2	General cargo
Hizukushi Wharf	103·0	15′	500×2	,, ,,
Maehata Wharf	143·0	15′	500×3	,,
Machata Gaibo No. 2	190.0	36′	25,000×1	Grain and general cargo

No. of Buoy	*Depth*	*Capacity (g/t)*
10		Over 10,000
23	9–23 m.	5,000 to 10,000
7		Under 5,000

These buoys also controlled by U.S. Navy and their use for commercial purposes subject to U.S. Navy's permission, except following buoy which is free for commercial vessels:

	Depth	*Capacity (g/t)*
No. 9	27 ft.	5,000×1

STEVEDORES: Maximum 10 gangs available.

Classification	*Regular employees*	*Temporary labourers*
Stevedores	100	150
Longshoremen/Warehousemen	100	200

2 shifts: 0800–1700 and 1800–0700 hrs. Normal working hours: 0800–1700 hrs. Overtime work possible by applying to Customs. No work can be arranged during New Year holidays (1st to 3rd Jan.), 31 Dec. and 1 May.
TANKERS: Diameter of lines: 8 in. No slop (Residue) discharge facilities. Number of tanker berth as follows:

Number	*Length*	*Depth*	*Remarks*
Akasaki No. 1, 2, 3.	517 m.	40′	under U.S. Navy's control
Motofune No. 1 & 2.	159 m.	32′	under U.S. Navy's control
Iorizaki	80·5 m.	32′	under U.S. Navy's control
Yokose	88 m.	45′	under U.S. Navy's control

DENSITY: 1·025.
FRESH WATER: Available by barge one each of 200 and 100 tons. Rate of delivery 30–60 tons per hr/barge. Water from hydrant at India Berth Nos. 6, 7, 8 & 9. Rate of delivery 25 tons per hr/hydrant.
FUEL: No stock of bonded oil, but lightered from other ports. Adequate notice required order avoid delay. Rate of delivery from barges 100/200 tons per hour.

Suppliers	*Installation*	*Notice required* days
Shell Sekiyu K.K.	Nagasaki	3
	Shimonoseki	4
Esso Oil Co.	Shimonoseki	4
	Sakai	6
Mobil Oil Co.	Kokura/Moji	4
	Oita	5
Caltex Oil Co.	Shimonoseki	4
	Kudamatsu	5
Mitsubishi Shoji Kaisha	Shimonoseki	4
	Kanokawa	5
C. Itoh & Co.	Matsuyama	5
	Mizushima	5
Nissho-Iwai Co.	Shimonoseki	4
	Matsuyama	5
Mitsui Bussan Kaisha.	Oita	5
Kanematsu-Gosho Co.	Kokura	4
	Tokuyama	5
Idemitsu Kosan Kaisha. / Marubeni-Iida Co. / Sumitomo Shoji Kaisha.	Tokuyama	5

DEVELOPMENTS: Berth under construction and expected complete 1975.

Wharf	*Length*	*Depth*	*Capacity*
Uragashira	260 m.	24 ft.	5,000×2

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CARGO GEAR: Shore cranes:

No.	*Capacity*	*Location*	*Owners*
1	250 tons	India Berth No. 5	S.S.K.
2	15 tons	,, ,, No. 3 & 4	,,
1	15 tons	,, ,, No. 7 & 8	U.S. Navy
2	10 tons	,, ,, No. 1 & 4	S.S.K.
1	1 tons	Hizukushi Wharf	Nishi Kyushu Whse. Co.
1	4 tons	Maehata Wharf	Sasebo City

Floating cranes:

No.	*Capacity*	*Owners*
3	30 tons	U.S. Navy
1	150 tons	U.S. Navy
		Their use for commercial purposes is subject to U.S. Navy's permission.
1	15 tons	S.S.K.
1	12 tons	,,

IDENTIFICATION CARDS: See "General – Immigration".
CONSULS: None
REPAIRS: All deck and engine repairs possible.
DRY DOCKS: Sasebo Heavy Industries Co. Ltd. No. 3 dry dock: Length 370·0 m. Width 70·0 m. Depth 15·0 m. Max. ship (dwt) 300,000. Another 5 dry docks available.
AIRPORT: Itazuke Airport, Fukuoka, about 120 kilometres (about 220 min. by taxi). Served by regular airlines. Omura Airport, Nagasaki, about 50 kilometres (about 70 min. by taxi). 7 flights daily. (All Nippon Airways).
TIME: GMT plus 9 hours. No alterations to clocks throughout year.

POLICE/AMBULANCE/FIRE: Police Station: Sasebo 3–7161 (if emergency: 110). Ambulance Sasebo 3–5121 (Sasebo Fire Station). Fire Sasebo 119 (Sasebo Fire Station).

TELEPHONES: No facilities exist for placing telephones on board.

GENERAL: *Customs:* When vessel arrives direct from foreign port, Customs officials board for search. Following documents to be submitted. Crew List, Passenger List, Store List, Manifest of crew personal effects (must be signed by individual crew member). Arms and ammunition List, Narcotics List, List of Port of call on current voyage, Discharging cargo Manifest, Through cargo manifest, Declaration inward/outward (Form No. C2000). Following will be checked on board. Ship's Registry, Last port clearance.

When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or agents to attend at Customs House for entry formalities with following documents. Discharging cargo Manifest, Through cargo Manifest, Declaration inward/outward, Ship's Registry, Last Port Clearance, documents entrusted with the Master by Customs at previous port.

On vessel's departure, clearance issued by Customs after confirming payment of tonnage dues.

Immigration: Immigration officials board vessel on arrival to examine passports, discharge books and/or other equivalent travel documents and provide a 72-hour landing pass for crew members and passengers. Two copies each of crew list and passenger list are required by them. Providing vessel's Agent with these documents beforehand will help in expediting immigration business on arrival. When vessel in port more than 72 hours, landing passes will be extended every 72 hours on application.

In event that crew members, without entry visas, to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days. Services are rendered from 0900 hours to 1700 hours.

MEDICAL: Hospital: U.S. Station Hospital (for U.S. military personnel only). Sasebo Dojinkai Hospital. Bussaka Dental Hospital. Tanaka Dental Hospital.

SERVICES: Hold cleaning. Compass adjusting. Fumigation.

AUTHORITY: Sasebo Harbour Administration, 3–1, Yorozu-cho, Sasebo City.

AGENTS: Subagents of Dodwell & Co., Tokyo. Nishikyushu Warehouse Co. Ltd., Tategami-cho, Sasebo. Tel. Sasebo (09562) 4–6161. Telegraphic "Ringer Sasebo".

SHIMIZU: 35.01 N. 138.30 E.

DOCUMENTS: *Quarantine* (only when arriving from a foreign port):
1 Maritime Declaration of Health.
1 Crew List.
1 Cargo Manifest.
1 List of Passengers (if any on board).
Log Book and Registry should be readily available.

Customs:
1 Declaration Inward/Outward with Ports of Call.
1 Ship's Registry
1 Last Port Clearance.
1 Store List including arms and narcotics.
2 Manifests of Cargo for discharge (prepared by Agents).
1 Manifest of Through Cargo.
1 Crew List.
1 List of Passengers.
1 List of Crew's Baggage (only necessary if crew-members have to land personal effects ashore.

Immigration:
2 Crew Lists.
1 Application for Shore-passes.
2 Lists of Passengers.
Notification of Departure, (to be returned through Agents after sailing).

Harbour Master:
1 Declaration Inward/Outward with Ports of Call.

Port Authority:
1 Declaration Inward/Outward with Ports of Call.

PILOTAGE: Pilot boats: black hulls and white house with H flag at bow. G flag: when requiring a Pilot. Pilot Station: 35° 01′ 30″ N. 138° 31′ 30″ E. (to be altered at a later date to the point 80 degrees 2600 metres distant from Masaki Lighthouse 35° 01′ 02″ N., 138° 31′ 06″ E. Night Pilotage: charge – 50% extra applicable from one hour before sunset to one hour after sunrise.

ANCHORAGES: See Section 3 on Chart of Shimizu.

MAX. SIZE: (See "Developments") Dry-cargo max. draft 11 metres. Length and breadth no restriction. Tankers, up to 16.50 m. draft.

HEALTH: Free pratique automatic calling at another Japanese port. Radio Pratique available.

RADIO: Cable Agent giving ETA, draft and any other informations via Shimizu Radio. Call sign: JGQ. Transmitting frequency 500, 512, 486 kc. Receiving frequency 500,480 kc. Area within 200 km.

VHF: Call sign: Shimizu Port Radio. Channels 16, 12, 14 Simplex, 20 Duplex. Power 50 w. Area 50 km.

TUGS: Normally join in-coming vessels near pilot station. Tugs's lines usually used no extra charge. Up to 2,000 h.p. available.

BERTHING:

Berth	*Length*	*Depth*
Hinode Wharf	820 metres	7·3–10·6 metres
Fujimi Wharf	360 metres	9.5 metres
Fujimi Wharf	515 metres	9–11 metres
Okitsu Wharf	899 metres	5·5–11 metres
Railway Wharf	266 metres	7·3 metres
Japan Light Metal Wharf	276 metres	9 metres
Orido Buoys No. 1/3 Max. size 20,000 tons		11 metres

SPECIALISED CARGO HANDLING FACILITIES:
Container Berth: Okitsu Wharf No. 00, 11,200 metres, 11·5 metres, 35-ton gantry crane.
Grain Berth: Fujimi Wharf No. 00, depth 11·0 metres, two suckers. Hounen Wharf, 255 metres, 11·0 metres, three suckers.
Wood Chip Berth: Sodeshi Pier No. 00, depth 12·0 metres, two unloaders.
Fujimi Wharf No. 3/4, depth 9·0 metres, four unloaders.
Bauxite Berth: Nippon Light Metal Wharf, depth 11·0 metres, two unloaders.

TANKERS: Honen Oil Refinery Company Wharf 180 metres long, with 11 metres depth alongside at low water.

Toa Petroleum Refinery Company operate a buoy mooring suitable for tankers up to 100,000 dwt. in depth of 15 metres at low water.

DEVELOPMENTS: Sodeshi Wharf construction to be completed end 1975.

STEVEDORES: Enable Agents order gangs important obtain accurate ETA in good time. Latest time to order gangs 1600 of previous day. Gang shifts: Normal and deferred shift 0830 every day. Night shift 1700 every day except last Sunday in month. Any request for attendance preceding 0830 non-acceptable.

MEDICAL: Masters to advise by radio prior arrival if medical attendance required.

DENSITY: 1023–1024.

FRESH WATER: Most berths supply by shore installations, otherwise barge. Minimum quantity of oil 20 tons.

FUEL: All grades of oil delivered by barge only.

FIRE PRECAUTIONS: Harbour fire-fighting corps with a fire-fighting boat.

GANGWAY/DECK WATCHMEN: Available for gangway, hold checking hawsers, bridge, telephone, etc.

OPENING/CLOSING HATCHES: On liners normally by stevedores with assistance of crews, otherwise according Charter Party.

CERTIFICATES: Ship Registry, Radio and Safety equipments Certificate, Deratting Exemption Certificate, etc.

CUSTOMS ALLOWANCES: Tobacco: 50 packets permitted per each crew per day. Wine 6 bottles per crew member.

IDENTIFICATION CARDS: Passport or Seaman's Book.

CONSULS: None.

REPAIRS: Most repairs and overhauls possible.

DRY DOCKS: NKK Shimizu yard (largest dock 210×24·6 metres).

AIRPORT: 180 km. distant from Haneda International Airport.

TIME: GMT plus nine hours. Permanent.

HOLIDAYS: No work on from December 31 to January 3 and Shimizu Port Festival Day (Aug. 5).

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119; Water Police (52) 0200.

TELEPHONE: Available on board.

SHORE LEAVE: Normally allowed.

AUTHORITY: Shimizu Port Administration Office, 2–9, Hinide-cho, Shimizu City, Shizouka Pref., Japan. Tel. (53)2201.

AGENT: Shimizu Shipping K.K. Kashiwa Building, 3, 4-chome, Minato-cho. Cables: "Shiship Shimizu." Tel. (0543) 53–3301.

SHIMONOSEKI (including Mutsure): 33.57 N. 130.58 E. (See Kanmon-Ko).

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: See "Moji".

ANCHORAGE: Nishiyama anchorage located off Hikoshima Island, on Western end of Honshu Island. Max. draft 9·5 m. capacity 10,000×2.

Mutsure anchorage: undermentioned area is open port. The sea area surrounded by:

(*a*) Line connecting Daibahana on Takenoko Island and top of Wagora Island.
(*b*) Line connecting top of Wagora Island and Udonohama on Mutsure Island.

(*c*) Coastline between Udonohama and Unoishibana on Mtsure Island.
(*d*) Line connecting Unoishibana and Anse-no-Shiri in Shimonoseki.
(*e*) Line connecting Anse-no-Shiri and point at 370 metres from Daibahana on the line connecting Daibahana and top of Wagora Island.
(*f*) Line long. 130° 54′ E.

Anchorage includes a part of quarantine anchorage and Mutsure oil berth; depth 10–25 metres.

RESTRICTIONS: See "Moji".

MAX. SIZE:

Wharf		*Length*	*Depth*	*Capacity (g/t)*
Western wharf	(Nos. 3–4)	340 m.	6·5 m.	15,000×1
Daiichi Pier	(Nos. 9–10)	330 m.	8·5 m.	24,000×1
	(Nos. 12)	330 m.	8·0 m.	13,000×1
Daini Pier	(Nos. 15–16)	340 m.	8·5 m.	15,000×1
	(Nos. 17)	210 m.	9·1 m.	25,000×1

For tank installations, see "Tankers".

PRATIQUE: See Moji.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

VHF: See "Yawata".

TUGS: See "Moji".

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

BRIDGES: No bridges at present, but construction begun on suspension bridge, across Kanmon Strait.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 21–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: Shell oil berth situated at Hikoshima, on Southwestern end of Honshu, facing Moji across Kanmon Strait. In vicinity of berth, flood tide sets to East, ebb tide to West, current about 5–6 knots. Mooring berth consists of 4 buoys, approximately 140 metres offshore, space between buoys being approx. 270 metres.

Maximum dimensions of vessel which can be safely accommodated are gross tonnage 18,000 tons, length OA 170 metres, breadth unlimited, draft 9 metres.

Vessels only berthed or unberthed when tide sets to west during daytime only. In approaching berth, as vessel comes against tide, full engine power and tug assistance required. One 10 in. pipe connected to vessel; discharge efficiency per hour 500–600 kl.

Taiyo Gyosho Installation located about 610 metres South of Mutsure lighthouse. At this berth, West-going current stronger than East-going and ship taken to berth only on Westerly current, with stern towards South. Most suitable berthing time is 2–3 hours after commencement of West-going current. Maximum dimension of vessel which can be accommodated at this berth is gross tonnage 37,000 tons, dead weight 60,000 tons, length OA 270 metres, draft 11 metres.

One 8 in pipe is connected to vessel. Speed of discharge is an average 1,000 kl per hour.

DENSITY: 1·025.

FRESH WATER: Good fresh water supplied either from water barge or from hydrants alongside wharves. Rate of delivery from water barge 50 tons per hour and from hydrants 40–50 tons.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji, Fuel".

DEVELOPMENTS: 182,000 m. land reclaimed since 1967 along National Railway wharves, near Shimonoseki Station and work scheduled to complete in spring 1973. At present, No. 18 wharf, mostly reclaimed land, used for ferry boat service linking Shimonoseki to Pusan, which opened service June 1970. After completion of reclamation, further three berths (Nos. 19, 20 & 21) will be equipped for larger vessels, where maximum draft planned 10 metres.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CARGO GEAR: See "Certificates", but no special requirements.

CONSULS: Korean Consul, tel. (66) 5341.

REPAIRS: All types of repairs possible.

DRY DOCKS: Mitsubishi Heavy Industries Ltd. 4 dockyards (Nos. 3 & 4 for smaller vessels).

Hayashikane Shipbuilding K.K. 3 dockyards (Max. 1,100 G/T).

Towa Shipbuilding K.K. 1 dockyard (Max. 1,000 G/T).

Mitsubishi Heavy Industries Ltd.

Dimensions of dock

	Length metres	*Breadth* metres	*Draft* metres
No. 1 Dock	164·13	25·0	7·04
No. 2 Dock	150·10	20·0	6·88

Max. size of vessel for docking

	Length metres	*Breadth* metres	*Draft* metres
No. 1 Dock	160·00	22·50	5·50
No. 2 Dock	143·00	19·30	5·00

REPATRIATION: Possible.

AIRPORT: Approx. 80 km. to Fukuoka airport; about 1½ hours by train. Approx. 18 km. to Kitakyushu airport; 40 minutes by taxi.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police station 110; Ambulance/Fire station 119.

TELEPHONE: Possible to place telephone on board.

SERVICES: All services available.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Port and Harbour Bureau.

AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., PO Box 72, 9–9, Minato-machin, Moji-ku, Kitakyushu. Tel. Moji (093) 331–1311/8. Telegraphic "Ringer Moji".

SHIMOTSU (including Kainan): 34.06 N. 135.08 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List,
1 Declaration of Crew's Baggage. i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot request to be given to pilot station through Agent. Advance notice of ETA: 72 hours and 24 hours before arrival. No VHF available. Pilot usually attends by tug boat. No special pilot boat. Pilot boards 34° 07′ 25″ N. and 13°5 06′ 45″ E. No alternative area in event of bad weather. Location of anchorage for awaiting pilot – 34° 07′ 25″ N. and 135° 06′ 45″ E., as pilot station.

ANCHORAGES: Quarantine anchorage, 20 metres depth.

RESTRICTIONS: Entry Day-time only; no entry at night.

MAX. SIZE:

	Length	*Draft*
Tonen O–1 (Shimotsu)	No limit	20·00 m.
Tonen E–1 (Shimotsu)	No limit	14·50 m.
Maruzen Buoy Berth (Shimotsu)	179 m.	10·50 m.
Maruzen Jetty 5 (Shimotsu)	230 m.	11·60 m.
Fuji Kosan Jetty 9 (Kainan)	245 m.	11·80 m.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:
Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case, of infectious disease within 15 days of arrival

If crew or passengers on board do not possess valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs join at Quarantine anchorage, tug lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

MEDICAL: No advance notice required unless urgent.

TANKERS:

		Diameter of shore pipes	*Slop facilities*	*Max. Draft*
Tonen O–1 Jetty	– Shimotsu	16″×3, 12×2	None	20.00 m.
Tonen E–1 Jetty	– Shimotsu	12″×2	,,	14·50 m.
Maruzen No. 5 Jetty	– Shimotsu	14″×2	,,	11·60 m.
Maruzen Buoy Berth	– Shimotsu	10″×1, 6″×1	,,	9·50 m.
Fuji Kosan Jetty 9	– Kainan	12″×1, 20″×1, 12″×1 (fuel)	,,	11·80 m.

DENSITY: Average density 1·012.

FRESH WATER: Available at every berth by shore lines, rate about 25 metric tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be

lightered from the nearest bunker stock ports at maximum 7 days prior notice. Some grades available in Shimotsu/Kainan subject to enquiry.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Only minor deck and engine repairs.
REPATRIATION: Possible.
AIRPORT: Osaka International Airport.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110 and Ambulance/Fire 119 (in case of emergency).
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port Administration Office.

AGENTS: Sub agents of Dodwell & Co. Ltd., Tokyo. Shimamoto Kaiun K.K., 5–7 Chikko, Wakayama. Tel. Wakayama (0734) 22–5111 Kainan (07348) 2–5463. Telegraphic "Shimamoto Wakayama" "Shimamoto Kainan."

SHIOGAMA: 38.20 N. 141.03 E.

Tohoku Oil Co. Refinery Terminal, Sendai.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including passport numbers.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Personal Effects.
Agent should be provided with necessary information to prepare Inward/Outward Declarations and Cargo Manifests.
PILOTAGE: Pilot boarding area in vicinity of position 38° 18′ N. 141° 11′ E. International Code signals used.
ANCHORAGE: Vessels waiting quarantine clearance or Pilot, anchor in vicinity of pilot boarding position given above.
RESTRICTIONS: Depth in approach channel, 12 metres at low water, with some shallow spots of 11·40 metres depth. Tidal range 1·10 to 1·30 metres.
MAX. SIZE: No restriction of vessel's length and beam. Draft controlled by depth in approach channel. Up to 50,000 dwt. tankers.
HEALTH: At first port of call in Japan vessel must obtain free pratique. Quarantine Officers attend only from daylight to sunset. Master required to produce all vaccination cards and Derat. Exemption Certificate.
If vessel arriving from cholera-infected area within ten days, Master must report crew and passengers' health condition to respective Quarantine office through Agent prior to arrival, and close all soil pipes before entering port.
RADIO: Choshi Radio or Nagasaki Radio.
TANKER BERTH: Dolphin berth situated in 14 metres depth of water. Length between dolphins, 125 metres.
Vessel discharges through two 16 in. shore lines each capable of receiving 4,000 t.p.h.
FRESH WATER: Supplied by shore line at 50 tons per hour.
FUEL: Nearest bunker stock port Tokyo Bay. Lightered subject to 7 days' prior notice. Local supply expected to be available 1973.
TIME: GMT plus 9 hours. No alterations during the year.
AUTHORITY: Port Administration Office.

AGENT: Abeki Shokai, c/o Sendaiwan Marine Service Co., Ltd. 7–16, Teizan–dori 1-chome, Shiogama–shi Miyagi–ken. Tel.: Shiogama (02236) 4–2301. Cables ABE Shiogama.

TANABE: 33.44 N. 135.21 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory, but if required Agent to be advised 72 hours prior arrival. No pilotage sunset to sunrise. Anchorage waiting for Pilot 33° 42′ N.; 135° 19′ E. Pilot station 2,200 metres 315 degrees from Banshono-hana lighthouse. Depth, 38 metres.
ANCHORAGE: Waiting anchorage, 1,900 metres 40 degrees from Banshono-hana lighthouse. Depth, 19 metres. Bottom, sand and mud.
RESTRICTIONS: Maximum draft, 9·5 metres (31 ft.), high tide. Usual draft, under 8·5 metres (28 ft.).
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: If required, ordered from Wakayama subject three days advance notice. Tug's line used, no extra charge.
BERTHING: Two buoy-berths, depth 10 metres and 7·5 metres.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: No advance notice required unless urgent.
DENSITY: About 1.03.
TIDE: Tidal range. Maximum plus 2·13 metres. Minimum minus 0·21 metres.
FRESH WATER: Available by water-barge, capacity 30 tons. Day-time delivery only to buoy berths. 48 hours notice required.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
AIRPORT: Shirahama Airport about 25 km. distant. Domestic flights only, daily to Tokyo, Osaka, and Nagoya.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Tanabe police office, tel. 0739–22–1226; Ambulance, Chu-o Hospital, tel. 0739–22–8383; Fire department, tel. 0739–22–0931.
SERVICES: None available locally but obtainable from Osaka.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port Administration Office.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo. Shimamoto Kaiun K.K., 193 Kamiyashiki, Tanabe-shi. Tel. Tanabe (0739) 24–2424. Telegraphic, Shimamoto Tanabe.

TOBATA 33.55 N. 130.51 E.

(See Kanmon-Ko).

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using spedific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: See "Yawata".
ANCHORAGES: No. 5 section, Wakamatsu. Depth: 9–11 m. Capacity (g/t) 15,000×2. Quarantine anchorages also used when necessary.
WIND/TIDE: South-easterly winds prevail in the warm seasons and North-westerly winds in the winter season. The maximum velocity recorded in the past being 18 m./sec. The tidal range is 2·145 metres. The current at the channel leading to new port runs Southward at the flood and Northward at the ebb. The maximum speed of the current is about 3 knots. There is no current in the dock.
RESTRICTIONS:
(*a*) Vessels exceeding 20,000 tons gross may berth only within one hour before and/or after slack tide. Vessel's under 20,000 tons gross may berth regardless of current, if it does not exceed 5 knots.
(*b*) Night entry: Vessels under 10,000 gross tons may berth at Nos. 1, 2, 3 and 8 wharves until 2200 hrs. in summer season and 2100

hrs. in winter season, subject to Harbour Master's permission and Pilot's agreement.

(*c*) Night departure: Vessels under 20,000 gross tons allowed to sail from Nos. 1, 2, 3, 8 wharves and Nos. "A", "B", "C" buoys until 2200 hrs., regardless of current, provided they are moored with bow outward.

(*d*) Least depth in channel, 14·0 m.

MAX. SIZE:

(*a*)

Wharf	*Length* (m.)	*LOA* (m.)	*Depth* (m.)
1	200	180	11·0
2	200	180	12·0
3	250	220	13·0
4			17.0
8	316	250	12·0
9	280	170	10·0
Uchiura No. 5	221	175	8·5
Shoko wharf	165	150	8·5

(*b*)

Buoy	*Ship's LOA* (m.)	*Depth* (m.)
A	180	12·5
B	200	12·5
C	180	12·5

PRATIQUE: See Moji.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Two tugs join vessel at entrance of harbour (in front of harbour signal station). Vessels exceeding 20,000 tons gross require 3 tugs. One of them will join vessel at Mutsure leading into main harbour and 2 join vessel at entrance of port (in front of harbour signal station).

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. See "MAX-SIZE".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: Kinjyo Hospital, Yawata; Shimada Surgical Hospital, Yawata. No advance notice required unless urgent.

DENSITY: Average density in the port is about 1.019–1.021 in summer season, 1.025–1.026 in winter season.

FRESH WATER: Available in connecting lines from shore side at wharves Nos. 1, 2, 3, 8, 9. No. of hydrant 5 4 5 5 5. At buoys: from barges, arranged from Wakamatsu. Rate of delivery: 55–70 tons per hr. ex-hydrant, 60 tons per hr. barge. Overtime (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; bad weather, 50% add.; Sundays and holidays, 50% add.; minimum quantity at Tobata, 30 tons; minimum quantity at Mutsure, 50 tons.

FUEL: Available ex-barge. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No tanker berth. Each tugboat equipped with fire extinguishing system for attending emergencies on request.

DEVELOPMENTS: No. 4 wharf completed. Depth of water about 17 metres, but also 2nd plan for 19 metres. Berthing capacity, over 150,000 dwt.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: See "Yawata".

REPAIRS: All types of deck and engine repairs possible afloat.

DRY DOCK: No dry dock.

REPATRIATION: Possible.

AIRPORT: See "Yawata".

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Tobata police office, tel. 093–87–4321; Wakamatsu Water Police, Tobata Branch, tel. 093–87–1561; Ambulance/Fire: Tobata fire department, tel. 093–87–2621.

TELEPHONES: See "Yawata".

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kitakyushuko Kanti-Kumiai, Nishikaigan-Dori, Moji-ku, Kitakyushu City.

AGENTS: Sub-Agents of Dodwell & Co. Tokyo. Holme Ringer & Co. Ltd., c/o Tobata Works of Yawata Iron and Steel Co. Ltd., Motomiya-cho, Tobata-ku, Kitakyushu. Tel. Tobata (093) 87–1561 (ext. 5528). Telegraphic, Ringer Yawata.

TOKUYAMA: 33.59 N. 131.45 E.

Port situated in Yamaguchi Prefecture on Western part of mainland, facing Seto Inland Sea. Surrounded by Oshima peninsula on the East, by Otsu-Shima and Uma-Shima (islands) on the South-west, and by the land on the North. Forms a grand bay with deep water suitable for shelter. Sen-Shima and Kurokami-Shima (islands) lying in harbour, divide it into Tokuyama section and Tonda section.

DOCUMENTS:

(*a*) *Customs.* When vessel arrives direct from foreign port, Customs officials will board her for search. The following documents are to be submitted:

Crew List.
Passenger List.
Store List.
Manifest of Crew Personal Effects (must be signed by individual crew member).
Arms and Ammunition List.
Narcotics List.
List of Ports of Call on current voyage.
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration Inward/Outward (form No. 02000).

The following will be checked on board: Ship's Registry, Last Port Clearance. When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or Agent are to attend at Custom House for entry formalities with the following documents:

Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration Inward/Outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with Master by Customs at previous port.

On vessels' departure a clearance is issued by Customs, after confirming payment of tonnage dues. Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

(*b*) *Immigration.* Immigration officials attend from Tokuyama. They board vessel on arrival to examine passports, discharge books and/or other equivalent travel documents, and provide 72-hour landing passes for crew members and passengers. One copy each of Crew List and Passenger List are required by them. Providing ship's Agent with a Crew List beforehand will be a great help in expediting immigration business on vessel's arrival. When vessel stays in port more than 72 hours, the landing passes will be extended every 72 hours on application. In event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days.

PILOTAGE:

Inland Sea Pilot (*Sekisaki/Tokuyama*): Not compulsory. Agent gives 24 hrs. notice to Pilot Association, Moji, and advice if ETA changed. (Master to cable "Anjin Moji" in case ETA changed and believes that his advice, if relayed by Agent, will not reach in good time; for example, at night before date of arrival at Sekisaki). Location: 3 miles South of Sekisaki lighthouse (33° 13′ N., 131° 54′ E.). Pilot boards on vessel's arrival at pilot station day and night. No alternative area in event of bad weather. No VHF.

Harbour Pilot (*Tokuyama Harbour or Tokuyama-wan*): Not compulsory. Pilot boards in Tokuyama-wan at quarantine anchorage, or other anchorage to pilot to berth. Master who has not taken Pilot at Sekisaki should enter harbour without Pilot (no pilot station at entrance). Master to inquire position for anchoring from Agent prior arrival. Agent will advise Master in consideration of vessel's size, draft or nos. of other vessels, especially supertankers, in port.

ANCHORAGE: Quarantine anchorage, 34° 01′ N. 131° 46′ E., depth water 36 ft. Deeper water of more than 60 ft. about 2 miles S.W. of quarantine anchorage where quarantine board supertankers. If harbour congested, vessels, especially supertankers, anchor outer harbour. In this case quarantine go to outer harbour if advised by Master or Agent. In emergency or unable contact Agent, vessel can talk with Harbour Master by VHF, Channel 16, calling "Tokuyama Hoan". No restriction for entry into and/or departure from the anchorages after nightfall.

MAX. SIZE: Biggest recorded vessel to enter, 215,000 tons dwt, 64 ft. draft.

HEALTH: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Join inside harbour. For supertankers outer harbour if requested. Tugs' lines used. Eight tugs available, up to 4000, h.p.
BERTHING: Also see "Tankers". No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

(a) Wharf	Length (m.)	Depth (m.)	Capacity (g/t)	Cargo
Tokuyama Soda Salt pier	117	10·5	15,000×1	Salt
Tokuyama Soda Cement pier	162	10	2,500×1	Cement
Toyo Soda Fertiliser pier	160	9·5	10,000×1	Fertiliser
Toyo Soda Salt pier	110	10	15,000×1	Salt
Toyo Soda Salt pier	60	8	4,000×1	Salt
Toyo Soda Cement pier	125	10	10,000×1	Cement
Nisshin Seiko pier	66	5	1,000×1	Steel
Public Chikko wharf	200	6	3,500×1	General
Public Harumi wharf	140	7·5	7,000×1	General

(b) Buoy	Depth (m.)	Capacity (g/t)	Cargo
Sea berth	20·0	100,000	Oil
Nippon Seiro berth	12	20,000	,,

(Refer to Oil Terminals)

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ships crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
Loading/Unloading facilities
(a) Gangs: Maximum 20 gangs are available.

Classification	Regular employees	Temporary labourers
Stevedores	160	180
Longshoremen	80	60

Tokuyama Kairiku Unso Kabushiki Kaisha; Kamigumi & Co. Ltd.; Toyo Koun Co., Ltd.; Sankyu Transportation & Engineering Co., Ltd.
(b) Lighters: No lighter is available, but semi-motor schooners are arrangeable in case of need.
(c) Shore crane: None.
(d) Floating crane: No. 1. Capacity, 100 tons. Owners, Maruike Kaiun (from Kudamatsu).
(e) Average performance of loading/unloading: Loading: Cement in bags, 55–65 tons per hr./gang; Soda ash in bags, 40–50 tons per hr./gang; Fertilisers in bags, 55–65 tons per hr./gang. Discharging: Salt in bulk, 65–75 tons per hr./gang.
Working hours: One labour shift. Normal working hours: 0800 to 1700 hours. Overtime is possible by applying to Customs. No work can be arranged for during New Year holidays (1st to 3rd January).
MEDICAL: No advance notice required unless urgent. Hospital: Asanoumi Hospital, Asami Hospital, Ono Dental Plant.
TANKERS: No slop facilities.
(a) Idemitsu Oil installation.

Berth	Length (m.)	Depth (m.)	Mooring capacity (g/t)	Discharge efficiency per hr.	
Ohura No. 3 Jetty	250	13	50,000×1	Crude oil	5,000
				Fuel oil	4,000
				Diesel oil	4,000
Ohura No. 5 Jetty	300	13	70,000×1	Crude oil	5,000
				Fuel oil	4,000
				Naphtha	3,000
Centre Pier	220	12	35,000×1	Crude oil	2,000
				Fuel oil	1,500
				Diesel oil	1,500
				Kerosene	800
				Naphtha	1,000

Sea berth: is located in Tokuyama Bay at the position of 33° 59·5′ N., 131° 46·1′ E., consisting of seven mooring buoys. 130,000 tons deadweight tanker can be accommodated at this berth, being moored to buoys fore and aft. Four powerful tug boats and two line boats are engaged in berthing/unberthing. The depth of water is 20 metres. The 30-in. or 36-in. submarine oil-pipe is connected to vessel; discharge efficiency of crude oil per hour is 10,000 tons. Vessel should have derricks of more than 10 tons capacity.
(b) Nippon Seiro Refinery: The mooring berth consists of one oil pier and two mooring buoys, to which vessel is moored fore and aft, keeping about 15 metres off the pier. The depth of water is 12 metres. The maximum size of vessel which can be accommodated is 25,000 gross tonnage. A 10-in. floating oil-pipe, which joins with the shore pipe-line at the end of the oil pier, is connected to vessel; discharge efficiency per hour is 600 tons.
Nippon Geon Wharf (25 ft.) (for LPG).
DENSITY: Salt. 1.025.
FRESH WATER: Water barges available, one each of 450 tons, 350 tons and 160 tons. Hydrants at Idemitsu Central pier, Toyo Soda wharf. The rate of delivery: 50 tons per hour from barge, 20 tons per hour from hydrant.
FUEL: Ex-barge. Delivery rate 80–100 tons/hour. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Bunkering alongside Refinery berths not permitted.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
DRY DOCKS: Kasado Dockyard in Kudamatsu-wan, entrance 3 miles East of Tokuyama-wan entrance. Largest dry dock for 50,000 tonners and 4 other dry docks/building docks.
AIRPORT: Hiroshima (about 2·5 hours by taxi/train), Ube (2 hours by taxi/train) (two flights a day).
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police, tel. 110; Ambulance and Fire, tel. 119.
TELEPHONES: No facilities for placing on board.
SERVICES: From Moji, Kobe or Osaka.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Port and Harbour Bureau.
AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo. Tokuyama Kairiku Unso K.K., 2–18 Chikko-machi, Tokuyama. Tel. Tokuyama (0834) 31–1292. Telegraphic, Ringer Tokuyama.

TOKYO: 35.43 N. 139.45 E.

DOCUMENTS:
3 copies Inward/Outward Declaration – (Form C.2000).
1 copy Berth Application (normally prepared by Agent).
1 Cargo Manifest (Form C.2030).
1 List Ship's Stores (Form C.2060).
1 Parcel List.
1 Passenger Manifest (Form C.2070).
1 Crew Manifest (Form C.2080).
1 Statement by Master (Form C.2020).
1 Declaration for Payment Tonnage Dues.
1 Maritime Declaration of Health.
1 Application for Shore Passes.
PILOTAGE: 12 hours advance notice of ETA required. Pilot boats named Musashi, Takao, Tsukuba and Asuka. No light or sound signals, use ship's radio in case necessity arises. Address: Tokyo Pilot Union, 3–26–82 Kaigan, Minato-ku, Tokyo (at the Southern tip of the Shibaura Wharf). Tel. (453) 1691.
Pilot boards vessel outside harbour. Vessel awaits Pilot around "Quarantine Anchorage".
Vessels requiring a Pilot for the Uraga Channel should radio request to ANJIN Yokosuka advising ship's details and arriving time at No. 1 Uraga Channel light buoy. Uraga channel Pilot embarks three/five miles S.S.E. of Kannonsaki lighthouse, and will disembark on arrival at destination port limits. Applications for Uraga channel Pilot should reach pilot office 24 hours before vessels arrival at No. 1 Uraga channel light buoy.
ADVANCE APPLICATIONS: Passenger ships and large vessels using mooring facilities must submit applications for use of facilities to port managers (the Port and Harbour Bureau of Tokyo Metropolitan Government) through shipping firms or Agents 24 hours before entry into port so that they may have berths designated.
When they want to use anchorage facilities, they must submit applications for use of anchorage areas to Tokyo–Yokohama Port Director (the Port and Harbour Section of the Tokyo Maritime Safety Agency) to have anchorage sites designated. Small vessels of less than 300 gross tons do not need to submit anchorage application.
When ships of over 500 gross tons want to enter port at night (from sunset to sunrise), must submit applications in advance to port director and receive permission. Copy of written permission given to captain of ship when ship has entered port.
A ship carrying explosives or any other dangerous cargo must submit two copies of application in advance for permission to use port to Port Director. Such ships required to stay outside port in No. 3 Area. However, they will be allowed to enter port when port director considers it allowable.
RESTRICTIONS: No. 1 fairway is long and narrow (5,400 metres × 300 metres) and carries considerable traffic. Vessels under 500 tons not permitted use fairway when vessel over 5,000 tons is in transit. Depth in channel 90 m.
DEPARTURE PROCEDURE: Ship over 300 tons departing must hoist signal in daytime and two white lamps at night and make two prolonged blasts of whistles or siren 30 minutes before starts to move and then act according to signals given by signal station on Shibaura Quay. Departure notice must be submitted to Maritime Safety Agency and port managers (Operations Section of Port and Harbour Bureau). Foreign ships must submit required documents in addition to above notice to Tokyo Custom House, Immigration Control Office and Tokyo Medical Inspection Station to receive permissions from these quarters.
ANCHORAGES: (See "Advance Applications".)

Quarantine anchorage on starboard hand of No. 1 fairway.

Sector A triangular sea area formed by line passing through point 180° and 400 metres from light buoy No. 16 and point 105° and 240 metres from same light buoy. Accommodates one 1,000-ton class ship or two ships of 500-ton class or smaller.

Sector B circular area with radius 120 metres from point 295° and 380 metres from tide signal post of No. 3 Daiba. Accommodates one 1,000-ton class ship.

Sector C (263,330 square metres) is a space between Harumi Wharf and Toyosu Wharf. Accommodates five 2,000 ton class vessels.

Sector D (141,350 square metres) sea area enclosed by line drawn from point 217° and 400 metres from North-western tip of Tsukishima Fishery Base through No. 8 mooring buoy. No. 15 buoy and Southern tip of Tsukishima Fishery Base. Accommodates five vessels smaller than 1,000 tons, but two if vessels larger than 700 tons.

MAX. SIZE: (Draft). Tanker, 9·5 m. or less; bulk carrier, 9·3 m. or less; general cargo, 9·3 m. or less. (Quay and Pier capacity). Passenger vessels up to 20,000 gross tons or cargo vessels up to 15,000 dead weight tons.

(Tide). Vessels of said size will not be affected by tide. Largest vessels to enter: tanker, 29,060 dwt.; bulk carrier, 19,947 dwt.; general cargo vessel, 19,599 dwt.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health condition on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.

Crew List.

Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

Medical inspection of plants: When a report is received in advance from a ship by telegraph or other means of communication, Tokyo Office of the Yokohama Plant Disease Prevention Station must be notified by telephone or verbally in request for an on-the-spot inspection of plant in question.

Medical inspection of animals: When a report is received from a ship in advance by telegraph or other means of communication, the Tokyo Branch or the Haneda Branch of Animal Disease Prevention Station must be notified by telephone or verbally in request for an on-the-spot inspection of the animals.

RADIO: Vessels entering are watched at all times at Torigasaki, the entrance gate to Tokyo Bay, and record of passing the point is taken. As each ship passes point, this is immediately communicated by VHF radio telephone to head office of Toyo Signal Communications Company. From here news communicated on normal telephone or on exclusive direct call telephone to interested parties. (Also see "VHF".)

Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.

TUGS: The port has two tug companies: (i) Toko Service Co., Ltd., 3–25–8, Kaigan, Minato-ku, Tokyo. Tel. (452) 4781. (ii) Shibaura Tsusen Co., Ltd., 3–1–3, Kaigan, Minato-ku, Tokyo. Tel. (451) 3871. Upon notification to either, tugs will be waiting in neighbourhood of scheduled berth. Ship's lines to be used.

BERTHING: Any vessel entering port required to:

(1) Submit one each of "Declarations Inward Outward of Vessels" to TMG and TMSA. See "Documents". (2) Submit "Application for Berth" to TMG. See "Documents". (3) Submit "Application for Designation of Anchoring Site" to TMSA (Form No. 13) regarding anchoring area. Berthing will be in order of arrival, passenger and special cargo vessels excepted.

Name	*Length*	*Depth*
Shinagawa Wharf	1,143 metres	10 metres
Shinawaga Wharf	476 metres	8 metres
Sibaura Wharf	910 metres	7·5 metres
Shinode Wharf	565 metres	6·7 metres
Takeshiba Wharf	309 metres	6·7 metres
Harumi Wharf	1,707 metres	9/10 metres
Toyosu Wharf	550 metres	7·5 metres
Toyosu Wharf	250 metres	10 metres
other wharves		up to 7·5 metres

BULK HANDLING FACILITIES: Containers handled at two berths at Shinagawa Wharf equipped with gantry cranes lifting capacity 30 tons and 37·5 tons.

In current port development programme there is provision for a further 11 container berths in the port of Tokyo.

STEVEDORES: Advance advices should be made 24 hours at latest before vessel's arrival order arrange necessary gangs.

Discharge rates (approx.):

(*a*) Iron, steel and scrap, using crane or magnet, about 1,000 tons/day.

(*b*) Coal, crane and bucket, 1500/2,000 tons/day.

(*c*) Ores, grabs and bulldozers, 1,000 tons/day.

(*d*) Timber, 1,000 tons/day.

(*e*) Grain, crane with bucket or suction, 1,000 tons/day.

VHF:

A.	Transmitting antenna:	Located 39°26′ N. 139°39′ E.
B.	Type:	Single communication – Yagi type. Plural communication – corner reflector type.
C.	Direction:	Southern part of entrance to Tokyo Bay and Port of Tokyo.
D.	Frequency class:	F3
E.	Frequency:	Single communication – 156·6 mc/s., CH 12 156·7 mc/s., CH 14 156·8 mc/s., CH 16 (for calling, answering and safety) Plural communication – 161·6 mc/s., CH 20 161·7 mc/s., CH 22
F.	Antenna power:	50 W.
G.	Call sign:	Tokyo Port Radio.
H.	Range:	Approx. 1,000 km (straight range) South-east side – About 20 nautical miles South of Mojimazaki South-west side – about 5 nautical miles North of Oshima Island. North side – Tokyo Port and Chiba Port.
I.	Operating time:	All times.

Ship telephone: Uses VHF and is a service between navigating or anchored ships and subscriber telephones on land, and between ships connected via base station on land. Communicating sphere approximately 50 to 100 kilometres from base station. Base stations located so as to allow communication with any ship sailing along Japanese coasts.

Charges for device: Y1,000 for one telephone set and actual cost for use by ship.

Service charges: (in case Japan Telegraph and Telephone Public Corporation installed the unit) Y22,000 a month for long term, Y1,100 a day for short term.

Call charges: Within specified call area for ship telephone in general – Y90 up to 3 minutes and additional Y30 per minute after the 3 minutes.

MEDICAL: Hospitals, clinics and all specified facilities. Advance notice not necessary.

TANKERS: No slop discharge facilities, (but see "Services"). One tanker berth only, max. permitted draft 9·5 metres.

FRESH WATER: Water supply from hydrant by Tokyo Metropolis, and waterboat by private management.

(*a*)	Water supply on wharves	
	Application	Bureau of Port and Harbour Offices in charge of each wharf.
	Work of water supply	Tokyo Port Service Association.
(*b*)	Water supply by water boat	
	Extra charge	Overtime from 17.00 to 23.00 50% from 23,00 to 7.00 100% Special district 50% Festal day 50%

In the case of less than 15 tons per time, it will be considered 15 tons supply.

FUEL: All grades available. 24 hours notice required.

FIRE PRECAUTIONS: (Tankers).

1. Must enter port at dead slow speed preceeded by patrol boat of TMSA, one tug boat each side of vessel and followed by fire patrol boat.

2. Engine to be kept ready for immediate use in case of emergency.

3. Tow lines to be placed over bow and stern with eyes close to water surface.

Note: No vessels allowed alongside a tanker during loading or discharging.

DEVELOPMENTS: Port and Harbour programme for Tokyo, completion date target 1975.

1. Major reclamation and development of land.

2. Expansion of anchorage for discharging timber. Timber yards to be expanded.

3. No. 10 sector to be equipped to meet increasing internal trade.

4. Specialised wharves for iron, steel, timber and containers will be constructed.

5. No. 15 and Keihin No. 6 sections constructed to handle dangerous cargoes, mainly petroleum products.

6. Basin facilities and canals to be improved.

7. Dredging work in progress on 2nd fairway. When completed this fairway will be 300 m. wide and about 9 m. deep to be increased to 10 m. at a later date. A third fairway is also programmed.

GANGWAY/DECK WATCHMEN: Necessary only in the case of valuable cargo.

OPENING/CLOSING HATCHES: Normally by crew.

CUSTOMS ALLOWANCES: (Tobacco) 200 cigarettes a week. (Wine and/or spirits) 760 cc's per crew member per week.

IDENTIFICATION CARDS: Not required.

CONSULS: No consulates. But most countries have embassies in Tokyo.

REPAIRS: All grades of repairs available.

DRY DOCKS: Largest dry dock: length 180 m.; width 24 m.; depth, 7·27 m. Capable of accommodating vessel of 16,750 gross tons.

Also one other dry dock for ocean-going vessels.

REPATRIATION: All facilities. Crew accommodation:
(1) Tokyo Seamen's Club, 1–4–9 Kaigan, Minato-ku, Tokyo, Tel. (433) 5688.
(2) Tokyo Shibaura Seamen's Home, 1–11–8, Shibaura, Minato-ku, Tokyo. Tel. (451) 3249.
(3) Kaiko-ryo, c/o Tokyo Central Wholesale Market, 5–2–1, Tsukiji, Chuo-ku, Tokyo. Tel. (541) 0934.
AIRPORT: Distance to Tokyo International Airport, approx, 18 km.
TIME: GMT plus 9 hours. Permanent.
HOLIDAYS: National Holidays: New Year Holidays (Dec. 31st–Jan. 3rd); New Year's Day (Jan 1st.); Adult Day (Jan. 15th.); Foundation Day (Feb. 11th.); Vernal Equinox Day (around Mar. 21st.); Emperor's Birthday (Apr. 29th.); Constitution Commemoration Day (May 3rd.); Children's Day (May 5th.); Respect-for-Age Day (Sept. 15th.); Autumnal Equinox Day (around Sept. 23rd.); Tokyo Festival (Oct. 1st.); Physical Education Day (Oct. 10th.); Culture Day (Nov. 3rd.); Labour Thanksgiving Day (Nov. 23rd.).
No cargo work on 1st or 3rd Sundays of each month, and no work from 31st December to 3rd January inclusive. Cargo work can be arranged on all other days including National Holidays.
POLICE/AMBULANCE/FIRE: Tokyo Water Police, 1–11–12, Kaigan, Minato-ku, Tokyo. Tel. (433) 2411. Call Fire Stations for ambulances. Tokyo Water Fire Station, 5–1–23, Kachidoki, Chuo-ku, Tokyo. Tel. (531) 3121–3.
TELEPHONES: (also see "VHF")
Installed on ships moored at piers or jetties to allow telephone communications between ships and subscriber telephones on land and between ships.
SERVICES: Two tank cleaning companies available with barges of capacity 100 tons for disposal of residues. All other usual services available.
SHORE LEAVE: Crew members allowed ashore upon ship master's request to Tokyo Immigration Office if have valid passports or seaman's pocket ledgers. In case a crew member has a criminal record or has been expelled from Japan, he will not be allowed ashore.
PORT REGULATIONS: Maintenance of order in Port of Tokyo is under the responsibility of TMSA in accordance Port Regulation Law. In case of an occurrence of disaster, TMSA and the Tokyo Water Fire Station will take charge of refuge, rescue and fire fighting.
DELAYS: Congestion in the port. Bad weather.
AUTHORITY: Bureau of Port and Harbour, Tokyo Metropolitan Government, 5, Marunouchi 3, Chiyoda-ku, Tokyo. Tel. (212) 5111.

AGENTS: Dodwell Tramp Agencies, CPO Box 297, Togin Building, 4–2, 1-chome, Marunouchi, Chiyoda-ku, Tokyo. Tel. (03) 211–2141., Telegraphic: Dodwell Tokyo. International Telex: TK 2274, TK 2602.

TOYAMA: 36.46 N. 137.13 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
6 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory. No telegraphic address for pilot station. but Pilot arranged through Agent whom keep advised ETA which may be sent through Niigata Radio. Pilot boards one mile off East breakwater from small tug. In event bad weather recommend remain outside port until weather clears. Pilot available day-time only.
ANCHORAGE: The harbour at the Jintsu river mouth is always calm. Covers about 125 acres, with depths of from 16½ to 33 ft. over mud and sand. Room at anchorage for at least four vessels over 5,000 gross tons. Anchoring position for ocean tankers is 36° 48′ N.; 137° 14′ E.
MAX. SIZE: Length 170 metres. Draft 9·5 metres (summer) and 9·10 metres (winter). Tidal range max. 0·45 metres. Also see "Tankers".
PRATIQUE: See Fushiki.
RADIO (Also see "Pilotage"): Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Usually join vessel at port entrance but can join outside harbour for large vessels. Used only when pilot aboard.
"Narita Maru" – 2,060 h.p. uses own lines free of charge.
"Nihonkai Maru" – 1,800 h.p. uses own lines free of charge.
"Raicho Maru" – uses ship's lines.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
MEDICAL: No advance notice required unless urgent.
TANKERS: Maximum size: 80,000 gross and 150,000 Dead Weight, Max. Length overall 300 metres, and Safety Draft 19 metres for Sea Berth of Nihonkai Sekiyu K.K., Toyama. Two lines, diameters 16 in. Reducing pieces supplied as necessary. Discharging of Arab crude and Sumatra crude. Average discharge rates: Under 50,000 dwt – 2,000 tons/hour; above 50,000 dwt – 2,500 tons/hour.
DENSITY: 1015–1019 min./max.
FRESH WATER: Available ex-wharf at Nos. 1, 2, 3, 4 and 5 wharves; average 40 tons/hour. Other berthing positions supplied by barge which ordered from Fushiki and is filled up at Toyama.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: Nihonkai Oil Co., Toyama, issue Safety Regulations to Master on arrival tanker sea-berth.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crewdoing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Nil.
REPAIRS: Minor repairs only.
DRY DOCKS: Nihonkai Juko Co. Ltd., Toyama. No. 1 dock, used for construction. No. 2 dock, ship-building capacity: length, 104 metres; width, 15 metres; depth, 1·8 metres. Size of dock: length, 112 metres; width, 14·6 metres. depth, 4 metres. Maximum building capacity, 4,000 gross tonx. No. 3 dock, ship-building capacity: length, 150 metres; width, 20·8 metres; depth, 5 metres. Size of dock: length, 168·2 metres; width, 21·88 metres; depth, 9·2 metres. Maximum building capacity, 10,750 gross tons.
AIRPORT: Toyama airport, distance about 10 kilometres. Two daily flights.
TIME: GMT plus 9 hours. Permanent.
POLICE/AMBULANCE/FIRE: Police, Toyama North Police Station, Toyama (0764) 37–7171; Ambulance, Toyama Iwase Fire Station, Toyama (0764) 37–7141 or 119; Fire, Toyama Fire Station, Toyama (0764) 37–7141.
TELEPHONES: No facilities for placing on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Toyama-Kencho, 1–7, Shinsomagatiwa, Toyama City.

AGENTS: Sub-agents of Dodwell & Co. Tokyo. Fushiki Kairiku Unso K.K., c/o Toyama Kowan Unso K.K., 100 Higashi-Iwase-cho, Toyama-shi. Telegraphic, Fushiki-kairiku Fushiki. Tel. (0764) 38–1100.

TOYAMA SHINKO: 36·47 N. 137 10 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
6 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agents will prepare Inward/Outward Declaration, 2 Cargo Manifest and 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot available any time during daylight. Not compulsory. No telegraphic address of pilot station, therefore, direct advice to local Agent always required. Pilot meets vessels 209 degrees 2 miles off leading light of Fushiki Port, thence takes vessel to Fushiki Quarantine Anchorage ground, due to many fish-nets on both sides of fairway. No Quarantine Anchorage ground established presently at Toyama-Shinko, therefore, every vessel obtains Free pratique at Fushiki. If requiring to come into Quarantine Anchorage without taking Pilot, necessary to advise Agent in advance. In case of bad weather and need to await outside port, recommend cruising in Toyama Bay until sea abates. Bay area too deep to anchor and also danger of fish-nets. When approaching position for Pilot, give exact ETA to Agent by using Niigata Radio and/or VHF to Fushiki Harbour Master. Small wooden pilot-boat painted yellow. No particular light or sound signals required. Even if the vessel already obtained free pratique in other port, need to approach the aforesaid position for Pilot, because of no pilot position located in Toyama-Shinko.
ANCHORAGE: No anchorage at Toyama-Shinko, therefore, if vessel required to await for berth or some other reason, use Fushiki Outer Anchorage ground where safe at all seasons with depth from 8 to 11 metres. Sand and clay bottom. Room at anchorage for at least six vessels over 5,000 gross tons.
RESTRICTIONS: Pilot not available during darkness. No restrictions on tide, because small tide in all seasons. If draft over port limitation, vessel enters port after making adjustment by lightening in Outer Harbour in Fushiki.
MAX. SIZE: Length 200 metres, draft 34 feet. Tidal range is maximum 0·45 metres.
PRATIQUE: See Fushiki.
RADIO: (also see "Pilotage"). Recommend Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover

all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join vessel at port entrance, but sometimes in Fushiki Outer Harbour for larger vessels. Marita-Maru (2,060 h.p.) and Nihonkai-Maru (1,800 h.p.) provide lines, free of charge and Raicho-Maru (760 h.p.) uses ship's line. In case public tug, i.e. Nihonkai-Maru and Raicho-Maru used, always require Pilot on board.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must contantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Average density between 1015 and 1019 in all seasons.
FRESH WATER: Available, from wharfs No. 1, 2, 3 & 4, average 10 tons per hour. In other berths, to be supplied by barge, average 50 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker ports at maximum 7 days prior notice.
DEVELOPMENTS: (*a*) Planning to make one berth for 80,000 tons dwt. vessel, 280 metres long, 14 metres deep. However, the berth already constructed, and necessary to dredge to make deeper than present depths of 10·5 metres, together with making channel from 200 metres to 300 metres wide with 14 metres deep. (*b*) Planning to make 3 berths for 15,000 tons dwt., and 2 berths for 5,000 tons dwt.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
DRY DOCKS: No dry docks. Nearest available in Toyama.
REPATRIATION: Possible.
AIRPORT: Toyama Airport about 25 kilometres distance. Two regular services a day. ANA only.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: 1st May and New Year's day, most probably from 31st Dec. to 3rd Jan.
POLICE/AMBULANCE/FIRE: Police, Shinminato Police Station, Shinminato (07668) 2–3141; Ambulance, Shinminato Fire Station, Shinminato (07668) 2–3175; Fire, Shinminato Fire Station, Shinminato (07668) 2–3175.
TELEPHONES: No facilities for placing telephones on board.
SERVICES: Hold cleaning available.
SHORE LEAVE: Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer. Attending from Fushiki Immigration Office, Fushiki, due to no office in Toyama-Shinko.
AUTHORITY: Toyama-Kencho, 1–7 Shinsomagatiwa, Toyama City.
AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo, Fushiki Kairiku Unso Co. Ltd., 6–6 Fushiki-Minatomachi, Takaoka-Shi, Toyama-ken, and/or Toyama-Shinko Branch; 3-go ganpeki haigo-chi, Toyama-Shinko, Kataguchi, Shinminato-shi, Toyama-ken. Tel. Head Office in Fushiki; Takaoka (0766) 44–1300/9 and Toyama-Shinko Branch; Shinminato (07668) 4–3330. Telegraphic address Fushikikairiku Fushiki, only to Fushiki Head Office.

TSUKUMI: 33.05 N. 131.52 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory, but recommended unless Master well acquainted with locality. Pilot embarks vessel at anchorage, position 33° 05′ 30″ N. 131° 54′ 00″ E. Request for Pilot made through Agent; Master to report ETA 24 hours prior arrival.
ANCHORAGE: Good holding anchorage available; depth of water about 25 m. Loading and/or unloading of cargo usually effected alongside wharves and in event of loading/unloading at anchorage, when rough weather prevails, difficulty sometimes experienced on account of swell from open sea. Therefore suggested that vessel anchor as close to shore as possible consistent with safety.
RESTRICTIONS:
(*a*) Berthing: Night entry or berthing after nightfall, though not impractical (depending on weather) is not recommended unless special arrangements (stevedores, etc.) necessitate vessel's immediate berthing.
(*b*) Departure: Night departure allowed, weather permitting, and subject Pilot's agreement.
MAX. SIZE:

Wharf	*Length*	*Depth*	*Capacity* (g/t)
Noshima Pier	168 m.	16.0 m.	60,000
Prefectual W. (Noshima W.)	164 m.	9·0 m.	10,000×1
Onoda Cement No. 1 W.	82 m.	8·0 m.	3,500×1
Onoda Cement No. 2 W.	185 m.	8·0 m.	10,000×1
Nittetsu Pier	155 m.	10·5 m.	18,000×1
Todaka Pier	120 m.	9·0 m.	15,000×1

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: One tugboat named "Bungo" 1,600 h.p., 150 g/t.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: No advance notice required unless urgent.
DENSITY: Average density about 1.024.
FRESH WATER: Available. On prefectual wharf and Onoda No. 2 wharf, on Nittetsu Pier, and by barge on anchorage.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: By Marine Security Guards.
DEVELOPMENTS: New prefectural wharf. Now under construction. Length, 200 m.; depth, 15 m.; capacity 20,000 g/t×1, 3,000 g/t×1.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Nil.
REPAIRS: Local workshop available only for minor repairs.
REPATRIATION: Possible.
AIRPORT: Oita airport; one hour from Tsukumi by train. Regular airlines: ANA, JDA, TAW.
TIME: GMT plus 9 hours. No alterations to clocks during year.
HOLIDAYS: 14th–16th August.
POLICE/AMBULANCE/FIRE: Police, 110; Ambualnce/Fire, 119.
TELEPHONES: No facilities for placing telephones on board.
SERVICES: No special services available, but if required will be arranged by Agent who calls from another port.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
AUTHORITY: Usuki Doboku (Public Works) Office.

AGENT: Sub-agents of Dodwell & Co. Tokyo. Azuma Shipping Co. Ltd., 344–53, Shimoaoe, Tsukumi. Tel. Tsukumi (09728) 2–2144. Telegraphic, Ringer Tsukumi.

TSURUGA: 35.40 N. 136.03 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Daylight hours only. Pilot arranged through Agent. Await Pilot at quarantine anchorage (see "Anchorages").

ANCHORAGES: Quarantine anchorage is best area for anchoring to avoid heavy weather (being protected from the North by mountains). Position 35° 40′ 08″ N.; 136° 02′ 55″ E.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Join ship inside breakwater and use tug's line.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Depths alongside up to 12·0 metres.

New wharf depth 10 metres.
Kanegasaki Wharf, depth 9·5 metres.
Railway Wharf, depth 8·5 metres.
Horai Wharf, depth 7·3 metres.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No facilities for big tankers.

DENSITY: Average density through year 1.023.

FRESH WATER: Available from wharf, and by barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspectors ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs only.

AIRPORT: Distant one hour by train. Two flights daily to Tokyo.

TIME: GMT plus 9 hours. Permanent.

POLICE/AMBULANCE/FIRE: Police, 2–4000; Ambulance and Fire, 119.

TELEPHONES: Not available for placing on board.

SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

SERVICES: Hold cleaning.

AUTHORITY: Tsuruga Port Office.

AGENT: Sub-agents of Dodwell & Co., Tokyo. Tsuruga Kairiku K.K., 2–10, Sakura-cho, Tsuruga. Tel. (07702) 2–3111. Cables, "Kairiku".

UBE: 33.56 N. 131.15 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory but recommended unless Master well acquainted with area. No harbour Pilot stationed at Ube but Inland Sea pilot will attend.

Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with inland sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Sea bottom is mud.

	Depth	
	4–7·5 m.	*7·5–10 m.*
Sheltered	73,000	233,100 sq. m.
Unsheltered	12,175,500	680,000

RESTRICTIONS:

(*a*) Outer harbour: No restriction.

(*b*) Inner harbour: Berthing/unberthing is practicable only during daytime.

(*c*) Deep draft vessels may berth at high water only.

MAX. SIZE: See "Berthing" and "Tankers".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera infected area whithin 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi and North-bound to Nagasaki Radio respectively.

TUGS: "Naruto Maru" 2,800 h.p. stationed at Ube. Other tugs available from Moji or Tokuyama. Tug's lines used at no extra charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.

Wharf	*Length*	*Depth*
Ube Cement wharf	247 m.	9 m.
Ube Kosan Chisso wharf	188	9
Ube Kosan Urea wharf	223	9
Ube Kosan No. 2 pier	131	9
Central Glass wharf	162	10

Wharf for Limestone

Name of wharf: Okinoyama Limestone Wharf (Ube Kosen No. 5 Wharf). Length of wharf 165m. Maximum safe draft 11·00 m. Maximum D/W tonnage 30,000 tons. Fairway 300 m. wide, 2·25 m. long, 8·80 m. deep, with shallow spot 8·40 m. at low water. Accessible max. draft 10·50 m. Facilities Loaders×2; 1,500 tons per unit/hour. Entry and Departure Berthing/unberthing is practicable only during daytime. Deep draft vessel may unberth at high tide only.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50 % additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: Seibu Sekiyu Co. Refinery.

(*a*) Geographical Location: 33° 49′ 48″ North. 131° 13′ East. 163 degrees. 11,400 metres from Motoyama Misaki.

(*b*) Entry Permission: Sea berth located outside harbour limit of Ube port and treated as a closed port. Vessels therefore required to obtain special permission for entry from Customs at any open port prior to arrival.

(*c*) Restrictions: Max. 200,000 dwt. Max. safe draft 19 metres.

(*d*) Diameter/No. of shore pipes: Float-sink hose: 16 in×2 lines connecting to manifold; sub-marine hose: 20 in×2 lines; submarine pipe-line: 48 in.×1 line.

(*e*) Discharging Rate: 10,000 K.L per hour.

DENSITY: 1025.

FRESH WATER: (*a*) Water barges available from Moji and supply about 50 tons per hour. (*b*) Water from wharf supply at Central Glass Ube Cement and Ube Chisso wharves.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certifi-

cates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Sasebo Heavy Industries Co., Ltd., Moji; Kitakyushu Iron Works, Tobata; Ube Dockyard Co., Ltd.
DRY DOCKS: None.
AIRPORT: 30 mins. by road.
TIME: GMT plus 9 hours. Permanent.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
SERVICES: All services available.
AUTHORITY: Yamaguchi-Kencho 1–1, Takimachi Yamaguchi City.
AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo.
Tankers: Uyeno Unyo Shokai, Yamaguchi Branch Office, Oaza Nishioki, Onada City, Yamaguchi Pref. Cable address: Uyenoshell Ube, Domestic Telex: 6845–42, Tel. Ube (08368) 8–1171.
Dry Cargo Vessels: Nippon Express Co. Ltd., 5–12, 3-chome, Chuo-machi, Ube City, Yamaguchi Pref. Cable address: Nexco Ube. Tel. Ube (08362) 2–5135.

UNO: 34.29 N. 133.57 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.
1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33° 13′ N.; 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N.; 131° 03′ 12″ E.
ANCHORAGE:

Harbour anchorage	*Bottom*	*Depth*	*Position from Tobisu Beacon*
No. 1 anchorage	Sand and/	18·0 m.	320°–800 m.
No. 2 ,,	or Sand/Shell	14·0 m.	300°–750 m.
No. 3 ,,		21·0 m.	40°–1,200 m.
No. 4 ,,		18·0 m.	150°–500 m.
No. 5 ,,		29·0 m.	23°–850 m.
No. 6 ,,		18·0 m.	25°–1,300 m.
Mitsui			
No. 1 anchorage		Same No. 1 anchorage	328°–700 m.
No. 2 ,,		,,	293°–600 m.
No. 3 ,,		,,	252°–600 m.

MAX. SIZE:
No. 1 Pier: 150 m. from South end, draft limit 8·5 m.; 120 m. from above to North end, draft limit 7·5 m.
No. 3 Pier: Depth of approaches, 15–20 m.; length of berth, 150 m.; depth alongside berth, 13 m.; maximum draft acceptable, 10 m.; maximum length acceptable, 150 m.; maximum width acceptable, 20 m.
Mitsui Kindoku (HIBI), Private Pier: Depth of approaches, 16–20 m.; length of berth, 176 m., dwt. 30,000 tons; maximum draft acceptable, 12 m.; maximum length acceptable, 176 m.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs join vessel at out-harbour area. Tug's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: No advance notice required unless urgent.
TANKERS: None.
DENSITY: Winter 22·7; summer 23·98.
FRESH WATER: Available at pier (40 tons per hour) ex-shore pipe. Available by water barge, 50 tons capacity from Okayama.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consuls available, but marine note of protest can be attested by local notary public at Okayama.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS:

Dry dock	*Length*	*Width*	*Depth*	*Dwt. tons*
No. 1	545 ft. 6 in.	76 ft. 1 in.	26 ft. 9 in.	20,500
No. 2	560 ft.	74 ft. 1 in.	26 ft. 9 in.	19,000
No. 3	670 ft.	103 ft. 3 in.	32 ft.	46,000

REPATRIATION: Possible.
AIRPORT: Okayama airport 25 km. Only domestic airlines; 3 flights to Osaka, via Tokyo, daily.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police (for emergency), 110; Ambulance, 119; Fire, 119.
TELEPHONES: No arrangements for placing telephones on board.
GENERAL: 3 days notice of special requirements essential.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Tamano Port Administration Office.

AGENTS: Sub-agent of Dodwell & Co. Ltd., Tokyo. Naigai Unyu Co. Ltd., 3rd Floor Shokokaikan Bldg., Chikko Kaigan-dori, Tamanoshi. Tel. Tamano (0863) 2–5241. Telegraphic, "Naigai Tamano".

WAKAMATSU: 33.54 N. 130.48 E.

(See "Kanmon-Ko").

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.
1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N.; 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N.; 131° 03′ 12″ E.
ANCHORAGES: No. 5 section, Wakamatsu. Depth 9–11 m. Capacity (g/t), 15,000×2. Also quarantine anchorage.

RESTRICTIONS: Easterly winds prevail in warm season, dense fog prevails sometimes in spring and winter, but generally clears in a few hours in the morning. Tidal range about 1½ metres and current in leading channel about 1½–2½ knots, but no current in port. Due to narrow channel leading to main harbour and shallow water at entrance of channel, length and draft of vessels are generally limited as follows:

Buoy: Ship's length overall, 165 metres; draft, 8·5 metres; gross tons, 11,000 tons.

Fairway leading into main harbour about 200 metres wide and 2 miles long, running parallel to a breakwater and reclaimed land. In this channel, as in main harbour and fairway, vessels observe only one-way traffic and on an outgoing signal from the shore, wait outside for outgoing vessel until channel is cleared. Vessels with draft of more than 7 metres can enter/depart only at high tide. Entry permitted only from sunrise and vessel to be berthed before sunset. Night departure prohibited.

MAX. SIZE:

Buoy	*Ship's LOA*	*Draft*	*Capacity*
	m.	m.	
"B"	165	8·5	11,000×1
"C"	165	8·4	11,000×1
"E"	160	8·1	10,000×1
"N"	147	6·7	7,000×1
"O"	147	7·3	5,000×1
"L"	165	8·5	10,000×1

PRATIQUE: See Moji.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Two tugs join vessel under Wakato bridge at corner of fairway leading to main harbour.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

BRIDGES: Wakato bridge. Height of mast limited to 38 metres for passing under bridge.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berths.

DENSITY: Average density in port about 1.019–1.021 in summer season; 1.025/1.026 in winter season.

FRESH WATER: Available. Rate of delivery: 50–60 tons per hr. ex-barge. Minimum quantity at buoy, 10 tons; minimum quantity at No. 5 sec., 30 tons.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No tanker berth. Each tugboat is equipped with fire extinguisher system for attending emergency case at request.

DEVELOPMENTS: Land reclamation N.E. Wakamatsu for discharge wharves (coal/iron ore). Depth to be 12 metres. Completion 1973.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: See "Yawata".

REPAIRS: All grades deck and engine repairs afloat.

DRY DOCKS: None.

AIRPORT: See "Yawata".

TIME: GMT plus 9 hours. Permanent.

POLICE/AMBULANCE/FIRE: Wakamatsu Water Police, tel. 093–76–2731; Wakamatsu Police Office, tel. 093–97–2731; Ambulance/Fire: Wakamatsu Fire department, tel. 093–76–4031; Defence/rescue department, tel. 093–76–4353).

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kitakyushuko Kanti-Kumiai, Nishikaigan-dori, Moji-ku, Kitakyushu City.

AGENT: See "Yawata".

WAKAYAMA: 34.14 N. 135.10 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Wakayama-Shimotsu licensed Pilots. ETA advices to Agent. Pilot boards 1,500–2,500 metres off Wakayama break-water. Chart Nos. 1150 and 1143 (Japanese Maritime Safety Board). No pilot boat. Pilot boards from tug.

ANCHORAGE: For waiting Pilot and/or berth. (Nature of bottom, sand mixed with mud.) 1,500 metres 220 degrees from Red lighthouse; 1,500 metres 270 degrees from White lighthouse; 1,500 metres 235 degrees from Red lighthouse; depth about 11 metres.

RESTRICTIONS: Pilot available day-time only. Channel depth, 14·0 metres.

MAX. SIZE: (Wakayama Log Carrier): Section No. 1, LOA 150 metres, G/T 11,000 tons, draft 8·2 metres; South Section, LOA 160 metres, g/t 15,000 tons, draft 9·0 metres. (Sumitomo Metal Pier): LOA 250 metres, g/t 80,000 tons, draft 14·0 metres.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health condition on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or suspected case, of infectious disease within 15 days of arrival.

If crew or passengers on board do not possess valid Smallpox Vaccination Certificate.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tug assistance normally commences from outer harbour. Tug lines used and charge included in towage. Three tugs available, up to 3,000 h.p.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: 1.025–1.030.

FRESH WATER: Available, Water boat, capacity 60 tons.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs only. Wakayama-Sakai Co., tel. 0734–55–4147.

DRY DOCK: One small dock, Wakayama Zosen K.K.

REPATRIATION: Possible.

AIRPORT: Itami, Osaka, about 3 hours by car.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police, 110; Ambulance/Fire, 119.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Wakayama-kencho, 1–1, Komatsubara-dori, Wakayama City.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo.

Wakayama North Port (Sumitomo Steel Mills), Sumikin Kaiun Co. Ltd., c/o Sumitomo Kinzoku K.K., 1850, Minato, Wakayama. Tel. Wakayama (0734) 55–5151. Telegraphic, "Shipsumikin Wakayama".

Wakayama South Port (Lumber/log discharge), Shimamoto Kaiun K.K., 5–7, Chikko, Wakayama. Tel. Wakayama (0734) 22–3600. Telegraphic, "Shimamoto Wakayama".

YAWATA: 33.52 N. 130.49 E.

(See "Kanmon-Ko").

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: *Harbour pilotage:* Compulsory for entry and departure, but not when passing through straits. Pilots embark East-bound vessels at Mutsure quarantine anchorage (see "Moji"), West-bound vessels at Hesaki quarantine anchorage (see "Moji"). Two Pilots embark vessels exceeding 20,000 gross tons, charging 180% pilotage.

Sea pilotage: Vessel approaching from East obtain Pilot by radio request made at least 24 hours in advance. Pilot embarks 3 miles South from Sekisaki lighthouse; 33° 13′ N.; 131° 54′ E.

Pilots should be kept closely advised of accurate ETA pilot station. If any changes, Masters requested radio immediately to pilot offices direct or through Agent reporting revised ETA. Cable addresses of pilot offices: Harbour Pilot, "Kanmonpilot Moji". Inland Sea Pilot, "Anjin Moji". Require 24 hours notice of ETA, but can attend with 2–3 hours notice in emergency cases.

ANCHORAGES: No anchorage at Yawata, but quarantine anchorage used in essential cases. See "Quarantine".

RESTRICTIONS:
(*a*) Because of narrow channel leading to Yawata and shallow water at entrance of channel, length and draft of vessel limited, except for berthing at Nishi-Yawata wharf, where 20,000 gross tonnage with 200 metres length overall and 8·3 metres draft may be accommodated. Limits:

	Wharf	*Buoy*
Length (overall)	166 m.	155 m.
Draft	8·5 m.	8·5 m.
Gross tonnage	10,000 tons	10,000 tons

Vessel slightly exceeding above may be berthed at the Pilot's discretion, subject weather conditions and efficiency of engine, steering, etc.
(*b*) Fairway leading into main harbour about 200 metres wide and 2 miles long, running parallel to breakwater and reclaimed land. In this channel, as in main harbour and fairway to Yawata, vessels observe one-way traffic and, on a "not-clear" signal from shore, wait outside for outgoing vessels to clear channel. Vessels with draft of more than 7 metres can enter/depart only at high tide.
(*c*) Entry permitted only from sunrise and vessels to be berthed before sunset. Night departure prohibited.
(*d*) Wakato Suspension bridge crosses channel between Tobata and Wakamatsu. Height of bridge from water line at fairway 42·675 metres at spring high tide; height of mast of vessels passing under bridge limited to 38 metres.
(*e*) Easterly winds prevail in warm season. North-westerly winds in winter. Dense fog sometimes in spring and winter, but generally clear in morning. Tidal range about 1·2 metres. Tidal current in channel about 1½ to 2½ knots, but no current in port.
(*f*) Port privately owned and controlled by Nippon Steel Corp.

MAX. SIZE:

(*a*)

Wharf No.	*Length* m.	*Depth* m.
15	150	9·0
16	150	9·0
17	150	9·0
18	179	9·0
19	185	9·0
20	185	9·0
Nishi-Yawata	320	9·0
Makiyama	160	8·5

(*a*)

Buoy No.	*Depth* m.
4 berth (F–G buoys)	9·0
5 ,, (G–H ,,)	9·0
6 ,, (H–I ,,)	9·0
7 ,, (I buoy–anchor)	9·0
10 ,, (F ,,)	9·0
12 ,, (G ,,)	9·0
14 ,, (H ,,)	9·0
16 ,, (I ,,)	9·0

PRATIQUE: See Moji.

QUARANTINE:
(*a*) Quarantine station at Western entrance: Half-mile East of Mutsure lighthouse 33° 58′ 15″ N., 130° 53′ 43″ E.
(*b*) Quarantine station at Eastern entrance: 125 degrees, 1,500 metres from Hesaki lighthouse 33° 56′ 24″ N., 131° 30′ 12″ E.
(*c*) Quarantine inspection not allowed inside port except when weather or other special reasons prevent quarantine boat from approaching ship at anchorage.
(*d*) Quarantine service is rendered from sunrise to one hour before sunset.
(*e*) "Q" flag should be hoisted until ship in free pratique.
(*f*) Vessels exceeding 20,000 gross tonnage may undergo quarantine on application when they berth inside port.
(*g*) When ship arrives from plague-infected or suspected area within 10 days after she left such place, 24 hours special quarantine required. All sanitary scuppers must be closed and garbage must not be thrown overboard after ship reaches 60 miles off Japanese coast.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

VHF: Vessel can keep in direct contact with port authorities in regard to arrival, berthing instruction, etc. through VHF, details as follows:

	Kitakyushu (Moji)	*Shimonoseki*
(*a*) Call sign:	"Kitakyushu port radio"	"Shimonoseki port radio"
(*b*) Location of radio facilities:	The transmitting and receiving station located at top of Mt. Hinoyama, Shimonoseki, for the above both radio.	
(*c*) Type of wave:		
Channel: Simplex	16 (Calling, responding)	16 (Calling, responding)
,,	12 (Communication)	12 (Communication)
,,	14 (,,)	14 (,,)
Duplex	20 (,,)	20 (,,)
Outport:	50 W.	50 W.
(*d*) Operating hours:	0600–2000 hrs.	
(*e*) Communicating range:	Within a radius of 50 miles from the station.	
(*f*) Communicating language:	English and Japanese.	

TUGS: Two tugs join vessel at corner of fairway leading into main harbour. Ship's lines used when vessel berths.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

BRIDGE: See "Restrictions".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: Average density in port about 1.020–1.022 in summer season, 1.024–1.025 in winter season.

FRESH WATER: At buoys: Water barges available from Wakamatsu, rate of delivery about 50 tons per hour. At wharves: (Nos. 16, 17, 18, 19, 20 and Nishi-Yawata wharf.) From hydrants: 25–40 tons per hour. For supply at Nishi-Yawata wharf, one day prior notice required. Overtime charge: (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; bad weather 50% add.; Sundays and holidays, 50% add. Minimum quantity at Yawata, 10 tons. Minimum quantity at Mutsure anchorage, 50 tons.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No tanker berth. Each tugboat is equipped with fire extinguisher system for attending emergency cases.

DEVELOPMENTS: All the present discharging berths (wharves) for coal, ore (including Nishi-Yawata scrap wharf) converted to loading berths.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: British Consul, who is also acting Swedish Consul, is stationed with Holme Ringer, Moji (tel. 093–33–1311). American Consul stationed at Fukuoka (tel. 092–75–9331). Korean Consul stationed at Fukuoka (tel. 092–77–0461).

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: No dry dock available.

REPATRIATION: Possible.

AIRPORT: Fukuoka airport; approx. 70 kilometres.
(*a*) International line:
JAL, for Pusan (Tuesday and Thursday);
for Taipei–Hongkong (Monday and Thursday).
CPA, for Taipei–Hong Kong (Wednesday and Saturday).
KAL, for Pusan-Seoul (Mon., Tues., Wed., Fri., and Sat.).

(*b*) Domestic line:
JAL and ANA, regular service.

Kitakyushu airport; approx. 20 kilometres. Flights often suspended by heavy rain and fog.

(*c*) Domestic line:
ANA, regular service.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Yawata Police Station, tel. 093–67–6631; Wakamatsu Water Police, Yawata Port branch, tel. 093–67–0611; Ambulance/Fire, Yawata Fire Department, tel. 093–67–4831.

TELEPHONES: Nippon Senpaku Tsushin K.K. available at Moji (tel. 093–33–1089). In case of Mutsure anchorage, extra boat charge and personnel expenses will be incurred. Due to insufficient number of telephones require adequate advance notice for installation. Suitable ship's electrical voltage; DC–22/28 v. AC–100 v. 110 v. 120 v. (to keep at least within 10 v.).

GENERAL: Whenever vessel takes bunkers in port, advisable to close deck scuppers' holes before pumping in order to avoid overflow oil into sea.

SERVICES: Tank cleaning, sand blasting (Fuji Co., Tobata), chemical cleaning (Fuji Co., Tobata). Hold cleaning (Tsuyama Kosan K.K., Yawata; Fuji Co., Tobata). Compass adjusting (Kajiwara Koki, Shimonoseki). DF calibration (Nippon Radio Co., Tobata). Life-raft servicing and inspection (Kikutani Sengu, Shimonoseki; Marinair International, Kobe; International Marine, Kobe; Marine International; Yokohama and Tokyo); this service requires name of maker in advance. Radio and radar repairs available, but requires name of makers/type of the machine in advance. Laundry (Sunrise Cleaning, Tobata; Moji Dry Cleaning, Moji). Watchmen service available. Charts: only Japanese charts available locally; BA and HO charts can be obtained from Kobe and Yokohama respectively, with adequate notice. Grain fitting (Ushio Co., Moji; Fuji Sobi, Moji); this work is usually carried out at Moji (public port). Fumigation (Toyo Fumigation Co., Moji), this work is not permitted at Yawata but at Moji. Floating crane, capacity 200 tons (Kondo Kaiji, Wakamatsu; Nichibei Kosan). Diver (Nippon Salvage Co., Moji; Tsuyama Kosan, Wakamatsu). Salvage service (Nippon Salvage, Moji) Painting service (Fuji Co.).

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kitakyushuko Kauti-Kumiai, Nishikaigan-dori, Moji-ku, Kitakyushu City.

AGENTS: Sub-Agents of Dodwell & Co., Tokyo. Holme Ringer & Co. Ltd., c/o Yawata Works of Yawata Iron and Steel Co. Ltd., Edamitsu, Yawata-ku, Kitakyushu. Tel. Yawata (093) 67–0611. ext. 852. Telegraphic, Ringer Yawata.

YOKKAICHI: 34.57 N. 136.38 E.

DOCUMENTS: See "Yokohama".

PILOTAGE: Not compulsory; Pilot available at 34° 56′ 15″ N.; 136° 40′ 40″ E. Vessels requiring Pilot cable Agent at least a day ahead advising exact ETA pilot station. Wireless station for communicating with entering ships and for other port business, call signal JCZ. Radio wave in use is A1.A2 500 kc/s. and A1.A2 486 kc/s., output A1 50 w. and A2 110 w. Zone of communication about 100 km. Yokkaichi signal station also equipped for assigning berths to entering ships and for other port business. VHF communication available, call signal Yokkaichi Port Radio, Channel 16. Working Channel 14, hours 06.00 to 20.00 any day.

ANCHORAGE: Vessels anchor 34° 56′ 15″ N., 136° 40′ 40″ E. where authorities board and grant free pratique; maximum depth 13 m.

RESTRICTIONS: Entry restricted by vessel's draft and pratique. Maximum draft inside port 12 m. Quarantine authority attend vessel usually from dawn to sundown on any day. Berthing day-time only. Unberthing any time except tankers day-time only.

MAX. SIZE: Maximum permissible draft *inside port* 12 metres. Installations outside main port: Shoseki No. 1 sea berth (inner), depth 62 ft. Shoseki No. 2 sea berth (outer), depth 69 ft. Daikyo sea berth, depth 72 ft. No limitation on length.

HEALTH: Request for radio pratique to be addressed to agents not less than 12 hours before arrival.

TIDE: Tidal current of Ise bay runs Northward along East side of Mie Pref. and turns round at mouth of Kiso River and runs Southward for Chita peninsula.

Tidal level:	High tide	Tidal level (average) +7·74 ft.
	Mean tide	+4·30 ft.
	Low tide	±0·00 ft.

TUGS: Normally stand-by to assist vessel inside breakwater of entrance to fairway; tug's lines used.

BERTHING: *Depths alongside:*

Berth No	*Depth*
1	8 metres
2–3	8·5 metres
4–5	8·5 metres
8	10 metres
9	10 metres
11	10 metres
13	11 metres
14	10 metres
15	10 metres

SPECIALIZED CARGO HANDLING FACILITIES: *Bulk Cargoes:* No special berth for this. No. 2 wharf has a cereal silo which can store 30,000 tons of imported grain. Two pneumatic unloaders with unloading capacity of 300 tons per hour, per machine, at the northern berth of the pier to connect the silo with conveyors.

Containers: One container berth, depth 36 ft. with a container crane of 37·5 tons capacity.

Liquid Chemicals/LPG Carriers: Private berth.

TANKERS: Showa Oil Pier "SD" – 11·5 metres depth
" " " "SE" – 11·4 metres detph
Saikyo Oil Pier "Shiohama" – 12 metres depth
" " " "Umaokoshi" – 12 metres depth
Mooring Buoy No 1 – 12 metres depth
Mooring Buoy No 2 – 10 metres depth

Diameter of discharge lines:

Sea berth No 1:	14·5 ins.	(two lines)
Sea berth No 2:	14·5 ins.	"
Daikyo Sea Berth:	18 ins.	"
Daikyo "Shiohama":	12 ins.	"
Daikyo "Umaokoshi"	10 ins.	"
Showa Oil Pier "SE"	10 ins.	"

DENSITY: Average 1.025.

FRESH WATER: Available, rate of delivery 50 tons per hour from shore pipes at Government wharves; 100 tons from barge; before 22.00 hours additional cost 50%; after 22.00 hours additional cost 100%.

FUEL: Most domestic and bonded oil available, ex-barge. Minimum 5 days notice required.

CONSULS: None.

REPAIRS: Minor repairs only.

AIRPORT: No airport.

POLICE/AMBULANCE/FIRE: Police, tel. 110; Ambulance/Fire, tel. 119.

TELEPHONES: Telephone can be arranged from shore connection at Government wharves. No connections at tanker berths.

GENERAL: Lightening: Not allowed, except a cargo of oil or chemicals.

SERVICES: Technicians for vessel's instruments can be arranged from other ports.

REGULATIONS: Under adverse weather conditions:

1. If a typhoon is reported approaching, and upon advice from refinery representative, loading or unloading operation will be suspended and vessel will leave berth to a designated area for refuge.
2. During a violent thunderstorm, cargo work will be stopped upon receiving order from refinery, and vent-line valves securely closed.
3. During stormy weather, with gusty winds condition, Master shall follow weather reports closely and shall endeavour to prevent any accidents by taking all possible precautions, such as reinforcing mooring ropes and arranging adequate emergency personnel to stand-by for any emergency.

Liability for Accidents: If accident is judged by Maritime Safety Office and Port Captain to be ship's fault, either through negligence of these Safety Regulations or otherwise, Master shall immediately cease operations, if necessary, and simultaneously follow in good faith the instructions of refinery and Port Captain, and take all necessary actions. Master shall inspect and verify cause of accident in the presence of refinery representative and ship's Agent, and shall be held responsible for reporting the accident, in writing, to the parties concerned. Until this is completed and full agreement reached with refinery representatives, the vessel shall not leave the jetty, unless otherwise requested. For actual confirmation of the accident, and damage liability, Public Surveyor (Messrs. Japan Marine Inspections Co. Ltd.) is fully entitled to inspect the accident.

AUTHORITY: Yokkaichi Port Authority.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo. Uyeno Unyu Shokai, c/o Showa Yokkaichi Sekiyu, 1 Shiohama-Cho, Yokkaichi. Tel. Yokkaichi (0593) 45–2271. Telegraphic, Uyenoshell, Yokkaichi.

YOKOHAMA (incl. Negishi and Tsurumi): 35.27 N. 139.38 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: As Yokohama/Kawasaki a busy port, all movements – entering, leaving port and shifting within port – regulated by Harbour Authorities, and Agent has to make application for movement one day before, also tugboat(s) arranged through Agent. If any change necessary to arrangement already made, two hours notice sufficient to make rearrangement with Pilot. If Pilot required at area off Ashika Shima Lt. Bn. in Tokyo Bay for passing Uraga Strait, 24 hours prior notice required for dispatching Pilot. (In rough sea Pilot cannot be obtained in that area.) No station pilot boat; Pilots use small launches and often make use of tugboat when it is employed at same time,

for embarking and disembarking especially when sea rough. In either case, launch or tugboat with Pilot on board displays "H" flag or lights prescribed in International Regulations. Pilot for Yokohama/Kawasaki port picked-up off Yokohama fairway entrance buoys No. 1 and No. 2, but in case ship has to wait for berth, usually does not take Pilot and proceeds to anchorage shown on chart as "Quarantine Anchorage" or as near as safety permits, and anchors. In this case Pilot boards at anchorage. If anchor or picks-up Pilot inside harbour limit, pilotage cheaper because assessed on two stages; "From Bay to Sea" and "From Sea to Berth", but Master requested to anchor outside fairway. Vessel to provide properly approved pilot ladder.

Uraga Channel:

Vessels requiring a Pilot for the Uraga Channel should radio request to ANJIN Yokosuka, advising ship's details and arriving time at No. 1 Uraga Channel light buoy. Uraga Channel Pilot embarks 3 to 5 miles S.S.E. of Kannonsaki lighthouse, and will disembark on arrival at destination port limits. Applications for Uraga Channel Pilot should reach pilot office 24 hours before vessels arrival at No. 1 Uraga Channel light buoy.

Recommendations: To be followed by tankers of 100,000 dwt. tons or more when they navigate through the Uraga Channel with cargo loaded:

1. Twelve hours and three hours, respectively, before such a vessel expects to pass the Uraga Channel No. 1 light buoy, it should report the following items to the Yokohama Maritime Safety Division. Also, after the three-hours-in-advance report, it should keep its radio station open. This, however, is not required if the vessel is south bound:
   (*a*) Name of vessel.
   (*b*) Signal letters, dwt. tonnage, type and quantity of cargo, name of port intended to enter (not required in a three-hours-in-advance report).
   (c) Availability of international VHF transmitter-receiver equipment aboard.
   (*d*) Time at which the vessel expects to pass the Uraga Channel No. 1 light buoy.
2. Refrain from sailing through the Channel when visibility is poor (less than about one nautical mile).
3. Avoid sailing through the Channel at night unless it is essential to do so.

Follow any instruction that may be issued from the Director of the Yokohama Maritime Safety Division as to the time for sailing through the Channel.

4. Maintain look-out at stem.
5. Between the neighbourhood of the Uraga Channel No. 2 light buoy and that of the Uraga Channel No. 5 light buoy, avoid overtaking other vessels (weighing about 500 gross tons or more) unless it is essential to do so.

ANCHORAGES: 12–26 m. in quarantine anchorage, and 26–34 m. in other areas. For details refer to chart published by Hydrographic Division of Japan MSA.

RESTRICTIONS: Entry or departure or movement inside port not allowed from sunset to sunrise, but ships less than 15,000 g/t without dangerous cargo can be given special permission to enter, leave port and move inside the port (only in Yokohama). In Kawasaki, which is very narrow and long, no special permission given. Depths of shallows in Yokohama, Tsurumi and Kawasaki fairways 11·6, 11·2 and 12·0 metres, and Pilot Association make these the maximum drafts accessible to the berths inside the respective fairways. Ship with max. draft of 11·6 metres, when entering Yokohama through Yokohama fairway, has to wait for tide.

MAX. SIZE: Maximum permissible size of tankers for proceeding to installations in Yokohama:

Name of Berth	*Max. g/t*	*Max. LOA*	*Max. safe draft*
Keihin Yokohama (sea berth)	No limit	No limit	23·00 m.
Shell Oil	No limit	175 m.	10·50 m.
General Sekiyu	No limit	180 m.	9·30 m.
Mobil Oil	No limit	210 m.	9·30 m.
Asia Oil No. 5	50,000	270 m.	12·00 m.
Nisseki Yokohama	No limit	250 m.	12·00 m.
Nisseki Negishi A	No limit	No limit	16·50 m.
Nisseki Negishi B	70,000	No limit	12·50 m.
New Shell	No limit	265 m.	11·70 m.

PRATIQUE: Radio Agent for free pratique not less than 12 hours and not more than 36 hours before arrival, advising full details of vessel and health conditions on board. When free pratique is granted by radio vessel will be required to submit the following documents to Quarantine Officer on arrival:

Maritime Declaration of Health.
Crew List.
Passenger List.

The following vessels will not be able to get radio pratique:

A vessel that has been in contact with an infected area or a suspected infected area within 15 days of arrival.

If a vessel has on board any case, or any suspected case of infectious disease, within 15 days of arrival.

If crew or passengers on board do not possess Valid Smallpox Vaccination Certificates.

If a vessel does not possess a valid Derat or Derat Exemption Certificate.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: under control of Pilot, compulsory in Yokohama/Kawasaki for foreign ships, and normally join ships in fairway between outer breakwater and Lt. Hos. and Entrance Lt. Buoys. If ship is at anchor in quarantine area or near to it, tug(s) joins ship at anchor. Usually two tugs used for mooring and/or unmooring, but depends largely upon special conditions of berth and weather conditions. Tug's lines used and charge included in towage.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional). Sundays/holidays (60% additional).

VHF: Call sign Yokohama Port Radio. (See details under "Kawasaki/VHF".)

MEDICAL: No advance notice required unless urgent.

TANKERS: Masters of tankers seldom requested to fit reducing pieces before arrival for connection of shore lines since oil installation have own appliances. Two slop disposal facilities, one in district No. 5 in Yokohama which is private enterprise and can dispose of dense residues, and one in District No. 1 in Kawasaki which is run by Kawasaki city and can dispose of diluted slop or oily ballast. (Also see "Max. Size" and "Developments".)

DENSITY: Average approx. 1.023.

FRESH WATER: Can be taken either at wharf ex-pipe or at buoy or anchorage by barge:

Place	*Rate of delivery*
South Pier	70 tons per hour
Government Silo	70 tons per hour
Nippon Petroleum Refinery, Negishi	70 tons per hour
Buoy or anchorage	100 tons per hour (subject to ship's condition)

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: Oil installations in Yokohama/Kawasaki generally do not allow bunker barge to come alongside ships moored to their berth.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS:

American Consulate-General	tel. 681–0841/2
Her Britannic Majesty's Consulate	,, 201–1540/2
Consulate of France	,, 201–1840
Consulate-General of Argentine Republic	,, 7410–4194
Consulate-General of the Republic of China	,, 641–3641/5
Consulate of Brazil	,, 641–0097
Consulate-General of the Republic of Panama	,, 641–8549
Consulate-General of Peru	,, 641–0022
Consulate of the Republic of Korea	,, 201–4531
Honorary Consulate of Paraguay	,, 401–6343
Honorary Consulate of the Netherlands	,, 651–1661/9
Honorary-Consulate-General of El Salvador	,, 211–1371
Royal Swedish Honorary Consulate	,, 201–4171
Royal Thai Honorary Consulate	,, 641–1361
Royal Norwegian Honorary Consulate	,, 641–7361
	,, 691–6583
Royal Greek Honorary Consulate-General	,, 681–1713

REPAIRS: Any kind of repairs can be effected at this port.

DRY DOCKS: The largest dry dock, owned by Ishikawajima-Harima Heavy Industries Ltd. (and another 6 smaller dry docks owned by Mitsubishi Heavy Industries Ltd., Nippon Kokan K.K.). Max. length, 1,161 ft 5 in.; breadth at entrance, 183 ft. 8 in.; height of sill above bottom dock, 5 ft. 3 in.; depth on sill at high water, ordinary spring tides, 20 ft. 3 in.

REPATRIATION: Possible.

AIRPORT: Haneda International Airport 25 km. and served by many regular airlines.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: Only observed at Public terminals.

POLICE/AMBULANCE/FIRE: Police, 110; Ambulance, 119; Fire, 119.

TELEPHONES: Telephones can be placed on board.

SERVICES: Almost all requirements by ships could be met, if time permits.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer.

AUTHORITY: Port and Harbour Bureau, Yokohama.

AGENTS: Dodwell Tramp Agencies, PO Box 271, Yokohama Port, 5th Floor, Minato Bldg., 33, 3-chome, Honcho, Naka-ku, Yokohama. Tel. (045) 201–6991. Telegraphic, Dodwell Yokohama. International Telex. YH 7721.

YOKOSUKA (including Uraga): 35.17 N. 139.40 E.

DOCUMENTS:
Customs:
Port Call Notification.
Cargo List.
List of Crews dutiable possessions.
Passenger List.
Crew List.
Ship's Nationality Certificate.
Port Departure permission paper.
Immigration:
Crew List.
Port Call Notification.
Passport or Crew Pocket Book.
Quarantine:
Declaration of Health.
Crew List.
Passenger List.
Plant Protection Station:
Plant Importation Inspection Application.
Maritime Safety Agency:
Port Call Notification.
Application for Loading, Transfer and Unloading of Explosives and Combustibles.
Application for Transport of Explosives and Combustibles.
Port Authority:
Port Call Notification.

PILOTAGE: Pilot station in U.S. Naval Base, Yokosuka. In applying for Pilot at time of entry and departure, pilot station should be contacted 20 hours in advance of beginning of pilotage through Agent. 6 Pilots available. Pilot boat has telephone. (No. 3–1994).

ANCHORAGES: At 4th District of Yokosuka Port. Depths 10–30 m.

RESTRICTIONS: The 1st, 2nd and 3rd District of Yokosuka Port under compulsory pilotage districts. No restrictions on time of entry. No tidal restrictions.

MAX. SIZE: At buoys: length 200 metres, draft 11·7 metres. At wharves: length 180 metres, draft 9·6 metres.

HEALTH: Quarantine Station to be informed in advance name of last port, ship's name, tonnage, number of crew, number of passengers, ship's nationality etc. In event any suspected disease, Agent should be advised. When isolation of ship needed, it will be transferred to Nagahama Quarantine Station in Yokohama.

RADIO: No local radio station. (See "Yokohama".)

TUGS: Can be arranged through Agent. Tugs normally join vessel in 3rd District when vessel enters Nagaura, and in 7th District when it enters Kurihama. Tug's lines to be used. Charge for tug's lines included in charge for tug.

BERTHING: Agent submits application for berth to Port Authority (Nagaura and Kurihama port offices).

Nagoura Pier	No. 1,	depth	9 metres
,, ,,	No. 2,	,,	10 ,,
,, ,,	No. 3,	,,	6 ,,
Kurihama Wharf		,,	7·5 ,,

Six buoy berths in depths of 9·5 to 13 metres.

STEVEDORES: Agent will arrange stevedores by request latest 15.00 hours of previous day to ship's arrival.

MEDICAL: Agent can arrange doctor who understands foreign languages.

TANKERS: No berthing facility for commercial tankers. Only U.S. Naval Base, Yokosuka, has berthing facilities.

FRESH WATER: Available by barge or ex wharf. Additional charge for work and in case of bad weather.

FUEL: Available ex-lighter,

DEVELOPMENTS: Plan to build new berths, expected complete 1973. 15,000 d/w×2, 5,000 d/w×1, 2,000 d/w×2.

GANGWAY/DECK WATCHMEN: Agent arranges watchmen.

OPENING/CLOSING HATCHES: Stevedores carry out this work.

CUSTOMS ALLOWANCES: Tobacco: 2 packets per day. Spirits: 1 bottle when more than one month voyage; 2 bottles when more than 6 months voyage.

CONSULS: None.

REPAIRS: Dockyards available for all repairs.

DRY DOCKS: 1 – 475×19½ ft.; 1 – 352×15¾ ft. 5 large-size slips; 1 rigging wharf.

REPATRIATION: No facilities exist. If necessity occurs, Yokohama Immigration Office will attend.

AIRPORT: 40 km. to Tokyo International Airport.

TIME: GMT plus nine hours. No alterations during year.

HOLIDAYS: Day-time cargo work on Saturday afternoon and Sunday, National holidays, and Dec. 31; Jan. 1, 2 and 3 no cargo work.

POLICE/AMBULANCE/FIRE: Police, 110; Ambulance/Fire, 119.

TELEPHONES: Agent arranges on board upon request.

GENERAL: Port situated in city confines and main part is for use of U.S. Naval Forces.

SHORE LEAVE: Crew allowed ashore.

AUTHORITY: Yokosuka City, No. 11, Ogawa-cho, Yokosuka. Tel. 22–4000. No telex.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Sagami Unyu Kabushiki Kaisha, Taura Minato-Machi, Yokosuka. Cables: Sagami Yokosuka Taura. Tel. Yokosuka (0468) 61–3111.

Jordan

AQABA: 29.31 N. 35.01 E.

DOCUMENTS:
1 copy Freighted Manifest, stating all details.
6 copies Unfreighted Manifest.
2 copies of Unfreighted Manifest not showing shippers nor consignees but weights and measurements.
1 set of non-negotiable Bills of Lading.

All Manifests should bear the following clause: "This is to certify that the above vessel has not called and is also not scheduled to call at any Israeli ports nor is owned by any Israeli Company, also it is not included in the Black List." All the above documents are to be airmailed to the Agent's Head Office in Amman and not Aqaba.

Documents required by the authorities for free pratique:
7 copies Crew List.
7 copies Passenger List.
1 copy Stores List.
1 copy Crew Declaration List.
1 copy Vaccination List.

The following forms to be filled:
2 copies of Maritime Declaration Form.
1 Customs Declaration Form.
2 copies Vessel's Specification Form.
1 copy Pilotage Form.

The following documents to be produced for checking:
(*a*) Log Book.
(*b*) Ship's Registry Certificate.
(*c*) De-Rating Certificate.

PILOTAGE: Compulsory pilotage in that area of Aqaba Bay North of an imaginary line 270 degrees from Al-Breij point. Ships in harbour requiring a Pilot should by day hoist "G" flag below a ball or shape, one hour before ship is ready to move; and "B" flag by night with a red over white. The sound signal is four long blasts. Advance notice of the ship's requirement of pilot service should be given to the Agent who will advise the Harbour Master or his representative. It should be noted that vessels may proceed to sea from the anchorage without taking a Pilot, but for ships leaving the berths alongside, pilotage is compulsory, and the signals described above should be made.

ANCHORAGE: About ½ mile from shore in depths of 15 to 30 fathoms. Ships awaiting discharge can easily anchor in deep water anchorage which can accommodate 25 ships or more.

MAX. SIZE: Up to 20,000 deadweight. Max. draft 32 ft. Phosphate loading berth: up to 50 ft. draft.

TUGS: The tugs available at Aqaba are only for towing barges and handling ship's line during berthing but no salvage tugs are available.

RADIO: Aqaba Radio. Station call sign JYO. Watchkeeping hours GMT 0500 to 1700. Station has transmitting frequencies CW and R/T for: A. 2182 kc/s; B. 2612·5 kc/s; C. 4326·5 kc/s; D. 6479 kc/s; E. 8723 kc/s. Station can receive on all M/F and H/F frequencies. Station listens: 2182 kc/s A3 continuous, 500 kc/s H plus 10 to H, 6,200 to 6,300 A1 H to H plus 10. Station answers on 6479 kc/s or 2182 kc/s.

HEALTH: A ship arriving from sea should, in addition to the "G" flag for Pilot, hoist its signal letters and "Q" flag to request free pratique if it is healthy. If there are passengers to land, "I" flag should be hoisted. The port doctor boards the vessel together with a representative of the Port Dept., Customs Dept., Passport Dept., and Police. If the vessel has to anchor first, boarding the vessel takes place at anchorage. If the vessel berths alongside, then the aforementioned representatives board the vessel. Health certificates of crew and passengers are required.

BERTHING:
General Cargo Berth: Three medium-size ships or two large ships can berth alongside. The depth is 10 metres (32 ft.) at low tide.
Phosphate Loading Berth: The berth is 210 m. long and 32 ft. depth. It is situated South of the General Cargo Berth and is especially built to load phosphate. The berth is designed to accommodate ships of up to 20,000 dwt. In addition, pipes have been laid to supply petroleum to a nearby tank farm for the occasional import of some petroleum products. There are two main berthing dolphins with a loading tower in between, and mooring dolphins at each end. The loading tower is connected with a conveyor belt feeding the tower from two silos with a 20,000-ton capacity each. There is a short retractable boom and telescopic trunk which can be travelled forward up to a distance of 9 metres from the berthing face to plumb the centre of the hold of a ship. The loading capacity is 500 tons per hour. The guaranteed loading rate by the Phosphate Company is 2,000 tons per weather working day of 24 hours. Vessels should arrive at the berth with as large an amount of water ballast as possible, both to facilitate berthing (as there is no tug) and to reduce the height from water-line to hatch coaming. This height should not exceed 30 ft.
Bulk Export Berth 'B': Is 180 metres long with 15,5 metres (50 feet) depth of water at low water spring tides and is designed for berthing and loading 100,000 DWT bulk carriers. The travelling ship-loader has a capacity of 1,500 tons of phosphate per hour and provision is made in the design for the installation in the future of a second similar shiploader to give a total loading capacity of 3,000 tons per hour. Phosphate for loading into ship is weighed on a continuous recording belt weigher (accuracy +0.5% between 25% and 150% of rated capacity) and is loaded through a telescopic pivoting feed chute. Clearance above high water level is 18 metres.
Lighters Wharf: The Lighters wharf has a length of 215 m. and a

width of 10 m. and a depth of about 9 ft. About 10 lighters can be discharged alongside.

STEVEDORES: Stevedoring Company's working hours are from 0800–1600. Work has to start at 0700 and end at 1600; therefore, there are 2 compulsory overtime hours in the morning, from 0600 to 0800 and one hour in the afternoon, i.e. from 1600 to 1700.

Ships Working Hours: Ships can work round the clock, depending on Captains' option and the number of ships available in port. Opening hatch of a ship is allowed up to 2200 hours and subject to Port Authority agreement. Friday is the official weekly holiday, however, work is carried on, on the ships.

TANKERS: Berth in daylight hours only.

MEDICAL: The Health Section of Aqaba Port Department gives all medical services required and responds to any urgent call by radio before arrival. A government hospital is available and is satisfactorily staffed by doctors. A doctor may be called on board at any time day or night, to attend to sick crew or passengers by arrangement with the Agent.

FRESH WATER: Can be supplied to ships berthed alongside.

FUEL: Bunkering is inadvisable. In case of necessity, fuel oil can be transported from the refinery in Zerka by tank lorries with a capacity of 12 tons each. A 3 day's notice must be given in order to arrange transport.

GANGWAY/DECK WATCHMEN: Customs provide a guard who has to be given full board and lodging. Ships are also supplied by local watchmen through Agents.

HOLIDAYS: Arbor Day (January 15th); Arab Summit Conference Day (January 17th); *Thil-Hijja 10, Eid El Adha (January 14th); Arab League Day (March 22nd); *Moharram 1, Islamic New Year (March 3rd); Independence Day (National Day (May 25th); *Rabi' El Awal 12, Prophet's Birthday (April 13th); H.M.'s Accession to the Throne (August 11th); Birthday of Crown Prince Hassan (September 5th); *Rajab 27, Al-M'raj Al Sharif (May 24th); Birthday of H.M. the King (November 14th); Arab Renaissance Day (November 22nd); *Shawal 1, Eid El Fitr (November 26th).

* Dates fluctuate due months being lunar months.

CONSULS: No consul or vice-consul available at Aqaba. All Consular Offices in Amman, the Capital.

TIME: GMT plus two hours.

REPAIRS: A shipyard has been established to build fishing boats and trawlers, barges, tugboats and undertake minor repairs. Welding can also be carried out.

DRY DOCKS: No dry docks are available at Aqaba.

AIRPORT: From Aqaba Air communication: Alia (The Royal Jordanian Airlines (Fokker) to Amman twice weekly. Distance to Amman International Airport, 355 kms.

GENERAL: Masters are warned that during the winter months strong Southerly gales can develop within two hours followed by swell. In such case it may be necessary to unberth the vessel, and it should be noted that there is no tug available for this operation. Vessels in the anchorage in such weather conditions should not hesitate to weigh anchor if there is a possibility of dragging, and proceed out of the bay until the weather moderates.

AUTHORITY: Aqaba Port Department, Ministry of Transport, Ports, Railways and Airports in Amman.

AGENT: *Head Office:* Amin Kawar & Sons, POB 222, Phone 22324 (6 lines). Telex: 1212. Amman – Jordan. Cables: ORENCO AMMAN.

Port Office: Amin Kawar & Sons, POB 22. Phone: 83. Telex: 0220 Aqaba – Jordan. (All correspondence to be addressed to Head Office at Amman).

Kenya

MOMBASA: 04.04. S. 39.40 E.

DOCUMENTS:

Health Certificates: forms obtainable from Pilot.
6 Crew Lists.
10 Passenger Lists.
Dangerous Cargo Lists.
Ship's Register.

PILOTAGE: ETA through ships' Agents, 48 hours' notice. VHF Channel 12 (Mombasa Radio VHF Ch. 16) Pilot boat 72 ft. ex-Admiralty launch, white. No signals for Pilot – call on VHF 12 (Mombasa Pilots) or by signal lamp to lighthouse. Pilot boat position one mile outside turning buoy on Ras Serani leads (301°) except for deep-load tankers (over 35 ft.) when pilot boat position one mile from turning buoy on Mackenzie leads (327°). No special bad weather regulations. Pilot ladder 6 ft. from water – must have man-ropes – light at night.

ANCHORAGES: No safe outer anchorage.

RESTRICTIONS: No tidal restrictions. Entry for dangerous cargo restricted to daylight. Entry for tankers over 650 ft. restricted to daylight.

MAX. SIZE: Length 820 ft. Draft 40 ft.

HEALTH: Radio Port Health Officer, Mombasa, giving last port of departure, ETA Mombasa, condition of crew, any sickness on board, passengers. Must have Q Flag until doctor visits vessel or until Pilot passes information to lower flag.

RADIO: Mombasa Radio Coast Station M/F, H/F, W/T & R/T and VHF R/T Services:

Station 5ZF (W/T) 500–524 kc/s.; traffic list 0100, 0500, 0900, 1300, 1700, 2100; Continuous watch; listening freqs. 500 kc/s.

Station 5ZF2 (W/T) 8710.4 kc/s.; traffic list 2018; schedules 2018–2030, OBS only 0000–0030, 0600–0630, 1200–1230, 1800–1830; listening freq. 8354–8374 kc/s.

Station 5ZF3 (W/T) 13065 kc/s.; traffic list 0448, 0830, 1518; schedules 0448–0530, 0830–0900, 1518–1545; listening freq. 12531–12561 kc/s.

Station 52F4 (W/T) 17175.2 kc/s.; traffic list 1248; 1248–1315; listening freq. 16708–16748 kc/s.

Station (R/T) 2595, 2181 kc/s.; traffic list 0603, 1203; schedules 0600–0630, 1200–1230; continuous listening watch outside Skeds 2182 kc/s.; listening freq. 2182 kc/s.

Station (R/T) 4409.4 kc/s.; traffic list 0533, 1303; schedules 0530–0600, 1300–1330; listening freq. 4104.4 kc/s.

(R/T) 8805.6 kc/s.; traffic list 0633, 1233; schedules 0630–0700 1230–1300; listening watch on 8255.6 kc/s 0330–1530 listening freq. 8255.6 kc/s.

Mombasa Radio also provides continuous R/T service on VHF for the benefit of ships in and around Mombasa within radius of 30 miles. Channel 16 for calling and Channels 26 and 27 for working. All times in GMT.

TUGS: Tugs join vessel inside harbour between Ferry and Kilindini reef. Tug lines no additional charge.

BERTHING: All berths fendered. Nos. 89 and 10 and Shimanzi Oil Terminal berths, no berthing on ebb tide, with range of 6 ft. or more. Kipevu Oil Terminal berthing on first of ebb with tankers over 650 ft.

CARGO HANDLING: No. 9 berth has been arranged for bulk export of soda ash. No berths for roll-on/roll-off traffic but a site is being considered. No container berth is available, but certain facilities at berths No. 16 and 17 which are at present under construction will be available for containerised cargo probably in 1973/4.

Mbaraki cement berth for bulk export of cement clinker and automated loading of cement in bags is now in operation.

Shimanzi oil terminal now handles all imports of bulk vegetable oil as well as all other oil products except crude oil.

Bulk cargoes are at present handled by grabs, railway wagons, and lorries.

STEVEDORES: ETA preferably 48 hours in advance in order to arrange gangs. Advisable notify Harbour Master ETA and also give quantity of cargo to be loaded and/or discharged and other matters of importance.

MEDICAL: In emergencies necessary to receive advance notice. Hospital facilities available. Inoculations required – smallpox (compulsory), yellow fever (endemic zones in Africa and South America), cholera (all ships from Asia).

TANKERS: Discharge and load white oils at Shimanzi. Discharge and load Heavy oils at Kipevu.

Shimanzi Oil Terminal: T-head jetty with 200 ft. long berthing head. Depth alongside 32 ft. L.W.O.S.T. Bunkers and fresh water available. Slop reception facilities for up to 6,000 tons.

Kipevu Oil Terminal: T-head jetty with 225 ft. long berthing head. Tankers up to 65,000 dwt. berth at dolphins alongside jetty head; depth alongside 44 ft. L.W.O.S.T. Max. Length 820 ft. Max. draft 40 ft.

DENSITY: 1025.

FRESH WATER: Available at all berths in stream ex-tug at Harbour Master's discretion or barge of 140 tons capacity. 30 tons/hour on quay.

FUEL: (1) *Main Quay Berths:* Marine fuel oil, viscosity 1500 secs. Marine diesel fuel. Gas oil cannot be delivered by pipeline at these berths but delivery can be made up to only 10 tons by bulk lorries at extra delivery cost. Minimum 48 hours' notice required. Quantities of 10 to 30 tons can be made by rail tank wagon if 48 hours advance notice given. Thin fuel oil viscosity below 1500 seconds can be delivered at all berths through Fisher blender. Only one Fisher blender available and can deliver fuel to only one vessel at a time.

(2) *Shimanzi Oil Terminal:* All grades, i.e. fuel oil, marine diesel, gas oil and thin fuel oil (through fisher blender).

(3) *Cased Oil Jetty:* Only marine diesel and gas oil can be delivered at this jetty.

(4) *Kipevu Oil Terminal:* Only fuel oil of viscosity between 1500 secs. and 3500 secs available. Fuel oil viscosity below 1500 not available. At least three days clear notice required by EA Oil Refineries for arranging bunker delivery. Not possible to deliver any marine diesel or gas oil either ex pipeline or rail tank-wagons/bulk lorries at this berth.

DEVELOPMENTS: Three further Main Quay berths under construction.

GANGWAY/DECK WATCHMEN: Watchmen available for gangway and deck and recommended.

OPENING/CLOSING HATCHES: Normally done by stevedores except Macgregor type hatches.

CERTIFICATES: Normal port requirements for safety cargo equipment.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes for each crew member for eight days. Wine and/or Spirit, eight small bottles of beer for each crew member for 4 days.

CARGO GEAR: All cargo gear supplied by Stevedores.

IDENTIFICATION CARDS: Not required.

CONSULS: The following countries are represented in Mombasa; Germany, British High Commission, India, Belgium, Denmark, France, Italy, Norway, Sweden, Netherlands, Greece.

REPAIRS: Normal Running repairs.

DRY DOCKS: Vessels up to 2,000 tons, length 320 ft., beam 50 ft.

REPATRIATION: Possible. Facilities available.

AIRPORT: About 7 miles from port. Served by regular airlines. Mombasa/Nairobi 4 flights a day. Mombasa/Dar-es-Salaam 4 flights a day. From Nairobi regular lines all over world.

TIME: GMT plus 3 hours.

HOLIDAYS: Weekdays: 3 shifts – 0700–1500 hours. 1500–2300 and

2300/0600 hours. Saturday: 2 shifts – 0700–1230 and 1230–1800 hours. Sundays: 1 shift – 0700–1500 hours. New Year's Day; Good Friday; Easter Monday; Labour Day (1st May); Madaraka Day (1st June); First Monday in August; Kenyatta Day (20th October); Independence Day (12th December); Christmas Day; Boxing Day (26th December).

Also for persons belonging to Islamic Faith: Idd ul Azha and Idd ul Fitr. 1st May (Labour Day) and Christmas Day are normally only holidays on which part closed except for necessary pilotage of ships in and out and for dealing with mails, passengers and their baggage, livestock and perishables. On other public holidays restricted working at Mombasa may be carried out at overtime rates. Overtime rates also apply on Saturdays after 1500 hours and on Sundays, and to third shift between 2300–0600 hours.

POLICE/AMBULANCE/FIRE: In Port Area—Police 567 444; Ambulance 333; Fire 333.

TELEPHONES: Telephones supplied on board. Charges include cost of local calls. Telephone essential per port regulations.

SERVICES: All solvents for tank cleaning available. Repairs to Gyro compass, radar and most other electronic aids to navigation. Compass adjusting by arrangement with port.

SHORE LEAVE: All crew members allowed ashore and to travel except those from Socialist countries who must stay on Mombasa island. This does not include Tanga and Dar-es-Salaam.

PORT REGULATIONS: White tankers and vessels carrying explosives enter port daylight only. No vessels carrying explosives or dangerous cargo allowed to berth at Main Quay.

DELAYS: Normally one or two days for loading and discharging and for bunkering. Usually no waiting days.

AUTHORITY: East African Harbours, P.O.B. 95009, Mombasa. Cables: "Harbours Mombasa." Tel. 21211.

AGENT: East African Commercial and Shipping Company, Kilindini Road, PO Box 95103. Tel. 262. 51/2. Telex 21.299. Cables "Kenship Mombasa".

Khmer Republic (Cambodia)

KOMPONGSOM (formerly SIHANOUKVILLE):

PORT LIMITS: The seaward boundaries are fixed by the buoys "SV" to the South and "A" to the East (for cargo ships) and 2 miles N.W. of Rocher Carré (for tankers).

DOCUMENTS:
Entry form to be completed on arrival.
23 Manifests of Cargo for Discharge.
2 Manifests of Cargo in Transit.
10 Crew Lists.
7 Passenger Lists.
7 Lists of Provisions.
7 Lists of Crew Personal Effects.
7 Lists of Arms and Ammunition.
7 Lists of Drugs and Narcotics.

PILOTAGE: Contact "Pilot Kompongsom" giving ETA 24 hours before arrival. Pilotage is compulsory. Pilot launch is a white motor boat carrying international pilot signals. Cargo Vessels: Pilot boards at buoy SV. Tankers: Pilot boards 2 miles N.W. of Rocher Carré. Pilot station equipped with VHF simplex channel only.

ANCHORAGE: Southern Anchorage: Centred on buoy SV at the entrance of the deep-water channel in depths of 10 to 12 metres.

Northern Anchorage: to the West of buoy A, in depths of 10 to 11 metres.

Tanker Anchorage: two miles N.W. of Rocher Carré in depths of 15 to 18 metres.

RESTRICTIONS: Entrance prohibited to Portuguese and South African vessels. Berthing daylight only, and unberthing day and night but delays may occur in bad weather during S.W. monsoon.

MAX. SIZE: Cargo vessels: draft 7·60 metres plus height of tide. Limited by entrance channel. Tankers: length 220 metres, and draft 11·50 metres.

HEALTH: Authorities board all vessels on arrival at the quay or in the outer harbour. Quarantine flag to be flown by all vessels even if coming from a Cambodian port. In case of suspected disease on board, contact "Sante Kompongsom" by radio before arrival.

RADIO: Kompongsom Radio; call sign XUK, operating 24 hours daily, medium wave: receiving on 500 kHz, transmitting on 500 and 458 kHz. short wave: receiving on 8364 and 4185 kHz. transmitting on 8480, 8680, and 4342 kHz.

TUGS: Available to assist berthing and unberthing. Join vessel in immediate vicinity of the berth. Vessel's lines used. Three tugs available, largest 1,500 h.p.

BERTHING: Commercial Dock: West side, 2 berths for vessels up to 9·50 metres draft. East side, 2 berths for vessels up to 7·50 metres draft.

New basin, for vessels up to 6·50 metres draft.

Tankers: Oil Refinery Terminal situated at Pointe du Depart. Two sea-line buoy berths in depths of 13 metres. No slop disposal facilities. Hoses are lifted and connected by ship's crew.

STEVEDORES: Working times from 0700–11.30 a.m.; from 02.00–05.00 p.m.; from 07.00–10.00 at night, according to authorisation of Military.

MEDICAL: Advance notice required of serious cases to arrange transportation to Phnom Penh. Local doctors and hospital available for non-surgical cases. Crew require cholera and yellow fever certificates.

DENSITY: 1022 in February; 1012 in July.

FRESH WATER: Available at Commercial Dock at rate of 10 cu. metres per hour. Very small quantities may be supplied by tug.

FUEL: Only available supply by tanker-lorries in case of emergency.

DEVELOPMENTS: New wharves being built and access channels deepened.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Each crew member allowed one carton cigarettes and one bottle alcohol for five days. Master not included in this restriction.

IDENTIFICATION CARDS: Seamans passports or seamans books are taken by immigration in exchange for a shore pass to be surrendered when vessel departs.

CONSULS: France, tel. 2742. All other consuls at Phnom Penh.

REPAIRS: Small repairs can be undertaken on board.

REPATRIATION: Can be arranged.

AIRPORT: Ream Airport, 17 km. from Kompongsom, domestic flights only. Pochentang Airport at Phnom Penh 226 km. from Kompongsom, with full international services.

TIME: GMT plus 7 hours all the year round.

HOLIDAYS: Work can usually be arranged on all days except at Cambodian New Year, 13th 14th and 15th April, and for two days near the end of September which is the Buddhist Festival of the Dead.

POLICE/AMBULANCE/FIRE: National Police tel. 2630; Police Aid 17; Fire 18; Ambulance 19.

SHORE LEAVE: Allowed. Permission of Immigration Dept. is required to travel outside of Kompongsom port area.

AUTHORITY: Direction du Port Autonome de Kompongsom. Tel. 2410. Cables: "Dirport Kompongsom".

Korea (North)

CHUNGJIN 41.43 N. 129. 42 E.

DOCUMENTS:
8 Crew Lists.
2 Vaccination Certificates.
2 Lists showing currency, gold and valuables in possession of crew members.

The following information should be radioed to port authorities before arrival:
Number and nationality of crew.
Name of last port
Ports called at during last month

PILOTAGE: On reaching North Korean waters, vessels required to give a position report every 3 hours to KCSA Chungjin. Pilot and Port Authorities board in position 41.30 N. 130.05 E. where vessels should await Pilot. Water depth too deep to permit anchoring.

ANCHORAGE: No possibility of anchoring outside harbour limits.

CLEARANCE: On arrival in port, the radar, echo sounder, main and emergency transmitters and all optical equipment is sealed. An inspection team board the vessel to verify currency and valuables declarations. Seamen's Books required to be stamped with landing pass.

BERTHING: Berth No. 1 max. draft 24 ft. Berths 2 and 3 max. draft 27 ft. Berth No. 4 and 5 max. draft 28 ft.

CARGO GEAR: Vessels loaded and unloaded by ship's gear. At berths 4 and 5 there is a conveyor belt facility for coal loading.

SHORE LEAVE: Seamen not allowed to visit other vessels, or leave the harbour area.

Unauthorised money changing forbidden, and it is prohibited to take away Korean currency.

No bathing in harbour area.

Korea (Republic of South)

DAIPORI (Daepo): 38.10 N. 128.36 E.

Vessels bound for Daipori to load iron ore must first call at Mukho for quarantine and customs clearance.

Pilotage from Mukho to Daipori, distance of 50 miles, is not compulsory, but recommended.

INCHON: 37.29 N. 126.38 E.

DOCUMENTS:
4 copies Report of Entrance.
4 Copies Crew List.
4 copies Cargo Manifest.
Stores List.
Crew Personal Effects List.
Currency List.
Passenger List.
Ammunition List.
Narcotics List.

Vessels with hazardous cargo must complete application to carry hazardous cargo and an application for anchorage of hazardous cargo vessel.

CERTIFICATES:
De-rat. Certificate or exemption.
Inoculation and Vaccination Certificates for all crew members.

PILOTAGE: There are two pilot stations for entering Inchon:

Ando – At the Ando Light some 38 miles off Inchon, position 36° 58′ N. and 126° 10′ E. located in entrance to channel approaching Inchon from the Yellow Sea. 48 hours advance notice to Agent required for vessels requesting to meet Pilot at Ando. Customary boarding point for deep-draft vessels.

Palmido – Pilotage from Palmido to Inchon or Inchon to Palmido is compulsory. This pilot station is at Palmido Island and Light, some 8 miles off Inchon, position 37° 21′ N. and 126° 31′ E.

ANCHORAGE: *Anchorage A.* Commercial anchorages available or nine vessels. The position of each anchorage is as follows:

Number	*Position*	*Draft Acceptable*
A–1	37° 29′ 56″ N. 126° 36′ 05″ E.	42 ft.
A–2	37 29 32 N. 126 36 02 E.	31 ,,
A–3	37 29 15 N. 126 35 44 E.	39 ,,
A–4	37 28 56 N. 126 35 25 E.	33 ,,
A–5	37 28 33 N. 126 35 20 E.	29 ,,
A–6	37 28 11 N. 126 36 08 E.	42 ,,
A–7	37 27 57 N. 126 35 30 E.	28 ,, (Coaster only)
A–8	37 27 48 N. 126 35 04 E.	42 ,,
A–0	37 27 23 N. 126 35 40 E.	26 ,, (Coaster only)

Only two anchorages, as specified below, are allocated for vessels carrying logs to be discharged rafting in stream:

A–2E	37° 29′ 28″ N. 126° 36′ 08″ E.	28 ft.
A–3E	37 29 07 N. 126 36 02 E.	32 ft.

A sudden congestion of log vessels could cause undue delay in waiting berth.

Anchorage B. Available for twelve vessels. This anchorage is used mostly for military cargoes, partly used as quarantine anchorage and/or for commercial and Army vessels awaiting berth.

Number	*Position*	*Draft*
B–1	37 27 22 N. 126 34 59 E.	35 ft.
B–2	37 26 54 N. 126 34 45 E.	39 ,,
B–3	37 26 24 N. 126 34 35 E.	37 ,,
B–4	37 25 55 N. 126 34 24 E.	37 ,,
B–5	37 25 27 N. 126 34 13 E.	37 ,,
B–6	37 24 58 N. 126 33 58 E.	40 ,,
B–7	37 28 00 N. 126 35 25 E.	34 ,,
B–8	37 26 30 N. 126 35 11 E.	35 ,,
B–9	37 26 01 N. 126 35 02 E.	36 ,,
B–10	37 25 32 N. 126 34 51 E.	40 ,,
B–11	37 25 08 N. 126 34 36 E.	42 ,,
B–12	37 24 28 N. 126 33 50 E.	44 ,,

Anchorage C. Available for eight vessels. This anchorage is used either for quarantine, vessels waiting berth, or for vessels (military) discharging/loading dangerous cargoes.

Number	*Position*	*Draft*
C–1	37° 24′ 29″ N. 126° 34′ 26″ E.	26 ft.
C–2	37 24 07 N. 126 34 17 E.	30 ,,
C–3	37 23 07 N. 126 34 08 E.	35 ,,
C–4	37 21 21 N. 126 33 55 E.	42 ,,
C–5	37 24 37 N. 126 34 52 E.	42 ,,
C–6	37 24 10 N. 126 24 45 E.	30 ,,
C–7	37 23 47 N. 126 34 36 E.	42 ,,
C–8	37 23 25 N. 126 24 21 E.	42 ,,

RADIO: Address of Radio Station and call sign, Inchon Radio (HLC).

RESTRICTIONS: A peculiarity of Inchon port is the wide tidal range, i.e. max. 30 ft. difference between the low and high tides. Because of the extreme tidal range in Inchon Harbour and the strong tidal currents which result, the importance of maintaining strict surveillance of the vessel's mooring lines is emphasised. In this regard, the ship's officers and crew must be diligent in the performance of their duties. All vessels to discharge or load commercial cargoes should invariably obtain prior permission for berthing/anchoring from the Inchon District Marine Bureau at least 24 hours before arrival, then proceed to a nominated anchorage in the stream under direction of a compulsory Pilot.

HEALTH: The Quarantine Anchorage is located outside the harbour limit, at anchorages No. B–4, B–5, B–6, B–10, B–11, B–12, or C–1 to C–8, the position and depth of which are noted above. A vessel which sailed from an "Affected Zone" and not passed 10 days thereafter is compelled to receive 24 hours quarantine before entering the discharging anchorage. Quarantine is available only for the period from sunrise to sunset.

TUGS: Tankers berthing at Kyung In Energy Co. Terminal normally require three tugs for berthing and two for unberthing. All tugs operated by Korean Navy.

BERTHING: The port consists of the "Outer Harbour" and "Inner Harbour" which are separated by two islands called Wolmido and Sowolmido, which are connected by a bank. The Outer Harbour, comprising downstream of the Han River, is used as Stream Anchorages for commercial ocean steamers.

A new tidal basin constructed in the area of the present inner harbour. The dock will include entire area of the present Inner Harbour which would provide a total 1,400,000 square metres of water area; 3,820 metres of berthing pier including 1,160 metres of (container Pier and max. 12 metres or 39 ft.) depth. This new dock is directly connected with the terminal of the Seoul–Inchon Highway. After completion the new dock would accommodate a total of 240,000 tons of vessels alongside the piers simultaneously, as follows:

50,000	tonners	1 ship
20,000	,,	3 ships
10,000	,,	6 ships
8,000	,,	8 ships
5,000	,,	1 ship

TANKERS: *Kyung In Energy Co. Terminal*

Designed for 50,000 dwt. over 50 ft. depth at LW. The marine terminal is situated at 37° 30′ 12″ North 126° 36′ 19″ East. The face of the dolphin fendering system is on a bearing of approximately 347 degrees true.

The vessel will be berthed alongside the main and secondary berthing dolphins with the vessel's hull against the fenders, which are an integral part of the dolphins. All the dolphins are equipped with electric capstans and quick-release mooring hooks. A navigation light and fog horn is located on the Southern Exterior Mooring Dolphin (Exterior Mooring Dolphin No. 1). A navigation light is also located on Exterior Mooring Dolphin No. 2 on the North side of the terminal facilities. When a vessel of the 50,000 dwt. class is moored to the terminal, the bow and stern lines will perform the function of the breast lines. Therefore, the spring lines must be led out through the chocks on board which will provide sufficient leads ahead and astern to restrict the movement of the vessel along the face of the dolphins. In this regard, due consideration must be given to the rise and fall of the tide.

Loading Arms: There are three "Continental-Emsco" loading arms situated on the loading platform. The one to the extreme North and the middle one of the three are for the discharge of crude oil. Both are fitted with 16-in. swivel connections having 150 pound flanges. The loading arm to the extreme South is for the loading of naphtha and is fitted with a 12-in. 150 pound flange. The loading arms are designed for a working pressure of 100 psi.

During the connecting and disconnecting of the loading arms to the vessel, the loading arms will be manipulated and positioned by shore personnel. During the period of time when the loading arms are connected to the vessel's manifold, they will be in the "float" position and will be self-adjusting.

General Information:

Under no circumstances should any member of the ship's crew activate or operate the controls for the loading arms. Authorised shore personnel will perform this function.

The "Continental-Emsco" loading arms will tolerate only a minimum amount of transverse movement by the vessel in either direction. In other words, the movement of the vessel along the face of the dolphins is restricted. For this reason, it is mandatory that the vessel be kept in position, and that the mooring lines be properly tended. It is the responsibility of the vessel to maintain sufficient deck crew on duty to properly tend the mooring lines, and to ensure that the vessel maintains proper position relative to the loading arms.

Discharging Crude Oil:

The distance from the loading platform to the tanks is approximately 2·2 kilometres (1·4 miles). A 30-in. block valve is situated near the location where the trestle joins the island causeway. Block valves are also installed in the pipe-line system near the inlet to each of the crude oil storage tanks.

There are three crude oil storage tanks on Yul Do Island. Each has a capacity of 200,000 barrels. The tanks are 48 ft. in height with an overflow at 46 ft. There are no check valves in the crude oil pipe-line system. Thus, the vessel must take precautions against back-filling due to head pressure on the system.

It may be necessary to discontinue the discharge of crude oil when changing from one tank to another ashore. The vessel will be given adequate notice for the stoppage of the ship's cargo pumps.

Ballast:

It is unlawful to discharge dirty or oily ballast water into the waters of Inchon Harbour. Severe penalties may be invoked against the vessel by the Republic of Korea in the event of pollution of harbour waters.

The centre loading arm provides a dual function. It is used for discharging ballast from the vessel as well as for the discharge of crude. The ballast flows through a 12-in. pipe-line to the ballast storage tank on Yul Do Island. This tank has a capacity of 30,000 barrels, and is situated about 1·1 kilometres (0·68 miles) from the loading platform.

Loading Naphtha:

Naphtha is stored in two mainland storage tanks each of which has a capacity of 125,000 barrels. Three pumps provide the flow for shipping naphtha. Each pump has a capacity of 1,600 gpm (2285 BHP). The pumps are on independent circuits. Thus, the loading rate of the naphtha can be governed by the number of pumps used.

The pipe-line from the pumps to the loading platform is 18 in. and is reduced to 12 in. on the loading platform. A block valve is located in the 18-in. pipe-line near the point where the island causeway joins the trestle. Another block valve is provided in the 12-in. pipe-line on the loading platform.

The pumps which are used for shipping naphtha can be stopped from the Marine Terminal Loading Platform, but they must be started from the mainland. Under normal conditions the vessel's deck officer on watch should give the terminal personnel 10 minutes notice prior to requesting that the loading rate be reduced, and the same notification prior to the completion of loading. As previously stated, the pumps can be stopped from the loading platform in case of an emergency.

The approximate distance from the mainland naphtha storage tanks to the loading platform is 5·4 kilometres (3·35 miles).

Regulations:

1. Sufficient number of crew members are to be on duty at all times to properly tend the mooring lines and ensure that the position of the vessel is maintained alongside of the dolphins.
2. Except in the case of an emergency, the deck officer on duty shall give the terminal personnel at least 10 minutes notice prior to changing the loading rate of the naphtha, and at leas 10 minutes notice prior to the completion of loading cargo.
3. Under no circumstances is the vessel's main propulsion en-

gine to be disabled, or are any repairs to be undertaken while the vessel is moored to the marine terminal.
4. The vessel's fire-fighting equipment is to be kept ready for immediate use. A sufficient number of hoses shall be led out forward and aft to provide full deck coverage.
5. Lights must be provided by the vessel to illuminate the water area in the vicinity of the bow, stern and off-shore side.
6. Smoking will be permitted in such *Interior* spaces as may be designated by the vessel's Master. However, smoking will not be permitted on any open deck areas.
7. The loading of ship's stores and supplies will not be permitted during the time ballast is being discharged, or naphtha is being received by the vessel.
8. Ullage hole screens are to be used at all times while bulk oil transfer operations are in progress.
9. Galley ranges, unless electric, are not to be used while the vessel is loading naphtha.
10. Except for the period of time actually required for passengers to embark or disembark from a launch, no boats, launches or vessels will be permitted to moor alongside a vessel which is berthed at the marine terminal.
11. Safety practices which are common to marine terminals on a world-wide basis will apply.

Honam Buoys: Lat. 37° 29′ 00″ and Long. 126° 36′ 03″, draft acceptable 30 ft., at east side of A-3 anchorage. This berth is the private facility of the Honam Oil Refinery Co. (joint company with CALTEX) for discharge of their own petroleum products. Consisting of 4 mooring Buoys and sub-marine pipe lines.

Union Oil Terminal, 42 ft. depth alongside. Berthing/unberthing in daytime slackwater only.

MEDICAL: Launch is provided in emergency call to evacuate sick men. Modernised hospital is available. Provincial and Christian hospital.

STEVEDORES: There are 12 stevedoring companies with:
162 wooden barges (16,200 tons) – total capacity 34,200 tons.
60 steel barges (18,000 tons) – total capacity 34,200 tons.

DENSITY: Varies between 1022 and 1024.

FRESH WATER: Can be supplied by lighter, maximum quantity 250 tons in 10 hours. Earliest advance notice essential.

FUEL: Available by barge only.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

REPATRIATION: No facilities for crew changes or repatriation.

GANGWAY/DECK WATCHMEN: Ship security guard is required. Stream charge 30% additional.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CONSULS: None.

REPAIRS: Deck and engine repairs possible. Floating cranes up to 60 tons capacity.

AIRPORT: 20 miles from port. Regular flights to Japan.

POLICE/FIRE/AMBULANCE: Police Officer (2) 0568; Fire Depot (2) 119; Medical Centre (2) 2535.

TELEPHONES: Portable communication facility is available.

TIME: Korean Standard Time. 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

GENERAL: Tide condition is critical, swift currents (high tide: 9 to 10 m.) special attention is required.

ACCOMMODATION LADDER: Essential for Port Officials on entry. Also for tanker berth no access allowed through plant. Rig on port side.

SHORE LEAVE: Launch service required, also local curfew ashore 2400 to 0400, on launches and craft 1900 to 0600.

DELAYS: Can be caused by bad weather.

PORT AUTHORITY: Inchon Marine Bureau MOT. 57 Sun Rin Dong Inchon, (2) 285, (w) 0044–47.

KUNSAN (including Changhang) 35.55 N. 126.45 E.

The Port of Kunsan is situated on the Southern mouth of the Kum-River which flows into the Yellow Sea, and North Changhang.

DOCUMENTS:
6 copies Report (Ent/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Store List.
9 copies Manifest (dis./loading) only.

NOTICES: All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior arrival. This is essential to enable the Agents to notify the Port Authorities and arrange Pilot if necessary.

RESTRICTIONS: Vessels should enter during dayight hours only. Many small Korean fishing and cargo boats in this area display dim navigation lights or none at all at night. Pilot is not compulsory but all vessels calling at this port recommended employ a Pilot in view of the hazardous channel and tidal difficulties. Controlling depth 8 ft. at Bar. Keel clearance of 2 ft. required.

PILOTAGE: The pilot station is situated at the Southern side of Piun Do (Hiyo To) Island the correct position of which is at 35° 56′ N. and 126° 27′ E.

The boarding point near Piun Do is about 14 miles from Kunsan. Pilot to be ordered at least 24 hours in advance. Pilots cannot board in rough weather. Due to constantly changing bottom conditions, vessel should not attempt to enter without Pilot.

ANCHORAGE: Outer anchorage about 5½ miles west of Kunsan for vessels drawing up to 28 ft.

Inner anchorage off Kunsan suitable for vessels of 21 ft. draft.

RADIO: Kunsan Radio, call sign HLN operating on 500 and 484 kHz.

MAX. SIZE: Draft 18 ft. to 27 ft. dependent on height of tide.

TUGS: 5 tugs with respective capacity of 300 h.p. (1) 150 h.p. (2) and 80 h.p. (2) are available. One floating crane with capacity of 30 tons owned and managed by the Korea Dredging Corp. is available.

BERTHING: The port is controlled by Kunsan District Marine Bureau and all vessels come under jurisdiction of Kunsan Custom House. The anchorages in stream inner harbour can accommodate one or two vessels less than 1,000 gross tons, and outer anchorage (Yubudo Anchorage) accommodates one ocean going vessel drawing about 28 ft. There are 5 pontoon piers (3 for Kunsan and 2 for Changhang) each of which can accommodate an ocean-going vessel with maximum draft of 27 ft.

STEVEDORES: There is one stevedoring company with 14 wooden barges, 3 steel barges and 3 tug boats. Discharging capacities: average records per day of 24 hours: coal 1,500 tons; grain and wheat 1,600 tons; fertilizer 1,300–1,400 tons; cement 1,000–1,100 tons; lauan log 500,000 B/F Daytime only.

MEDICAL: Crew members should be in possession of health certificate showing vaccinations for smallpox and typhoid. In case health certificate has expired, the person(s) will be vaccinated/inoculated by a quarantine doctor.

CURFEW: In Korea the curfew is still effective from 2400 to 0400 every day.

TIME: Korean Standard Time, GMT plus 9 hours.

HOLIDAYS: Public Holidays – New Year (January 1–3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Nation's Foundation Day (October 3); National Alphabet Day (October 9); United Nations Day (October 24); Christmas Day (December 25). (Can be worked if requested.)

Local Holidays. Work cannot be carried out on Lunar New Year's Day and the Moon Festival, about 15th August.

SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office.

AUTHORITY: Kunsan Maritime Bureau.

MASAN: 35.11 N. 128.33 E.

DOCUMENTS:
6 copies Report (Ent/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
2 copies Store List.
9 copies Manifest (dis./loading only).

PILOTAGE: Not compulsory, but inadvisable to enter without Pilot. Pilots available at Pusan, to be ordered by Agent at least 24 hours in advance. Pilot station at Kaduk Do. A berthing/unberthing pilot available at Masan.

NOTICES: All vessels bound for Korean ports should give ETA to the local Agents 27 hours prior arrival. This is essential to enable the Agents to notify the Port Authorities and arrange a Pilot if necessary.

MAX. SIZE: The maximum draft admissible for entrance is 26 ft.

TUGS: 2 tug boats of 1,000 h.p. and 350 h.p. owned and managed by Masan District Marine Bureau available.

ANCHORAGE: Mooring capacity at anchorages: A–1, A–2, A–3 Depth 30 ft.; A–4, A–5, A–6 Depth 24 ft.; A–7, A–8 Depth 23 ft. Quarantine Station A Depth 36 ft.

BERTHING: Pier No. 1 provides 2 berths for ocean-going vessels and pier No. 2 only for vessels less than 800 gross tons due to insufficient water. Wharf capacity: Pier berth No. 1 and 2, length 162 ft. depth 24 ft. Pier berth No. 3 and 4 length 660 ft. depth 26 ft. Difference between high water and low water at spring only 9 ft. Pier No. 5 berth length 180 ft., depth less than 12 ft. Warehouse belongs to Masan Marine Bureau, capacity 10,000 cubic ft. located No. 1 pier in front of the ship alongside.

STEVEDORES: Korea Express Co., 8 barges (1,000 tons), 1 tug (145 h.p.); Hyopshin Stev. Co., 6 barges (1,000 tons), 1 tug 180 h.p.).
Discharging capacity – average records per day (24 hours).

Coal	in bulk	1,000 tons
Cement	in bags	1,000 tons
Grain & Wheat	in bulk	1,000 tons
Fertiliser	in bags	1,000 tons
Steel Scrap	in bulk	750 tons

MEDICAL: Crew members should be in possession of health certificate showing vaccinations for smallpox and typhoid. If the health certificate has expired, the person(s) will be vaccinated/inoculated by a quarantine doctor.

CURFEW: In Korea the curfew is still effective from 2400 to 0400 every day.

TIME: Korean Standard Time GMT plus 9 hours.

HOLIDAYS: Public Holidays:
New Year (January 1–3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Nation's

Foundation Day (October 3); National Alphabet Day (October 9); United Nations' Day (October 24); Christmas Day (December 25).
SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.
AUTHORITY: This port is controlled by Masan District Marine Bureau, under jurisdiction of Masan Custom House.

MOKPO: 34.37 N. 126.23 E.

DOCUMENTS:
6 copies Report (Ent./Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Stores List.
9 copies Manifest (Dis./Loading only).
PILOTAGE: Pilots stationed at Kasado Island, 34° 27′ N. 125° 02′ E. 30 miles from Mokpo. Twenty-four hours notice to Agent required to arrange Pilot. Although not compulsory, vessels strongly recommended not to enter without Pilot.
NOTICES: All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior to arrival. This is essential to enable the Agents to notify the Port Authorities and arrange a Pilot if necessary.
RESTRICTIONS: Mokpo is located at the South-western end of the Korean peninsula. The port is at the mouth of the Yungsan River which flows through the Yungsan peninsula. Kasako Island protects this port from heavy winds and swell. The Yungsan River provides 5 anchorages where 5 vessels of Liberty type can berth at a time. The port is 30 miles from the pilot station off Ksasdo Island, in position 34° 27′ 20″ N. and 125° 02′ 05″ E.
Tide Information: maximum tide level at high water 4·5 metres; minimum tide level at high water 2·8 metres; average tide level at high water 3·5; Maximum tide level at low water 0·5 metres; Minimum tide level at low water 1·3 metres; Average tide level at low water 0·7 metres.
ANCHORAGE: Five anchorages in depths from 11 metres to 20 metres. Anchorage Nos. 2, 3, and 4 are better than No. 1 and 5 for discharging cargo because No. 1 is sometimes very dangerous due to strong tidal currents.
TUGS: Three tugs available, up to 150 h.p.
RADIO: Mokpo Radio. Call sign HLM operating on 500 and 484 kc/s.
BERTHING: Sam Hak Do Pier, length 168 metres and width 18 metres, where only one 8,000 ton ocean-going vessel can operate in 13 metres depth.
STEVEDORES: There are 3 stevedores companies with 28 wooden barges (1,680 tons), 7 steel barges (1,200) tons and 3 tug-boats.
MEDICAL: Crew members should be in possession of Health Certificate showing vaccinations for smallpox and typhoid. In case the Health Certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor.
FRESH WATER: Available at rate of 150 tons per day. Twenty-four hours notice required.
CURFEW: In Korea, the curfew is still effective from 24.00 to 04.00 every day.
TIME: Korean Standard Time, GMT plus 9 hours.
HOLIDAYS: Public Holidays: New Year (January 1st–3rd); Independence Movement Day (March 1st); Labour Day (March 10th); Arbor Day (April 5th); Memorial Day (June 6th); Constitution Day (July 17th); Liberation Day (August 15th); Nation's Foundation Day (October 3rd); National Alphabet Day (October 9th); United Nations Day (October 24th); Christmas (December 25th). Work can be arranged on all above holidays. Local Holidays: No work can be done on Lunar New Year or on the Moon Festival about August 15th.
SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.
AUTHORITY: Mokpo District Marine Bureau.

MUKHO: 37.33 N. 129.27 E.

DOCUMENTS:
6 copies Report (ent/departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 Passenger Luggage Lists.
2 copies Store List.
9 copies Manifest (dis./loading only).
PILOTAGE: Compulsory. Pilotage area from quarantine station to inside boundary line of harbour limits.
RESTRICTIONS: Vessels bound for this port should anchor at the out-harbour awaiting for Quarantine Inspectors, and are required to radio the Harbour Master (6MF2/500 kc/s) the following, free of charge, at least 12 hours prior to the ship's arrival at the Quarantine Station, viz.: 1. Name and nationality of vessel; 2. Exact ETA at out-harbour (Quarantine or Pilot Station); 3. Maximum draft on arrival; 4. Description and quantity of cargo and the number of passengers, and so on.
ANCHORAGE: In Outer Harbour with max. draft 40 ft., 20,000 to 30,000 G/tonners, possible anchor near Quarantine Station, however, cargo work not possible due to no cargo gear and bad weather except under special circumstances.
TUGS: Two tugs available of 320 h.p. and 650 h.p.
BERTHING: Central Pier depth 18 ft. 05 in.; Coal Pier Conveyor A depth 21 ft. 00 in.; Conveyor B depth 21 ft. 09 in.; Stream berth depth, 21 ft. 00 in.; Ssangyong Pier depth 26 ft. 10 in; Ssangyong Pier depth 31 ft. 05 in.
Generally speaking, the loading berth at Coal Pier, Central Pier and Ssangyong Pier, is determined by ship's arrival order. However priority is often given to local vessels carrying domestic coal when domestic coal transportation is urgently required which could cause a rather prolonged wait. Therefore, all vessels bound for this port for coal/graphite/cement are recommended to contact Agents well in advance to ascertain the port conditions.
STEVEDORES: One stevedoring company: Korea Express Company Limited.
MEDICAL: Crew members should be in ppssession of health certificate showing vaccination for smallpox and typhoid. In case health certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor.
FUEL: Nearest supply point is Ulsan, 140 miles away.
CURFEW: In Korea the curfew is still effective from 2400 to 0400 every day.
TIME: Korean Standard Time – GMT plus 9 hours.
HOLIDAYS: Public holidays:
New Year (January 1–3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Naton's Foundation Day (October 3); National Alphabet Day (October 9) United Nations Day (October 24); Christmas Day (December 25) Work can be done.
Local Holidays: No work can be done on Lunar New Year's Day and on the Moon Festival about August 15th.
SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.
AUTHORITY: District Marine Bureau.

POHANG: 36.31 N. 129.23 E.

DOCUMENTS: See "Pusan".
PILOTAGE: Compulsory, two licensed pilots available.
ANCHORAGE: In roadstead, open to N.W. in depth 36–40 ft. Good holding ground for cargo operations.
TUGS: Two tugs available of 250 h.p.
BERTHING: New pier for discharging iron ore cargoes. One berth for bulk carriers up to 50,000 dwt. and one berth for smaller vessels up to 5,000 dwt. Total length of pier 2,340 metres. Operated by Pohang Composite Iron and Steel Works.
FRESH WATER: Small amounts up to 50 tons, may be barged from Ulsan, 56 miles away.
AUTHORITY: Pohang District Marine Bureau.

PUSAN: 35.07 N. 129.02 E.

DOCUMENTS:
9 Cargo Manifests.
3 Transit Cargo Manifests.
8 Crew Lists.
8 Passenger Lists.
4 Passenger Baggage Lists.
4 Mail Lists (forms supplied by Agent).
5 Parcels Lists (forms supplied by Agent).
2 Arms-Narcotics Lists.
2 Tobacco Lists.
2 Currency Lists.
4 Stores Lists.
4 Crew Personal Effects Lists.
Immigration: All Seamen's Books examined and shore passes made out. These passes to be carried at all times when ashore. Strict curfew from 0000 hours to 0400 hours.
CERTIFICATES:
De-rat. Certificate or Exemption.
Inoculation and Vaccination Certificates for all crew members.
PILOTAGE: Professional pilot service is available at Pusan and contact can be made by telephone No. 6–1346 or 6–1743. Necessary for arriving vessel to notify Pilots of arrival 24 hours in advance. VHF unavailable. Formal address is: 73 2-Ka, Choong-Gu Taigyo-Ro, Pusan, Korea. Blast signal from vessel used to call Pilots. Pilot station position 35° 05′ 5″ N. 129° 05′ E.
Pilotage is compulsory and available day and night. Pilot boards off the entrance to the outer harbour. Pilot boat is white launch with pilot signals. Tugs cannot be employed unless Pilot is on board.
PRATIQUE: Pratique granted to vessels anchored in a circular quarantine anchorage located in outer harbour. Quarantine inspection can be arranged by day or night if sufficient advance notice given although regular hours are sunrise to sunset. Valid smallpox and cholera certificates required. Innoculations against typhoid and typhus may be required depending on prevalent conditions.
ANCHORAGES:

Designation	*Depth*	*Capacity*
S-anchorage	8–9 m.	6 vessels of 300–2,000 t.
E-anchorage	11–12 m.	6 vessels of 8,000–12,000 t.
N-anchorage	7–10 m.	18 vessels of 500–6,000 t.

RESTRICTIONS: Vessel having called at Communist ports with-

in six months of contemplated entry of Pusan needs to obtain permission of authorities.

MAX. SIZE: No restrictions on length or breadth of a vessel. Draft should be less than 10 m. when vessel is alongside a pier, or 12 m. when anchored at an anchorage.

RADIO: Pusan Harbour Radio Station: call sign, HLP. Frequency, 500, 434 kc/s. operation round the clock.

Cable Harbour Master 12 hours in advance, advising ETA, last port and maximum draft. If name of Agent is included, the Harbour Office will inform Agents.

VHF is now available. Calling Channel 16. Working Channel 14. Call sign "Harbour Control". Range about 12 miles.

A radar has been sited at the Harbour Office to help vessels approaching in poor visibility.

TUGS: Tugs join an arriving vessel at immediate interior to breakwater, Pusan Harbour. Ship's own lines are used.

BERTHING: Normally in daylight only.

	Length	*Beam*	*Draft*
Pier No. 1	407 m.	115 m.	28 ft.
Pier No. 2	407 m.	116 m.	28 ft.
Quay way No. 2	645 m.	—	27 ft.
Pier No. 4	556 m.	145 m.	29 ft.

STEVEDORES: On basis using full gangs per day, the capacity is: 1,000 L/tons on general cargo; 1,200 L/tons on grains; 1,500 L/tons on anthracite or coal.

TANKERS: A T-head oil pier extends about 700 ft. on the S.E. side of the north harbour. Least depth at pier head is 32 ft. Used by tankers servicing Korea Oil Corporation.

DEVELOPMENTS: Dredging of the approach channel to piers to about 36 ft. Dredging northern section of harbour to 29 ft.

MEDICAL: Service is available at short notice.

FRESH WATER: Available. Rate of water supply, 80 L/tons per hour. Supplied at pier, or by barge.

FUEL: Availability on Bunker "A", Bunker "C", LRFO, LO and diesel oil.

FIRE PRECAUTIONS: Port has separate anchorage for tankers. Port requests for compliance with regulation not to contaminate waters with inflammable substances, e.g. petroleum products. Tankers are prohibited to clean tanks in port.

GANGWAY/DECK WATCHMEN: This service is available.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

CONSULS:

Consul, Republic of China (Formosa) Tel. 4–0276
Consul, Japan ,, 22–0135

REPAIRS: All repairs can be effected.

DRY DOCKS:

Name of facility	*Capacity*	*Location*
Korea Ship Building Eng. Corp. No. 1	5,000	Pusan
Korea Ship Building Eng. Corp. No. 2	10,000	Pusan
Korea Ship Building Eng. Corp. No. 3	100,000	Pusan
Dae Sun Ship Building Corp.	4000	Pusan

REPATRIATION: No facilities.

AIRPORT: Airport is at Suyeng about 12 km. from Pusan. Japan-bound plane takes off once a day.

TIME: Korean Standard Time. 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st–3rd January; 1st March; 10th March; 5th April; 6th June; 17th July; 15th August; 3rd October; 9th October; 24th October; 25th December.

On above holidays vessels can be discharged and loaded with permission to work granted by the Customs Authority on request.

Local holidays when no work may be performed are: New Year's Day in Lunar Calendar, and the Moon Festival (15th August) in Lunar Calendar.

POLICE/AMBULANCE/FIRE: Police, 22–0863/2497; Ambulance, Pusan Quarantine Station, 6–1371, 4–5736.

TELEPHONES: "Port Telephone Service" operates for purpose of serving communication on board-shore.

SERVICES: Adjustment of compass, available.

SHORE LEAVE: Allowed.

DELAYS: Port congestion is experienced occasionally.

AUTHORITY: Pusan District Marine Bureau. Tel. 4–0041/0043 or 6–0357.

ULSAN: 35.27 N. 129.23 E.

Korea Oil Corp. Single Buoy Moorings.

DOCUMENTS:

3 copies of Manifested Parcels on Board.
3 copies of the Store List.
3 copies of List of Narcotics on Board.
3 copies of List of Arms and Ammunition on Board.
3 copies of List of Vessel's Foreign Currency.
3 copies of List of Crew's Foreign Currency.
3 copies of List of Vessel's Tobacco, Cigarettes, Spirits, etc.
13 copies of the Crew List.
3 copies of List of Crew's Personal Effects, Tobacco, Cigarettes, Spirits, etc.
Crew's Vaccination Certificates.
Deratisation Exemption Certificates.
Clearance from Last Port.
10 copies of List of Landing Passengers, if any.
10 copies of List of Passengers in Transit, if any.
3 copies of List of Passengers' Baggage.

PILOTAGE: The seaward approaches to the Imodco Terminal mooring site are free of underwater obstructions and existing landmarks and navigation aids are adequate. Depth of water not less than 65 ft. in approaches. The Imodco Terminal can be approached with the summit of Pongdae San bearing 333° true. When in position the following navigation fix will obtain at the mooring site:

Pongdae San (summit) bearing 333° true distance 2,915 yd.
Pongjin Hang Light (end of breakwater) ,, 053° true ,, 4,770 yd.
Chuck To (centre cut) ,, 255° true ,, 3,800 yd.

A good radar echo will be obtained from the tanks ashore at approximately 20 miles, the Imodco buoys at a distance of 8 miles, and the small buoys, marking the floating hose heading off the Imodco buoy, at 1·5 miles.

Lights ashore, lights on the Imodco buoys and on the small buoys appear to be unreliable.

After clearing Customs a harbour Pilot will board the vessel to direct it to the buoy and conduct the mooring operations if required. There is no night mooring. However, unmooring is carried out during darkness as well as in daylight.

ANCHORAGE: Anchor the vessel about 1 mile South-east of the buoy, if the weather permits. In this location it is less difficult to find vessel, when in fog. Do not anchor less than 1 mile from buoy, and under no circumstances can the anchors ever be used on approaching the buoy terminal, chain cables and pipe-lines are located at this site and anchoring is strictly prohibited.

HEALTH: Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

RADIO: There is no marine radio telephone at Ulsan to communicate with on radio telephone frequency. A small transreceiver on shore can communicate with attendant launch.

BERTH DESCRIPTION: Two berths at single buoy moorings.

No. 1 Imodco Buoy

Position: Latitude 35° 27′ 15″ North, longitude 129° 23′ 30″ East.
Description: A 12·5 metres red and white vertically striped buoy.
Lights: On buoy; alternate flashing red and white every 12 seconds, visibility 5 miles or more. Duration of each flash 4 seconds.

On hose; there are 3 red flashing marker lights equally spaced along 675 ft. hose, visible for 2 miles.

All of the above lights are activated by photoelectric cells.
Radar Reflector: On buoy's mast.
Foghorn: A two-second blast, period 20 seconds, range one mile. Must be turned on at the buoy.
Soundings: Eleven fathoms in buoy area.

No. 2 Imodco Buoy

Position: Latitude 35° 26′ 44″ North, longitude 129° 23′ 20·5″ East.
Description: A 12·5 metres red coloured buoy.
Lights: On buoy; has a range of at least 5 miles, on hose; as for No. 1 Imodco buoy.
Foghorn: A battery powered foghorn with a range in excess of ½ mile.

DRY CARGO BERTHS:

Commercial Berth: Length 210 metres, depth alongside 33 ft.
Korea Fertilizer Co. Berth: Length 240 metres, depth alongside 30 ft.

BERTHING: Two launches are in attendance during mooring and unmooring operations. One launch will keep the hoses clear and the other handles the mooring rope. Both bow anchors are to be hove well up in the hawse pipes and properly secured before reaching the buoy. Anchors are never to be used while on the buoy, they can foul buoy cables and pipe-line on the bottom if released.

No. 1 Buoy. The vessel will be moored with 4 to 5 ropes off the bow. No rope used from the well decks. One rope will be run single to the buoy to heave the vessel in proper position, all other lines will be used double by sending one end out through the port or starboard bow chock and hove back through the opposite side of the bow chock, sufficient slack is brought on board so that a complete set of turns can be securely placed on the bollard. A good messenger rope about 3½ in. to 4 in. circumference, at least 400 ft. in length, will be required to heave the lines around the mooring arm on the mooring and back on the vessel. The first line used single will be doubled up last.

No. 2 Buoy. The vessel will be moored with two nylon lines, 250 ft. in length, floating off the buoy. Two of the ship's mooring ropes will be run to the buoy to heave the vessel in proper position. At about 40 yd. distance from the buoy a good messenger rope will be required to pick up the floating ropes one by one. When the floating ropes are made fast on board, one of the two ship's ropes sent to the buoy will be doubled up.

HOSES: *No. 1 Buoy.* There are two sets of 12 in. hoses and one set of 8 in. hose. The two 12 in. hoses are for crude oil and the 8 in. hose for gas oil. The hoses are 675 ft. in length from the buoy manifold and are floating in plastic doughnut shaped floats. The hose con-

nections are always made to the port manifold, and are lifted one at a time to the ship's manifold. Each hose, when full of cargo and equipment, is over 1½ tons in weight.

No. 2 Buoy. There are two strings of 16 in. hoses, each 945 ft. in length. The final 70 ft. of hose is reduced to 12 in. to permit lifting by the tanker's lifting gear. The hose connections are made to the starboard manifold of the vessel.

BUNKERS AND WATER: Available by barge only.

BALLASTING: After the vessel has been somewhat more than half discharged, the vessel should be ballasted to a safe margin, to draw not less than 12 to 13 ft. forward. This will avoid the vessel yawing widely on the buoy with strong winds and assist in avoiding contact with the buoy and hoses. Vessel will moor about 120 ft. from buoy.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

REPATRIATION: Nearest facilities for crew change or repatriation are at Pusan.

TIME: Korean Standard Time, 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January; 1st March; 5th April; 6th June; 17th July; 15th August; 3rd October; 9th October; 24th October; 25th December.

SHORE LEAVE: Allowed up to midnight.

GENERAL: Vessels arriving at Ulsan should radio to Agent at Pusan four days in advance information on size of vessel's manifold connections, as the adapters, if required, will have to be made by the Korea Oil Corp. This applies mainly to vessels arriving at Ulsan for the first time or in case there has been any alteration to the manifold since the last arrival.

While on the buoy the vessel will be required to provide sleeping quarters and linen for about eight to ten men; this includes the discharging Master and his apprentice. The standby men include launch-men and riggers; these men connect and disconnect hoses and are mainly kept on board for emergency.

The discharging Master will remain with the vessel during its entire operation on the buoy. Under certain conditions, should it become necessary, they may ask the vessel for meals; however, food for standby men is generally furnished from ashore.

The ship's engines must remain ready for immediate use.

AUTHORITY: Korea Oil Corporation, Ulsan.

YOSU: 34·51 N. 127·47 E.

DOCUMENTS:

Last Port Clearance.
Register.
12 copies of Crew List.
12 copies of Passenger Manifest.
3 copies of Store List.
3 copies of Bonded Store List.
3 copies of Arms and Ammunition List.
3 copies of Livestock List.
1 copy of Vaccination List showing dates of last smallpox and yellow fever vaccination, etc.

PILOTAGE: The approach to Yosu Gulf from the South is open and clear of dangers until vessel approaches "Tae Do" near which the pilot station is located. The depths of water vary from 40 metres off "Cah-To" to 20·5 metres in the vicinity of Tae Do.

From Tae Do the channel narrows and changes direction to the West North-west towards the town of Yosu. Off the South-west extremity of Namhae, where the channel is about 1·25 miles wide, course is altered to North by West into Yosu Gulf. The land on each side is mountainous and rises to an average height of 450 metres. The highest peak in the area is Mangun San, situated in the Northern part of Namhae and rises to an elevation of 785 metres.

In approximate latitude 34° 47′ N. are located 5 buoys and 1 lighthouse beacon to mark the narrowest part of the Channel. The buoys are numbered nos. 1 to 5 with black buoys having even numbers. Vessels course is mid-way between the buoys. About ¾ mile from the Imodco Buoy a 13 metres patch is marked by a buoy.

HONAM OIL REFINERY SINGLE BUOY MOORING.

RESTRICTIONS: Channel depth minimum 63 ft. The channel area to Yosu has been hydrographic surveyed and wire dragged North of latitude 34° 35′ 30″. A channel about 2½ miles wide and 15 miles long has been wire dragged South of latitude 34° 35′ 30″. The Western extremity of this channel is located about 3½ miles East of Chock-To Island. Daylight berthing only at the buoy terminal.

MAX. SIZE: Up to 60 ft. draft.

ANCHORAGE: Depth 14 fathoms. It is prohibited to anchor within 1 mile of buoy mooring.

HEALTH: Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

RADIO: Pusan Radio. There is at Yosu a non-commercial radio station with call signal 6 MY operating and listening on 500 kc/s. Manned by two operators with 24 hours service. The station is located at the Yosu Marine Bureau for the benefit of the port authorities, including the Pilot. The range of the station is about 100 nautical miles, and it is recommended that Masters communicate with this station giving their ETA at the pilot station. The communication from tanker to shore when moored at the Imodco buoy is by VHF transreceiver and is handled by refinery personnel on board. Messages should therefore be relayed to the refinery representatives.

TUGS: Two tugs available each of 1,000 h.p.

BERTHING: The approach to the buoy is made with minimum headway on the tanker and the first synthetic line to the buoy is supplied by the vessel, and by using this line the vessel is brought approximately 150 ft. from the buoy, when two 15-in. synthetic lines from the buoy are brought up to the ship and made fast. During the discharge operations engines must be ready on a moment's notice and sufficient officers on duty to man the bridge and the engine-room. In order to avoid riding up on the buoy and the cargo hoses stern movements with the engine may be required. On turbine vessels where the chief engineer is unable to completely stop his engines, the r.p.m. must be kept at a minimum. Vessels which are not able to conform with these regulations should advise Honam Oil representative in writing.

Honam Oil maintain a boat to bring the cargo hoses alongside and crew for connecting of same. The tanker's crew is, however, responsible for adjusting the boom and the gear necessary for this operation. The same procedure takes place upon completion of cargo.

BALLAST: There are no facilities for reception of dirty ballast. It is the ship Master's responsibility to see that no oil or oily ballast is spilled or pumped overboard from his ship. Drip-pans must be used at all times and all scuppers must be plugged. The waters in or adjacent to the terminal must not be polluted and only oil-free bilgewater may be discharged at the terminal. If, during inspection or during progress of discharging, it is revealed that the vessel's tanks are not oil-tight, she will be refused further discharging, if so determined by the refinery representative.

SAFETY: Sufficient officers and crew personnel must always be on board to attend to the vessel and to cargo. Power must be available at all times on deck winches and windlass while the vessel is in the moorings. The presence of unauthorised craft alongside is extremely hazardous, and Masters are requested to require all unauthorised craft to clear the vessel's side prior to commencement of cargo discharging. Master should shut down all cargo operations during severe electrical storms and under any circumstances which imperil the cargo operation.

DRY CARGO PORT:

PRATIQUE: A quarantine anchorage has been designated within an area bounded by a circle having a radius of 750 yards centred at approximate lat. 34° 45′ 12″ N. long. 127° 46′ 15″ E.

RESTRICTIONS: Least depth in channel to Pier No. 3 is 24 ft. near the North Harbour entrance.

The South Harbour entrance has a depth exceeding 40 ft. gradually decreasing towards the head of the harbour.

MAX. SIZE: Alongside Pier No. 3. Max. draft 26 ft. At anchor draft up to 33 ft.

ANCHORAGE: Vessels can anchor as convenient in the North Harbour or in depths of 4½–9 fathoms, mud bottom, in the sea southward of the breakwater, linking the mainland with Odong Do.

TUGS: Three tugs available, up to 655 h.p.

BERTHING:

South Harbour: used by fishing and coastal vessels only.
North Harbour: Pier No. 2 depth alongside 21 ft.
Pier No. 3 depth alongside 27 ft.

MEDICAL: There are Medical facilities in Yosu Town. Inoculation and vaccination can be arranged with quarantine doctor. Deratisation Certificates can be arranged. Vessels requiring emergency medical assistance should contact agent immediately.

DENSITY: 1025.

FRESH WATER: No fresh water is available for delivery to ships.

FUEL: Bunkers available by barge subject to advance notice being given.

REPAIRS: There are no repair facilities in Yosu, except for small jobs.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

REPATRIATION: Crew changes or repatriation can be arranged.

TIME: Korean Standard Time, 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

SHORE LEAVE: Shore leave for ship's personnel is arranged by ship's Agent and the local authorities. The nearest town is Yosu, 40 min. boat ride from the terminal, which should be arranged by the Agent. Caution: Sufficient personnel must be on board at all times for letting go lines and clear the buoy immediately.

AUTHORITY: Honam Oil Refinery Co. Ltd., Yosu Refinery, PO Box 7, Yosu Chollanamdo, Korea.

Kuwait

KHOR-el-MUFATTA: 28.39.17 N. 48.23.26 E.

DOCUMENTS: The only document required for this port is copy of the Cargo Manifest.

PILOTAGE: No pilotage available.

ANCHORAGE: Vessels anchor to seaward side of black and white conical shaped buoy which is situated 2 miles to the East of the Khor. Mufatta is some 55 miles by sea from the port of Kuwait. The flashing lights marked on the charts at the entrance to the Khor have been discontinued.
HEALTH: Before arrival vessels required pass following items to Agent (about three or four days prior to ETA). Name of vessel, Nationality, ETA, Last port of call, tonnage, quarantinable disease on board (if any) infectious disease (if any), sick persons, death, and any requirements.
ETA should be notified again 24 hours before arrival.
RADIO: No separate radio service for this port and all communication to Agent to be made through Kuwait Radio 9 KK.
TUGS: None.
BERTHING: Ship discharged in open roadstead.
STEVEDORES: Sent from Kuwait. At least 48 hours notice required.
MEDICAL: Facilities available only at Kuwait.
DENSITY: Salt water.
FRESH WATER: Not available.
BUNKERS, LUBOIL ETC: Can be arranged at Mina Abdulla. Mena-al-Ahmadi.
FIRE PRECAUTIONS: No equipment for fire-fighting.
WATCHMEN: Can be arranged through Agent.
CERTIFICATES: All usual documents such as Ship's Manifest, Bill of Health, Crew List, Clearance from last port, Store List, Bonded Store List, etc.
CUSTOMS ALLOWANCE: (Tobacco) No restrictions. (Wine and/or Spirits) Alcoholic beverage strictly prohibited to be held out of bond. Master allowed keep limited quantity in cabin.
CARGO GEAR: Ship's gear used for discharging.
IDENTIFICATION CARDS: Not needed.
REPAIRS: None.
REPATRIATION: Can be arranged via Kuwait.
Seamen arriving Kuwait Airport to join vessels at Partitioned Zone ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait and/or Partitioned Zone. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew.
Marine Superintendent of Owners, or Owners' representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.
AIRPORT: Kuwait Airport served by regular airlines.
TIME: GMT plus 3 hours.
HOLIDAYS: New Year's Day; Eid al Fitr; Accession to the Throne; Eid al Haj; 1st Muharram; Prophet's Birthday; Rajab.
TELEPHONE: Cannot be arranged on board.
PROVISIONS: Foodstuffs, beverages, tobaccos, etc., available from ships chandlers in Kuwait in limited kinds and quantities. Prices more expensive than town of Kuwait due to long transportation. Ships Agent should be advised by cable well in advance.
SPECIAL SERVICES: Swedish Welfare for Seamen, Lloyds Surveyor, Butterworth tank cleaning machines and equipement, and under-water cleaning.
SHORE LEAVE: Not limited.
AGENT: See "Shuwaikh."

MINA ABDULLA:

LOCATION: Mina Abdulla bounded on South by parallel of latitude 28° 55′ N. on the East by longitude 48° 18′ E. and on North by a line joining following points:

(1) 29° 01′ 45″ N.	48° 09′ 25″ E.
(2) 29° 01′ 45″ N.	48° 10′ 06″ E.
(3) 29° 02′ N.	48° 10′ 18″ E.
(4) 29° 02′ N.	48° 18′ 00″ E.

FLAG: Every merchant ship when entering or leaving port between sunrise and sunset shall fly her national flag and national flag of Kuwait and, when entering port, shall fly her signal letters. All vessels required to fly Kuwait flag on foremast during day-light hours. Flags may be obtained from Agent.
APPROACHES: Two oil-loading berths supplied by three pipelines are situated here. A number of large tanks define tank farm area. A refinery stands to South-west of tank farm. The flare is conspicuous. Other conspicuous objects in area are the radio tower, Mosque Minaret and the four leading beacons for two berths. These are lit for night berthing by three white lights on each beacon in the form of triangles, the beacon lights for Berth No. 1 are occulting every 5 seconds, the lights of No. 2 Berth are fixed.
When a vessel is ready to enter at the same time as another vessel is ready to leave the port, the outgoing vessel shall have priority over the incoming vessel, subject always to the provisions of the International Regulations for Preventing Collisions at Sea and to the requirements of safe navigation.
DOCUMENTS: Before leaving Kuwait the Master shall be responsible for obtaining a Port Clearance Certificate. The documents necessary for vessels to enter and leave Mina Abdulla are:
Enter
Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Light Dues Certificate.
Clear
Register.
Load-line Certificate.
Radio Certificate.
Safety Certificate.
Last Port Clearance.
Masters and Agents of vessels shall, when called upon by a Customs Officer or Marine Officer, produce any documents relative to the landing or shipment of their vessel's cargo in the port. The Master or his representative is required to hand to the Company a written Notice of Readiness to load.
Discharging certificates of oil cargo loaded from Kuwait and Partitioned Zone ports are to be sent to vessels' local Agents immediately duly attested by the Customs Authorities and Arab Consulate covering full quantity as per Bill of Lading.
If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.
In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agents at discharging ports to forward relevant cargo discharge certificates to Agents at loading ports without delay.
PILOTAGE: Mooring Master normally meets vessels within one-and-a-half-miles of terminal sea berths and will act as Pilot and as Company's Representative and remain on board during vessel's stay in port. Vessels requested to have pilot ladder of an approved pattern, safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. When it is necessary for a vessel to anchor before being berthed she should do so in the recommended anchorage area. Two 45 ft. tugs painted blue with white superstructure assist berthing by running mooring lines to stern buoys. The pilot boat has a blue hull and white superstructure and is radar equipped.. The name "Independent" is on each bow and stern.
Vessels with a Mooring Master on board shall display International Code Flag "H" in a prominent position whilst manoeuvring under his advice, and shall, if so instructed by Mooring Master, display a flag indicating berth to which vessel is proceeding.
ANCHORAGES: Vessels requiring anchor for any reason in port limits should do so within area enclosed between positions:

29° 02′ N.	48° 14·3′ E.
29° 02′ N.	48° 15·1′ E.
29° 01·2′ N.	48° 15·1′ E.
29° 01·2′ N.	48° 14·1′ E.

or within reasonable proximity to the East if congestion arises in anchorage area.
All vessels and craft within the port shall be navigated with care and caution at a speed and in a manner which shall not endanger the safety of other vessels or craft. In particular, special care and caution is to be observed in passing vessels or craft of the following category: weight-lifting or deeply-laden craft, vessels which are mooring or moored at terminal buoys, vessels or craft in tow and vessels or craft engaged on diving, dredging, grabbing, pile-driving or construction work, survey operations or the removal of obstructions.
All vessels within the port shall anchor, or moor and unmoor, when and where required by the Marine Officer, and shall be moved from place to place as required and by such means or appliances as may be ordered by the Marine Officer.
Vessels or craft shall not anchor near any submarine lines within the port limits, unless engaged on work which, in the opinion of the Marine Officer, necessitates their doing so.
MAX. SIZE: Vessels of unlimited length can be accommodated. Approximately 90,000 dwt. tankers fully loaded up to a maximum draft of 46 ft. on arrival, calling for bunkers only, can be accommodated. Vessels in the 200,000 dwt. class can be accommodated arriving in ballast condition for loading part cargoes up to a maximum sailing draft of 51 ft. or for normal bunkering requirements when remaining in ballast.
HEALTH: Quarantine regulations administered by Kuwait Government's Quarantine Medical Officer. Pratique granted at anchorage or berth.
Vessels calling at Mina Abdulla are requested to send following information to "Health", Mina Al Ahmadi:
(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique
No craft, other than one having on board the Mooring Master or Port Health Officer, may approach any vessel entering the port and no other person may board any such vessel until free pratique has been granted.
Adequate covers shall be placed over all overside discharges.
Masters shall be responsible for ensuring that no unhealthy or offensive matter is deposited from their vessels on port premises. Any such matter so deposited that is, or becomes offensive, or, in the opinion of the Port Health Officer, injurious to health, may be removed, confiscated or destroyed and the place of deposit cleaned or disinfected on the direction of the Marine Officer at the expense of the Master responsible.
Any vessel, having on board offensive goods, or goods which, in the opinion of the Port Health Officer, are injurious to health, may be ordered to leave the port by the Marine Officer.
No ashes, refuse or other objectionable matter shall be thrown overboard from any vessel either on to any premises or into any waters of the port.

TIDE: The maximum tidal range is 10 ft. 6 in. and velocity of tide is from ½ to 2 knots.

DENSITY: Water density is 1.025 oz.

MOORING: Mooring Masters may decline to moor any vessel if in his opinion it is not equipped with satisfactory mooring facilities, lines and gear, etc.

Vessels shall provide such tackle as may be required for loading or discharging cargo.

Vessels berthed at sea terminals shall provide not less than six good quality mooring ropes and/or wire hawsers aft, each not less than 120 fathoms in length. An eye shall be spliced in ends of ropes to secure lines to pelican hooks on buoys. Two insurance wires are provided in each berth. Ships must have both anchors ready for immediate use each with minimum of chain as follows:

Below 10,000 dwt, 8 shackles. Between: dwt. 10,000–20,000, 9 shackles; 20,000–30,000, 10 shackles. Above: dwt. 30,000, 11 shackles; 40,000, 12 shackles. Above 60,000, 13 shackles; and above 80,000, 16 shackles. The term shackles is to be interpreted as a length of 15 fathoms. Masters shall be responsible for seeing that a strict watch is kept on their vessel's moorings to prevent ranging.

BALLAST: As soon as practicable after arrival, all vessel's tanks will be inspected for evidence of oil in ballast. During discharge of ballast, similar inspections will continue. If evidence of oil appears at any of these inspections, the ship must return at once to a point not less than 100 miles from the coastline and there completely discharge all oily or dirty ballast.

Masters will be required to sign a declaration certifying that any water ballast intended for discharge from vessel is clean and free from oil. Arrangements are being made by the Company for dirty ballast disposal facilities to be supplied in the future, if and when required, by vessels in this port.

POLLUTION: Cases of discharging dirty ballast or oil spillages will be investigated and vessels are liable to fines and/or detention. Vessels shall not discharge into the water of the port any part of the content of their cargo, slop, or ballast tanks or bilges which is liable to pollute these waters. Masters shall ensure that pipe-line and equipment are clean before using them for discharging anything into the water of the port. Scuppers shall be plugged effectively and no leakage or spillage of petroleum on board shall be allowed to leak or be swept overboard.

The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars."

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

BERTHING: Master shall, before berthing, advise Marine Officer of any special damage or disability to the vessel. No. 1 Berth lat 29° 01′ 16″ N. Long. 48° 11′ 52″ E. approximately, situated about 2 miles offshore in 43 ft. water LWOST over sand and coral with fair holding ground. A spar-buoy painted yellow with black bands marks end of submerged steel pipe-lines. A common bunker line to the berths, off-branches approximately 1,000 ft. South of Berth No. 1 and runs in to meet the direct line from shore to this berth. Ends of attached loading hoses marked by can-buoys on either side of the Spar. Four mooring buoys in Berth No. 1 and five in Berth No. 2 painted red and silver located in an arc, 1–2 cables approximately E.S.E. through South of S.S.W. from spar-buoys for vessel's stern moorings. Ship's anchors only are used forward No. 2 Berth (situated approximately half a cable South and nine cables East of Berth No. 1); Lat. 29° 01′ 0″ N. Long. 48° 12′ 51″ E. approximately. Depth of water in Berth No. 2 is 56 ft. LWOST over mud and clay which is excellent holding ground.

LOADING: Terminal has facilities to load at maximum rate of 1,500 tons per hour in Berth No. 1 and 2,800 tons per hour in Berth No. 2, but this loading rate can be achieved only when vessel is furnished with appropriate equipment.

Caution: The incoming oil stream is pumped from shore and it is extremely dangerous to close a ship's valve against the incoming oil stream. Such a procedure creates an excessive pressure, which may damage submarine lines, ship's pipe-lines or the terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by shore crew as advised by Mooring Master who will remain on board while ship is mooring, loading or discharging and unmooring. Vessels will provide winch drivers and remove such manifold blanking flanges and fit reducing pieces as required.

Deck hose connections from submarine lines as follows:

Cargo: 10 in. ID, working pressure 150 PSI, fitted with 150# ASA steel flanges. Bunker flanges 8 in. ID, working pressure 150 PSI, fitted with 150# ASA steel flanges.

Loading and discharging of petroleum vessels shall not be undertaken without permission of Marine Officer.

Loading and discharging of petroleum vessels shall not commence until:

(1) Master or Chief Officer has certified to Marine Officer that all necessary valves are open and that vessel is in proper condition to receive or dischage cargo.

(2) Master or Chief Officer has certified to Marine Officer that all ship's sea valves are closed or blankflanged except those required for water circulation purposes, and that these regulations are being and will be observed.

(3) Ship's tanks have been inspected by an authorised inspector and passed as suitable for loading.

Throughout period of loading and discharging operations, following conditions shall be observed:

(1) A responsible ship's officer shall be on watch on board at a point near tanks which are receiving oil during process of loading. The company's staff have received instructions to stop loading immediately whenever this rule is disregarded.

(2) A capable member of ship's crew shall be stationed by ship's tank valves which are receiving oil during loading.

(3) All pipe-lines and hoses shall, while rigged for loading or discharging petroleum, be directly and continuously earthed and kept constantly under supervision.

(4) No petroleum shall be allowed to escape or overflow.

(5) The following signals will be observed, as well as the radio communications, between ship and shore:

Signal Flag by Day		*Light Signal by Night*
1 Red Flag	*Starting* Slow Speed	1 Red Light
2 Red Flags	Full Speed	2 Red Lights
	Stopping	
1 Red Flag	Slow Speed	1 Red Light
All Flags Down	Stop	No Lights

(6) When normal ship-to-shore communication fails, the emergency signal to stop the oil flow will be a continuous blast on the ship's whistle until the oil ceases to flow. Steam or air should never be shut off from whistle during loading. When practical, means should be provided for blowing the whistle from the after section of the cat walk. Whenever an Emergency Whistle Signal is used, all loading operations in the berths will be shut down until normal communication is restored. For this reason it is requested that ships in the area refrain from using ship's whistle for other than essential purposes.

Load Lines: Masters are warned that their load lines are subject to scrutiny by the port officer from Mina Al Ahmadi on completion of loading or bunkering. It is in their own interest therefore, to observe the regulations, as vessels are liable to be delayed and have to pump ashore or be fined if overloaded, and Port Clearance withheld.

RADIO: Master shall inform Marine Aminoil at least 72, 48 and 24 hours notice of time of arrival via Kuwait Government Coastal Radio Station, call sign "9KK".

MEDICAL: Patients will in normal course of events be treated by Quarantine Medical Officer on board. Neither medical nor hospital facilities are provided by the Company. However, in cases of emergency those requiring urgent hospitalisation may be taken by vessel's Agent.

FUEL: Fuel oil bunkers can be loaded in either berth at a maximum rate of 500 tons/hour, thus raising the maximum loading rate of either berth by 500 tons per hour for fuel oil cargoes only.

FRESH WATER: Cannot be supplied at Mina Abdulla. In case of utmost need Agent may hire a barge with a capacity of 100 tons of fresh water from Kuwait, and send to Mina Abdulla.

CUSTOMS: Import of firearms and ammunition is forbidden. Under Kuwait Law No. 46, it is an offence to sell or trade liquor within the State of Kuwait. Any person convicted for selling, purchasing, giving away, accepting or acquiring in any manner, liquor or any intoxicating drinks for the purpose of trading and marketing shall be punished by a maximum 3 years imprisonment and a maximum fine of KD 300 or by only one of the two aforesaid penalties. Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CONSULS: See "Shuwaikh". The American Consulate is situated just outside Kuwait town, some 30 miles from the terminal.

REPAIRS: No facilities.

REPATRIATION: Seamen arriving Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

AIRPORT: Kuwait.

TIME: GMT plus 3 hours.

PROVISIONS: Aminoil does not provide any chandling facilities. Masters of vessels calling at Mina Abdulla must arrange for supplies through ship's Agent. Foodstuffs, beverages, tobaccos, etc., are available from ship chandlers in Kuwait in limited kinds and quantities. Prices a little more expensive than in Kuwait due to long transportation. Ship's Agent should be advised by cable well in advance.

CERTIFICATES: See "Documents". There is no organisation for dealing with Deratisation Certificate at Mina Abdulla. Agents are responsible for presentation of oil-discharging certificate to Customs authorities as guaranteed by them. All cargo discharge certificates duly attested by the Arab Consulate are to be sent to Agents directly.

SHORE LEAVE: At present, crews not allowed ashore at Mina Abdulla, and this rule will be strictly adhered to.

REGULATIONS: Main engines shall always be kept ready for immediate use. Steam pressure shall be maintained at minimum necessary to operate auxiliaries and to manoeuvre in case of need. Deck steam is to be maintained at all times.

Engine repairs which may prevent working of main engines may only be undertaken with written permission of Marine Officer.

Master shall at all times retain on board sufficient crew to work vessels.

Vessels shall have both anchors ready for immediate use on arrival and departure.

Vessels berthed at sea terminals shall not carry out engine trials without permission of Marine Officer.

Vessels berthing during hours of darkness must if available provide a portable light of an approved gas-tight pattern capable of being placed on either quarter of vessel to illuminate vessel's mooring ropes sufficiently for mooring boat.

Vessels shall provide an efficient accommodation ladder and boat rope for port authorities and, during hours of darkness, shall install adequate approved lighting for same. Failure to comply with this may lead to inward clearance being delayed by authorities, thus incurring delays to vessel.

No swimming in vicinity of vessels or from vessels in berth is allowed.

AUTHORITY: American Independent Oil Company, Kuwait Office: Post Box No. 69, Kuwait, Arabian Gulf. Telegrams: Aminoil Kuwait. Tel. Kuwait 84201.

AGENTS: See "Shuwaikh".

MINA-AL-AHMADI

OPERATORS: Kuwait Oil Company Ltd.

LOCATION: Port of Mina al Ahmadi is open roadstead situated on Western shore of Arabian Gulf, and is contained between the port limits of 29° 02′ 45″ N. and 29° 10′ 00″ N. with seaward limit extending to 48° 11′ 30″ E. There are two piers and a sea island having a total of fourteen oil loading berths.

FLAG: National flag of Kuwait is to be flown at foremast head during vessel's stay in port.

NAVIGATIONAL AIDS:

Current hydrographic information may be obtained by radio from the "Middle East Navigation Aids Service, Bahrain".

Lights and Fog Signals

A fog signal on the extreme South end of South Pier with characteristics of one 3-second blast every minute. Approx. position Lat. 29° 04′ 05″ N. Long. 48° 10′ 00″ E.

A fog signal situated on the North Pier with a characteristic of 2·5-second blase, 3-second silence, 2·5-second blase, 3-second silence, 2·5-second blast, 46·5-second silence, Approximate position 29° 07′ 24″ N. 48° 09′ 00″ E.

A fog signal situated on the Sea Island with a characteristic of 2×3 second blasts every 90 seconds. Approximate position 29° 06′ 48″ N. 48° 17′ 29″ E.

DOCUMENTS:

1. To obtain clearance inwards, following documents required by Agents:
   - (i) Ship's Register.
   - (ii) Safety Equipment Certificate.
   - (iii) Safety Radio Certificate.
   - (iv) Load Line Certificate.
   - (v) Last Port Clearance.
   - (vi) Two copies of Crew List showing names, nationalities and passport/seamen's book numbers.

Items (i) to (v) are returned to Master together with Port Clearance (valid 24 hours only) prior to sailing.

2. Customs boarding officers require following:
   - (*a*) One Copy of Crew List.
   - (*b*) Log Books covering period from last visit.
   - (*c*) Completed Customs Declaration Form (supplied by boarding officer).
   - (*d*) List of Ports visited with arrival and departure dates since last visit (form also supplied by boarding officer.)
   - (*e*) Completed Ballast Form (form also supplied by boarding officer).
3. Immigration officials require the following:
   - (*a*) Valid Passport or Seamen's Book – the latter is preferable for landing.
   - (*b*) Letter of Guarantee from Agents (iv above).
   - (*c*) Two copies of Crew Lists.
4. Early Departure Procedure. KOC Documents Section are now operating an Early Departure Procedure to cut down delays in documentation. Masters may opt to use this scheme, full details of which can be obtained from KOTC.
5. Discharge Certificates: Discharging certificates of oil cargo loaded from Kuwait and neutral zone ports are to be sent to vessels' local Agent immediately, duly attested by Customs authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agent at discharging ports to forward relevant cargo discharge certificates to Agent at loading ports without delay.

PILOTAGE: Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions. Under certain conditions the Pilot, after consulting the Harbour Master, may require additional ballast to be run in before berthing.

All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC Pilot.

It is the duty of the Master to inform the Pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to his vessel which might impose hazards in connections with the handling, mooring, unmooring, loading or discharging of the vessel.

ANCHORAGES: The suggested anchorages in the port of Mina-al-Ahmadi have been laid out to facilitate shipping in general. These anchorage areas are outside of the port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 10 to 15 fathoms, the seabed is of sand and soft coral with mud patches and affords good holding ground.

Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival, type of cargo required, size of vessel and loaded draft. Endeavour is made to berth vessels on arrival and Masters will be advised prior to arrival of the pier at which they will berth. If a berth is not available, vessels will be requested to anchor in one of the three anchorages as follows:

1. To the North-east of the Sea Island and outside of the restricted area.
2. To the East of the North Pier, outside of the port limits and to the North of the prohibited anchorage.
3. To the East of the South Pier, outside of the port limits and between the Southern limit of the prohibited anchorage and the Northern port limit of Shuaiba Port.

To the East of the port limits exists a prohibited anchorage and a restricted area which embraces the Sea Island and submarine-feeder pipe-lines.

Positions of these areas are:

Prohibited anchorage	29° 05′ 00″ N.		29° 05′ 00″ N.
	48° 11′ 30″ E.	to	48° 15′ 00″ E.
	29° 07′ 00″ N.		29° 07′ 00″ N.
	48° 11′ 30″ E.		48° 15′ 00″ E.
Restricted area	29° 05′ 00″ N.		29° 05′ 00″ N.
	48° 15′ 00″ E.	to	48° 20′ 00″ E.
	29° 09′ 00″ N.		29° 09′ 00″ N.
	48° 15′ 00″ E.		48° 20′ 00″ E.

HEALTH:

Vessels calling at Mina Al Ahmadi are requested to radio the following information to "Health" Mina Al Ahmadi:

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

Free pratique will be considered at the discretion of the Quarantine Officer, and vessels must hoist the yellow flag unless they are informed by Agent or Harbour Control that free pratique has been granted.

Regulations.

- (i) All vessels must exhibit quarantine signals until quarantine formalities are completed or free pratique granted. By day, International Code Flag "Q"; by night, red light over white light. No person other than the Pilot is allowed to board any vessel either alongside pier or at anchorage until pratique has been granted.
- (ii) Valid smallpox Vaccination Certificates for all crew members and passengers are required. Valid Cholera Certificates will be required from travellers coming from infected areas with the exception of children under one year.
- (iii) Rat guards must be fitted to all moorings – this is being rigidly enforced.
- (iv) Maritime Declaration of Health Form (supplied by boarding quarantine officer) to be completed.
- (v) One copy of Crew List containing dates of vaccination and inoculation is required.
- (vi) International Certificates of Vaccination and Inoculation to be available for inspection if required.
- (vii) Details of air-conditioning available in vessel (form supplied by boarding officer).
- (viii) A valid Deratisation Certificate must be produced. Facilities are available locally for renewal.

RADIO:

1. *Station:* All radio communications to the Company should be quoted in Greenwich Mean Time and should be routed through Kuwait Coast Station 9KK, details of which are given below:

412G Al Kuwait (9KK) 29° 10′ 09″ N. 47° 45′ 42″ E.

Frequency			*Hours*
(9KK) 430,* 450, 500	A1, A2	2 kW.	0300–2100
(9KK2) 4,287	A1	0·75 kW.	On request
(9KK3) 6,370	A1	0·75 kW.	On request
(9KK4) 8,525	A1	0·75 kW.	0300–2100
(9KK5) 12,895	A1	0·75 kW.	0300–2100
2,182, 2,200, 2,750	A3	0·1 kW.	0300–2100

* On request.

Procedure: Transmits traffic lists on 450 kc/s. each even hour; 8,525 and 12,895 kc/s. each odd hour plus 35, listens for 30 mins. thereafter: 2,750 kc/s. each odd hour plus 05.

2. *ETA:* 96 hours before arrival Masters should transmit to Kuoco through Al Kuwait Radio (9KK) the following information required by Kuwait Oil Company.

1. ETA.
2. Cargo and Bunkers required.
3. Notice of any repairs which may immobilise vessel.

4. Any special requirements regarding cargo documents.

The ETA should be confirmed 24 hours before arrival. The Master should also provide Agent with following information prior to arrival:

1. ETA.
2. Last port of call.
3. Any sickness on board.
4. Number of crew members unprotected against smallpox.
5. Number of crew to see doctor or dentist.
6. All requirements – provisions, supplies, lubricating oils, repairs, stores, machinery for landing, crew repatriation, etc.

3. *Radio Beacon:* A low power radio beacon call sign "9KU" frequency 312·6 kc/s. is situated at Lat. 29° 04′ 13·4″ N. Long. 48° 08′ 27·5″ E. Code transmissions are repeated every 20 minutes commencing on the hour throughout the 24 hours as follows: 9KU repeated 3 times for a period of 20 seconds followed by a dash for 20 seconds alternatively for a whole period of two minutes.

VHF: A short range VHF radio telephone Port Control system is in operation and continuous watch is maintained on International Channel 16. Port Working Channels are:

Channel	*Function*
11	General Port Working
12	Pilot and Tugs North/South Pier/Sea Island
13	Sea Island Loading
14	Pilot and Tugs North/South Pier/Sea Island
26	Public Correspondence
27	,, ,,

Vessels bound for Mina-al-Ahmadi should contact Port Control calling "Mina South Pier" on Channel 16 a few hours before arrival.

N.B. As Channel 16 is reserved for Calling, Safety and Emergency, vessels should refrain from using this channel unnecessarily.

NOTICE OF READINESS:(*a*) *Vessels Berthing Direct from Sea:* The vessel will be advised by VHF or signal lamp. "Berthing on arrival" and the "Notice of readiness time" will be taken as the time the Pilot boards the vessel.

(*b*) *Vessels Anchoring and Awaiting Berth:* When a berth is not available, or in the absence of any communication from the shore the time of NOR is taken as the time the vessel anchors in the roads. Time of anchoring, together with position relative to South Pier Control, should be advised to the Harbour Master by VHF or through 9KK as soon as possible. All vessels at anchor are required to be ready to berth on receipt of one hour's notice from the shore; this notice will be given by VHF or lamp and vessels should ensure an efficient watch is maintained to receive this notice.

(*c*) *Cancellation of NOR:* If after receiving one hour's notice a vessel is not ready to berth when Pilot boards, at the expiry of that notice the original NOR will be cancelled and the Pilot withdrawn. The new NOR will be the time the vessel indicates to the shore that she has rectified the defect that originally prevented her from berthing. As vessels are normally berthed in strict order to NOR time a vessel could lose considerable time through not being ready, and Masters should ensure that delays of this nature do not occur.

TUGS: KOC maintain six diesel tugs for port use. Four of 1,500 h.p. with a bollard pull of 24 tons, and two of 2,500 h.p. with a bollard pull of 30 tons. Four tugs normally maintained on duty at all times. Hire charges for the services of Pilots, tugs and rope launches are covered by comprehensive port charges. Under normal operating conditions, no tug or other craft will come alongside the vessel before the Pilot boards; ship's personnel must not signal for tugs or other boats to come alongside.

MOORINGS: When at berth, vessels must be moored to entire satisfaction of Pilot. Vessels must be ready at all times to put out extra moorings as requested by pier personnel or dictated by weather changes.

Mina-al-Ahmadi is subject to sudden fierce squalls; winds of 70 knots have been recorded, therefore vessel's mooring lines must be checked frequently to prevent excessive movement of vessel in berth. Experience has shown that wholly synthetic moorings have too much elasticity and allow vessel to range or drift away from the berth during periods of adverse weather. Whilst these moorings are acceptable as head/stern ropes, it is felt that the ideal breast moorings should be of wire or a wire rope combination with the end being sent ashore fitted with a synthetic pennant or tail. This type of mooring provides the necessary elasticity while still being able to hold the vessel in position. All vessels moored with automatic tension winches must set the manual brakes on these winches.

BERTHING: There are two piers, 6 buoy moorings (seaberths) and a Sea Island.

South Pier. The South Pier is connected to the shore by an approach trestle, this trestle leaves the shore in position 29° 04′ North, 48° 09′ E., and runs seaward in an 071° 26′ direction for a distance of 4,200 ft. (1,280 m.). The "T" head is formed by the oil pier running Northwards in a 341° 26′ direction for 2,805 ft. (655 m.) and the general cargo/oil pier running southwards in a 174° 26′ direction for 1,076 ft. (328 m.). The pier is a steel piled structure with a wooden deck, 24 ft. above LWOST. The South Pier has 6 oil-loading berths, plus 2 berths which can be used for general cargo or L.P.G. loading; details of these berths are as follows:

Limiting Depths and Berth Lengths

Berth	*Depth at LWOST*	*Nominal length*
1	48 ft.	660 ft.
2	47 ,,	675 ,,
3	47 ,,	705,,
4	50½ ,,	765 ,,
5	41½ ,,	765 ,,
6	43½ ,,	705 ,,
9	44 ,,	615 ,,
10	49 ,,	1,050 ,,

All above berths are equipped with 10-in. cargo hoses and 8-in. bunker hoses excepting No. 1 and 10 berths. No. 10 berth has 8-in. hoses and No. 1 berth has 12-in. hoses, both these berths are equipped for loading LPG. Loading arm in No. 1 berth is Chicksan design (DCMD).

North Pier. The North Pier is situated 3·5 nautical miles North of the South Pier and connected to the shore by an approach trestle which runs seaward from 29° 07′ 04″ N. 48° 08′ 10″ E. in a direction of 071° for a distance of 4,754 ft. (1,449 m.); the head is formed by the oil pier which runs Northward in a direction of 341° for a distance of 2,304 ft. (702 m.). The pier is a steel piled structure with a wooden deck, 20 ft. above LWOST. The North Pier has 4 oil-loading berths details of which are:

Limiting Depths and Berth Lengths

Berth	*Depth at LWOST*	*Nominal length*
11	60 ft.	1,150 ft.
12	59 ,,	1,150 ,,
15	57 ,,	792 ,,
16	57 ,,	740 ,,

Berths 11 and 12 each have 4×12 in. cargo hoses, 1×12 in. Chiksan arm and 2×8 in. bunker hoses. Berths 15 and 16 each have a Chiksan loading unit consisting of 4×12 in. cargo arms and 2×8 in. bunker arms. To facilitate the connecting of hoses on Berths 11 and 12, North Pier vessels are requested to retain sufficient ballast so that their manifold height above zero ft. tide does not exceed 60 ft.

Sea Island Terminal. The loading platform of this new terminal is located in position 29° 06′ 48″ N. 48° 17′ 29″ E., approximately 7·4 miles East of the North and South Piers. This terminal is a steel piled structure in 94 ft. of water (LWOST). It consists primarily of a central loading platform with control tower, six mooring and four breasting dolphins, all interconnected by catwalks. The terminal, which lies in 330°–150° direction, is some 1,620 ft. in length. The height above datum of the loading platform is 44 ft. Two vessels can be accommodated at any one time on the terminal. Crude oil is fed to the terminal by a 48-in. submarine line and heavy fuel oil by a 20-in. submarine line. To mark the run of these pipe-lines from the shore, 3 light buoys lettered "A", "B" and "C" have been established. Details are given in the list of Navigational Aids. LFO and DO bunkers are not available at the Sea Island.

Sea Berths. There are 6 sea berths in the port of Mina-al-Ahmadi; 2 are situated to the South of the South Pier and the remaining 4 to the North of the South Pier. They are lettered from North to South, i.e. "H", "E", "D", "B", "A" and "J". Depth of water in the berths varies from 47 ft. to 52 ft. Mooring buoys and submarine pipe-lines for all of these berths are still in position, but none of the berths are in general use at the present time.

Manifold Loading Connection Sizes. North Pier cargo flanges are 12 in. and bunker flanges 8 in. standard 150#ASA. South Pier cargo flanges are 10 in. and bunker flanges 8 in. standard 150#ASA. Sea Island Terminal cargo flanges are 16 in. and bunker flanges 12 in. standard 150#ASA.

Reducers. All vessels using the port of Mina-al-Ahmadi, should be equipped with reducing spools to fit these loading connections. These fittings should be in place prior to berthing to help expedite the vessel's turn-around time.

Slops. A 6 in. slop-line is available on all berths on North and South Piers for reception of slops. For first 3 hours use of this facility is free, for each additional hour or part thereof, a charge is made. Reception of slops is necessarily slow and a vessel may be considerably delayed in having to pump slops ashore. Vessels are therefore expected to arrive with clean ballast and Masters are asked to certify that all tanks and lines have been thoroughly washed unless "load on top" techniques are being operated.

FUEL: Heavy, light and diesel fuel can be supplied on all berths except the Sea Island, where only heavy fuel is available. Approx. Specifications:

	API	*Viscosity*	*Sulphur content*
Heavy Fuel	15·2–15·8	2,900–3,400	4·0 or less
Light Fuel	19·0–20·0	600	3·5 or less
Diesel Fuel	35·5–36·5	36	1·5 or less

Lubricating Oils are available in drums in limited quantities through Agent.

DRY CARGOES: Dry cargo vessels will either discharge into lighters in the anchorage or alongside South Pier at berths No. 9 or No. 10, subject availability of berths.

Cargo Cranes. Portal cranes of 5 tons capacity on berths 9 and 10, also a stiff-leg derrick with a lift of 54 tons on berth No. 10A. However, vessels are expected to have their own cargo equipment ready for use in case this gear is required.

Explosives. Cargo vessels carrying explosives are not allowed alongside piers.

Barges. Company barges available for use in discharging dangerous cargoes or other cargo in the anchorage.

Stevedores. Agents will arrange stevedores to work cargo whilst KOC will provide launch, barge and shore labour.

MEDICAL: Patients will normally be treated at State Quarantine Clinic, where doctors are on duty between 0800–1200 hours and 1500–2000 hours daily. In emergencies doctors are available any time. Patients requiring hospital treatment will be transported by Agents to either KOC hospital in Ahmadi or to State hospital in Kuwait. Dental treatment can be arranged by Agents.

FRESH WATER: *North and South Piers.* Fresh water is in short supply and cannot normally be supplied to ships. In an emergency, small amount may be supplied. Fresh water is not available on the Sea Island.

DEEP WATER DEPARTURE CHANNEL: A comprehensive

survey was carried out to determine the route of the departure channel for the larger and deep draft vessels leaving the port of Mina-al-Ahmadi in a loaded condition. This channel is some 28 miles in length; it extends from the Sea Island Terminal to Madaira Reef and is marked by 21 light buoys and 2 light beacons, one established on Taylor Rock and the other on Madaira Reef. In addition to the above aids, Madaira Reef Light Vessel has been re-positioned further to the East and renamed Ahmadi to act as a fairway mark. Vessels which by reason of their draft are confined to this deep water channel and consequently hampered in their freedom to manoeuvre, will exhibit the following signals:

(i) *By day.* A black cylinder 4 ft. long by 2 ft. in diameter exhibited where it can best be seen.

(ii) *By night.* Four red lights vertically disposed spaced 3 ft. apart with an all round visibility of 4 miles exhibited where they can best be seen.

The exhibition of these signals in no way absolves any vessel from taking all appropriate action to avoid collision as required by the International Rules and Regulations for Preventing Collisions at Sea, but if a deep draft vessel is in doubt that an approaching vessel is not giving her sufficient room to manoeuvre she should indicate such doubt by giving at least five short and rapid blasts on her whistle.

Vessels having less draft should when able to do so give way to vessels exhibiting and sounding these signals and indicate this intention by giving one short blast followed immediately by one long blast on the whistle. Normal sound signals for vessels in sight of another should then follow.

Anchoring and fishing are forbidden within the deep water departure channel.

The departure channel is marked by buoys and beacons.

CUSTOMS: Local officials carry out inspection to confirm that all alcoholic beverages are under lock and key during the vessel's stay.

(i) Personal effects mainly required for personal use and not for re-sale or purpose of commercial gain are allowed free of duty. However, all other goods are subject to a 4% ad valorem duty (CIF value). Suppliers invoices and Certificate of Origin are required for clearance.

(ii) Importation and the sale of alcoholic beverages is strictly prohibited.

(iii) All goods for landing from tankers must be declared to boarding Customs Officer and necessary documentation completed.

(iv) Israeli goods, goods made by companies having interest or branches in Israel, Israeli vessels and vessels trading with Israel are boycotted and not allowed entry into Kuwait.

IMMIGRATION:

(i) Nationals of all friendly countries normally allowed to land. Israelis forbidden entry into Kuwait.

(ii) Transit visas should be obtained from Kuwait Embassies and Consulates abroad. However, in emergencies entry visas can be arranged at airport.

(iii) Transit passengers having valid connecting airline ticket to next port are allowed to land without visas up to 24 hours, extendable to 48 hours if required.

(iv) Seamen of all freindly countries normally allowed to land in transit to join vessels, without visas but on Agents guarantee. Advance information regarding names, nationalities, age, sex, etc. is required by Agents in order to facilitate reception and immigration clearance. *N.B.* Thursdays and Fridays are Company holidays.

(v) Seamen allowed to land for hospitalisation, repatriation, transfer, etc., on a written undertaking that all expenses are met by Agents on behalf of Owners.

(vi) Passports must be valid for Kuwait for citizens of all countries. Stateless persons are required to have a visa before arrival in Kuwait.

CONSULS: Most friendly countries maintain Embassies or Consulates in Kuwait Town.

TIME: Kuwait State bases local time on the 45th meridian (GMT plus 3 hours). This time is in force the whole year.

SERVICES: To avoid delay all vessels advised to cable Agent of all their requirements in advance, giving full details:

Repairs

(a) *Ship Repair.* All running repairs are undertaken through local contractors.

(b) *Radar/Radio and Electronic Equipment.* Maintenance service of this equipment is available through KOTC whose engineers/technicians are available for service on request.

Supplies. Supply of chemicals, paints, spare parts and provisions are available through local Agents.

Laundry. Laundry service is available on advance notice.

Oil Inspection. E. W. Saybolt & Co. maintain an independent inspection service.

Seamen Centre. This service is now centred only on South Pier, open to visiting seamen from 0700–2200 hours daily. Film exchange facilities are available at the South Pier.

Classification Societies. Lloyds Register of Shipping has a Resident Surveyor in Kuwait and maintains an office with Kuwait Maritime & Mercantile Co., who attend marine and non-marine work. Other societies have non-exclusive surveyors and their services can be obtained through KOTC.

Shore Leave. Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. All shore leave is contingent upon compliance with quarantine regulations and, under limited conditions and hours, shore leave may be granted. Masters should consult Agents to obtain the necessary passes.

Divers. Divers services are available, including underwater hull cleaning service, through KOTC.

SHORE LEAVE: Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. All shore leave is contingent upon compliance with quarantine regulations and, under limited conditions and hours, shore leave may be granted. Masters should consult Agents to obtain the necessary passes.

REGULATIONS:

(a) *Local laws.* The laws of Kuwait are in force at the port of Mina-al-Ahmadi. Masters and crew members are advised for their own protection to abide by them. Comprehensive regulations governing the use of the port are promulgated in Law No. 21 of 1961. Masters of visiting vessels should acquaint themselves with this law.

(b) *Pollution.* The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars".

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

(c) *Certificates.* All vessels must comply with International Safety Regulations and ensure that ship's certificates, i.e. Safety Radio, Safety Equipment and Load Line are valid. Facilities are available for renewal or extension providing proper notice is given. At least 48 hours should be allowed *excluding* Thursday, Fridays or other local holidays.

PORT TAX: New tax introduced by the State of Kuwait at the rate of 45.25 fils (KD. 0.4525) calculated on ship's GRT, and outward clearance is subject to payment of their dues before departure.

AGENT: For all tankers loading/discharging or sundry errands on a sole agency basis. Address: Kuwait Oil Tanker S.A.K. (Agency Branch), P.O. Box Fahaheel No. 7055, Kuwait. Telex: 4201, 4202. A/B MINATANK KWT. Tel. 911753/5; 911758/9; 911811. Cables: "Minatank Kuwait."

KOTC Agency is also connected with direct short range telephone VHF system and continuous watch is maintained on Channel 16. Working channels are and can be reached by calling "Minatank". Channel 16, calling only. Channel 26, Agency working. Channel 27, Agency working.

MINA SAUD: 28.45 N. 48.24E

LOCATION: Mina Saud located just South of Ras Az Zaur approximately 24 miles 244° from Madaira Light Vessel. Terminal connected to field and production centre at Wafra, 31 miles to NW, by 16-in, and 10-in. oil pipe-lines.

The most conspicuous object at the terminal is the refinery flare, in position 28° 44′ 13″ N. 48° 23′ 19″ E. Other objects conspicuous to the navigator are: Northern Radio Mast, Lat. 28° 44′ 32″ N. Long. 48° 23′ 38″ E. surmounted by a fixed red light at night; Az Zaur Beacon 28° 44′ 28″ N. 48° 23′ 40″ E. a 30 ft. high frame exhibiting flash every 5 seconds.

OPERATORS: Mina Saud Marine Terminal operated by Getty Oil Company (hereinafter referred to as the Company) seven days a week. Weather and other circumstances permitting, ships will be loaded, moored and unmoored at all hours of the day. Company representatives available at all times to discuss with Master any problems affecting vessel turnaround.

FLAG: All vessels required to fly Kuwait flag at foremast during daylight hours. Flags may be obtained from Agents.

APPROACHES: Vessels on passage direct to Mina Saud up Gulf should pass about one mile South of Madaira Reef light-vessel, thence make good a course of 242° to an anchorage off Mina Saud in 9 fathoms.

DOCUMENTS:

Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Passengers Manifest, if any.
Store List.
Bonded Store List.

Agents are responsible for presentation of oil discharging certificate to Customs authorities as guaranteed by them. All cargo discharge certificates duly attested by Arab Consulate to be sent to the Agents directly.

Cargo documentation carried out by Terminal. Masters will greatly assist Terminal Staff by prompt provision of ship's tank ullages on completion of loading.

PILOTAGE: Vessels boarded by Mooring Master either on approach or at anchorage. Mooring Masters are Licensed Masters Foreign Going. They act in an advisory capacity to Master and have expert knowledge of local conditions.

Mooring Master will pilot the vessel into the berth, supervise the mooring and unmooring, and advise Master with respect to connecting and disconnecting submarine hose. A ship's deck

officer must be on the bridge at all times while ship is manoeuvring, and deck officer must direct ship's crew in all hose handling. During loading operations Mooring Master will act as Company's representative.

ANCHORAGE: Centre of anchorage area recommended is in position 090° from Flare 4·3 miles, which has good holding ground with mud and sand bottom.

Prohibited anchorage area defined as follows: beginning at refinery flare 060° 3.5′ thence 180° 1.75′ thence 270° 3.0′ to refinery flare.

WEATHER: In summer months of June, July and August light to moderate Northerly and North-westerly winds are general rule at Mina Saud. Occasional strong N.W. winds of force 5/6 Beaufort scale. Strength and duration governed by strength of S.W. monsoon blowing outside Gulf.

During autumn and early winter months fine weather is generally experienced associated with moderate N.E. monsoon prevailing outside Gulf. Occasional 'Shamals' (N.W. winds) occur.

In late winter period and spring, strong S.E. winds with moderately heavy seas frequently experienced at Mina Saud. These are due to approach of low pressure systems from Atlantic and Mediterranean Sea spreading Eastwards across Levant and Iraq.

TIDES: Tide cycle is combination of diurnal and semi-diurnal tides giving a higher High, Lower High, Higher Low and Lower Low waters during a 24 hour period.

Range of tide is average 9 feet at Springs and 5 feet at Neaps.

Commencement of ebb stream (direction 190°) after Higher High water may be taken as 1 hour and 20 minutes before predicted time of Higher High water at Mina Al Ahmadi published in Admiralty Tide Tables. Chart datum and zero of Predictions at Mina Al Ahmadi has been transferred to Mina Saud Tide Gauge datum.

Main direction of flood and ebb streams 010° and 190° is extremely variable between Lower High Water and Higher Low Water period. Average direction during this period about 045°.

Tides subject to meteorological conditions and may be affected in height by plus or minus 2 feet. Times of High and Low water may be considerably affected.

The Mooring Masters have access to information from the Marine Meterological Station at Mina Saud.

MAX. SIZE: See "Berthing".

HEALTH: Vessels calling at Mina Saud requested send following information to "Health Mina Al Ahmadi":

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates.
(5) Request for Free Pratique.

Free pratique will be considered at the discretion of the Quarantine Officer and vessel must hoist the yellow flag unless informed by Agent or Harbour Control that free pratique has been granted.

RADIO: WT messages routed via Kuwait Radio, call sign 9KK on 500 kHz. Kuwait Radio transmits traffic lists on 450 kHz at 25 minutes past every even hour and on 8525 kHz and 12895 kHz at 35 minutes past every odd hour.

Radio-telephone service also maintained by Mina Saud Radio from 0400 to 2000 GMT on following frequencies:

Listening watch on 2182 kHz, working frequency 2582 kHz. Additional voice communications Channels 2192, 2638 and 2738 kHz.

VHF Service maintained by Mina Saud Marine. Listening on Channel 16 (156·8 mHz) working channels 10, 13, 14 and 22. Operating hours: 0730 to 1130 and 1300 to 1630 local time.

TUGS: None.

READINESS: Notice of Readiness will be accepted by Company within terms of Charter Party or Contract when known, otherwise during ordinary business hours, which shall be between 0700 and 1800 local time except on Fridays and Public Holidays.

Laytime to commence six hours after time of acceptance or upon commencement of loading, whichever occurs first, except that when Notice of Readiness received before 1600 local time the six hours shall be continuous, but if received after 1600 then such six hours shall be daylight hours, daylight hours for such purpose being between 0600 and 1800 local time.

If after giving Notice of Readiness, vessel delayed in getting into berth or in loading, such delay shall not count as used laytime unless delay shall be due to default of Company. On completion of loading, laytime shall cease upon disconnecting cargo hoses.

Should Company Mooring Master be handed a Notice of Readiness out of business hours and before commencement of loading he will note it as "Received" at that time, for acceptance by the Company at earliest recommencement of business hours, or at time of commencement of loading, whichever shall be first.

If Notice of Readiness given after latest accepted nominated lifting date, laytime shall not commence before commencement of loading.

BALLAST: Vessels must have enough clean ballast to permit safe manoeuvring under any conditions. No shore tanks for disposal of dirty ballast.

Mooring Master will advise when ballast discharge may commence. Inspection of ship's tanks for suitability to receive cargo carried out by Mooring Master or by qualified petroleum inspectors if required.

GEAR: For handling 12 in. and 10 in. strings of hoses ship's derrick should have a minimum safe working load of at least 5 tons. Outreach overside should be at least 5 ft.

Two lengths of 3 in. or 3.5 in. circumference good quality manilla rope each of 50 fathoms in length should be available for use as guys to lead forward and aft for north and south flexible hoses.

Reducers should be available for connection of hoses to ship's manifold and to ship's bunker line connection.

Company provides snub lines of manilla and wire rope for hanging off hoses.

In the event that ship's derrick gear is inadequate for loads required, a work barge can be made available. Charge for this barge, including positioning and personnel, is equivalent of 150 U.S. Dollars per hour (approx.).

BERTHING: Two loading berths with conventional sealine moorings which are connected by a common 20 in. submarine line for cargo and a separate 12 in. submarine line for bunker fuel.

Flexible hoses are 150 ASA standard flange. Berth No. 1 has two 10 in. cargo hoses and one 8 in. bunker line. Berth No. 2 has two 12 in. cargo hoses and one 10 in. bunker line. Both cargo and bunker lines are used to load crude or fuel cargoes. Lines are packed with fuel on completion of loading.

The outer berth No. 2, situated 073° 2·6 miles from refinery flare, is equipped to take vessels of 120,000 dwt., and has minimum depth of 55 ft., at lowest low water. Maximum draft allowed is 52 ft., except if conditions permit tidal loading. Vessels over 120,000 dwt. can be accommodated for bunkers or part cargo loading.

Inner berth, No. 1, 073° 2.0 miles from refinery flare, has minimum depth 45 ft. at lowest low water and can accommodate vessels up to 800 ft. in length. Max. draft 41 ft.

MOORING: (*a*) Port is an open roadstead and ships must be prepared to use main engines, unmoor and leave at any time.

(*b*) Mooring and unmooring carried out during day or night, as required.

(*c*) Vessels moored to ebb tide stream at both inner and outer berths. In addition, berthing with a flood tide stream may be carried out at outer berth when conditions permit.

(*d*) At outer berth latest resilient type mooring method is employed.

Resilience in mooring achieved by weight of clump anchor and catenary of chain cable. A quick release hook of 65 tons capacity connects ship's ropes to the buoy.

(*e*) Both port and starboard anchors should be lowered clear of hawse pipes and ready for instant letting-go from brakes.

Spar buoys established to mark starboard and port anchor dropping positions.

(*f*) Six good quality natural or synthetic ropes should be flaked ready for running from the stern. After anchoring, as vessel proceeds astern in Berth, quarter lines are run by Company launch and secured to quick release hooks on quarter buoys. 5 in. circumference steel wire rope are run to ship from mooring buoys.

(*g*) When securely moored in correct position for handling hoses, each anchor should have about 8 shackles out and it is advisable that tankers using these submarine berths be provided with not less than ten 15- fathom lengths of cable on each anchor.

(*h*) Masters requested ensure that power to deck machinery and sufficient seamen to operate it are immediately available at all times when in berth.

LOADING: Submarine line marked by permanent buoy at each berth, and marker buoys fitted to all hoses.

Recovery of flexible hoses is by fleeting by ship's tackle making use of beckets fitted to recovery chain.

"Ship's Stop" is invariable rule except in an emergency. Ship must give reasonable stand-by time to Mooring Master, 15 to 20 minutes, to alert Terminal staff on shore for closing gauges.

Loading rate at present averages 1,500 tons per hour. Maximum 2,000 tons per hour.

MEDICAL: Medical attention to ship's crew members available from Company Medical Officer. Agent must invariably arrange for landing permit for any crew member visiting doctor on shore. When Medical Officer required to attend on board, an additional fee is charged. X-ray facilities available on shore. Cost of drugs and medicines supplied by the Company is also charged to vessel concerned.

FRESH WATER: Not available but in emergency can be arranged from Kuwait.

FUEL: Bunker fuel type "C" at loading berths through 12 in. submarine line with single 8 in. flexible hose, at berth 1, and 10 in. hose at Berth 2.

FIRE PRECAUTIONS: Masters are responsible for enforcing "No Smoking" regulations for their vessels and Mooring Master will stop loading if he considers them to be inadequate or if they are not being obeyed. Smoking in Company craft in the berths is forbidden.

CUSTOMS: Alcoholic beverages strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

Liquor must not be supplied to subjects of Saudi Arabia nor to any unauthorized persons.

It is important to remind owners and Masters that all goods, either landed or embarked, must be cleared by Agent through local Kuwait Government Customs.

Import of firearms and ammunition forbidden.

CONSULS: See "Kuwait."

REPAIRS: No regular repair facilities available. However, a fully qualified diver is available from Terminal. Underwater cutting gear and welding equipment available.

Services of diver who operates this equipment available at rates to be arranged for the job and agreed by Superintendent of Marine and Terminal Operations, Mina Saud.

Repairs to main engines must not be carried out in the berth without permission of Superintendent of Marine and Terminal Operations. Normally vessels requiring to immobilize engines will be anchored well clear of other ships.

REPATRIATION: Crew changes normally effected through Kuwait.

Seamen arriving at Kuwait Airport to join vessels at Partitioned

Zone ports can obtain transit visa at the airport, if Agents arrange to submit the necessary guarantee to the immigration authorities confirming that they are in transit and joining vessels calling at Partitioned Zone. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before the arrival of the crew.

Marine Superintendent of Owners, or Owner's representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

TIME: GMT plus 3 hours. Permanent.

STORES: Provisions and stores are available from Kuwait. Requirements should be arranged with Agents through Kuwait Radio prior to arrival at Mina Saud.

SHORE LEAVE: Not permitted.

AUTHORITY: Getty Oil Company, Saudi Arabian Division, Mina Saud, via Dhahran, Saudi Arabia.
Kuwait Office, PO Box 187, Kuwait, Arabian Gulf. Cable Address: "Gettymar – Kuwait".

AGENTS: See "Shuwaikh."

Communication is by road by personal visit of agency staff. Distance about 50 miles.

SHUAIBA: 29.02 N. 48.08 E.

All vessels should hoist the Kuwait flag.

PORT LIMITS: Shuaiba port limits defined as follows:

Inner Harbour: *On the West* by the coast line. *On the North* by a line from the coast due East on parallel 29° 02′ 45″ N. to 48° 12′ 42″ E. *On the South* by a line from the coast on parallel 29° 01′ 45″ N. and East to 48° 09′ 58″ E. Thence, 45° to 29° 02′ 00″ N. through 48° 10′ 15″ E. Thence, due East parallel 29° 02′ 00″ N. to 48° 12′ 42″ E.

Outer Harbour: *On the North* by parallel 29° 02′ 45″ N. *On theSouth* by 29° 02′ 00″ N. *On the West* by 48° 12′ 42″ E. *On the East* by 48° 15′ 07″ E.

Shuaiba port includes the main quay, the barge and small boat jetty and the oil pier.

DOCUMENTS: 10 copies of Cargo Manifest (3 copies duly signed by Agent at loading port) and one copy each of hatch list and stowage plan. Also 2 copies of Crew List to be presented to Customs Office.

N.B. A copy of complete set of Inward Manifests and a copy of the Stowage Plan covering cargo for discharge at Shuaiba has to be passed to Authorities by Agents at least 24 hours before vessels expected time of arrival, otherwise berthing likely to be delayed.

PILOTAGE: Pilotage available and request for Pilot should be made to Port Signals Station, or to look-out Signal Station when in use.

ANCHORAGE: (Also see "Radio".) Safe anchorage will be found in following positions: Latitude 29° 02′ 24″ N. Longitude 48° 12′ 15″ E. With KOC South Pier, Mina-al-Ahmadi bearing 305° 2·7 miles, bearing from seawards. Gives good anchorage in 10 fathoms, good holding sand and clay.

MAX. SIZE: See "Berthing".

HEALTH: Vessels calling at Shuaiba are requested to send the following information to "Health" Mina Al Ahmadi:

(1) Name of vessel
(2) Last port of call
(3) Health condition of crew
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

Free pratique will be considered at the discretion of the Quarantine Officer, and vessels must hoist the yellow flag unless they are informed by harbour control that free pratique has been granted.

RADIO: Give ETA well in advance and confirm ETA 48 hours before arrival through Kuwait Coast Station 9KK. A shore station at Shuaiba has been established and operates on following frequencies: 156·80 Mc/s. PS: Channel 16, int'l and safety channel. 156·65 Mc/s. PS: Channel 13, port and operations channel. 156·45 Mc/s. PS: Channel 9, berthing operations channel.

TUGS: Tugs lines will be used.

BERTHING: Vessel has to give arrival time and fore and aft draft to Harbour Master. Normal official hours for berthing and departure on Saturdays through Wednesdays, count from 0700 to 1600, on Thursdays from 0700 to 1200.

A. Main Quay Mole: Has two berthing areas: sea side and shore side. Effective Berthing Area Shore Side: 457·20 m. = 1,500 ft. Will accommodate three 500 ft. vessels on the following drafts: Inside Berth No. 1: draft 9·14 m. = 30 ft. Middle Berth No. 2: draft 10·67 m. = 35 ft. Seaward Berth No. 3: draft 10·67 m. = 35 ft. Effective Berthing Area Sea Side: Main quay mole: 350 m. = 1,148 ft. Consisting of No. 4 and 5 Berths which will each accommodate a 350 ft. vessel on 22 ft. draft. They can be used only during fine weather. Seaward side berths are to be used in fine weather and are not fitted with travelling cranes. Two 10-ton mobile cranes are available when required.

B. The Oil Pier: Runs slightly West of North, and slightly East of South, has two loading berths, one seaward and one inshore. Seaward Berth: Length 300 m. = 948 ft. Will accommodate a vessel of 275 m. = 900 ft. on 45 ft. draft providing connections reasonably centred on vessel. Inshore Berth: Length 260 m. = 852 ft. Will accommodate a vessel of 245 m. = 800 ft. on 40 ft. draft. Barge Harbour: Situated North of the main quay mole which will accommodate barges and small crafts of less than 4 m. = 13·1 ft.

C. Cargo Loading Facilities – Oil Pier: Loading points on seaward berth situated in middle of berth. Loading points are 450 ft. from causeway on inner berth. Seven feeder lines in each berth: One 20 in., three 16 in., two 12 in., and one 8 in. These are connected to 12 in. loading lines for connection to vessel. The loading lines are all metal – supported by a loading arm.

D. Shore Facilities: Oil Pier: Slop discharge line 8 in., and fresh water line with 4 in. main lines, branch lines 3 in. with 8 fresh water hydrants. Loading rates of water: 20 tons per hour. Main Quay Mole: The shore side of the main quay mole is fitted with 5 electric travelling cranes, 3×5 tons capacity and 2×3 tons capacity.

E. Allocation of Berths:

Berth No.	*Allocation*
1	Discharging
2	Loading
3	Optional – Discharge/Load
4	Optional – Discharge/Load
5	Optional – Discharge Load

The allocation of an optional berth is at the sole discretion of the Harbour Master and Traffic Manager.

A vessel arriving at the port to load may berth at No. 1 and similarly a vessel wishing to discharge may berth at No. 2, but it must be clearly understood that any vessel so doing is only berthed at that berth on sufferance and will be required to vacate the berth if a vessel arrives which has a claim to it.

STEVEDORES: Stevedores aboard ship will be provided by ship's Agent. Labourers in barges and ashore will be provided by port of Shuaiba but under ship's responsibility for breakage, pilferage, etc. Vessels will be required to maintain a minimum daily tonnage dependent on the type of cargo they are carrying. Ships failing to achieve the average daily rate laid down will be liable for a penalty charge, for every day or part thereof, they remain on the quay over the prescribed period.

Minimum Daily Rates. Cement, 1,700 tons; fertiliser, 1,700 tons; charcoal, 800 tons; general cargo, 400 tons.

Shore cranes are available for ships to enable them to achieve these rates and ships Agents, importers and exporters are expected to make use of them.

No cranes over 20 tons lifting capacity available. Regarding landing of heavy lifts on quay, permission has to be obtained from the Port Authorities each time in advance. On the quay pieces up to 300 tons have been discharged.

MEDICAL: Advance notice required if medical attendance needed on board.

DENSITY: 1025.

FRESH WATER: Also see "Berthing – D". All berths fitted with fresh water connections. No water barge available. Vessels can obtain water according to requirement.

FUEL: The Kuwait National Petroleum Co. KSC, Kuwait, supply marine fuel and diesel oil at cargo wharf and oil jetty at Shuaiba. Specifications as under:

	FO 1500	*MDO*
Ash % wt. max.	0, 5	0, 01
Pour point degs. C (degs. F.) Max.	10 (50)	2 (35)
Specific Gravity 60/60 degs. F. max.	0·99	–
Sulphur % wt. max.	3·7	1·8

Bunker nomination is to be arranged through Kuwait National Petroleum Co. (U.K.) Ltd., 25 St. James Street, London S.W.1; cables: "Kunpetco", London S.W.1. Telex: 261998. At least 3 days notice required.

Facilities on main quay mole for bunker fuel, gas oil and marine diesel oil in berths 1 through 4 only. No barges.

DEVELOPMENTS: The port of Shuaiba, mainly intended for exports, will be extended by adding another finger jetty able to accommodate 3 more ocean-going vessels. This is a 5-year plan.

GANGWAY/DECK WATCHMEN: Not necessary in port area.

OPENING/CLOSING HATCHES: Opening and closing of hatches normally carried out by stevedores on liners, and by ship's crew on charter vessels.

CERTIFICATES: All usual documents such as:

Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Passenger Manifest, if any.
Store List.
Bonded Store List.
Safety Radio Certificate.
Bill of Measurements, etc.

CUSTOMS ALLOWANCES: Tobacco. No restrictions. Wine and/or spirit. Alcoholic beverage strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CARGO GEAR: Ship's gears and shore cranes used for discharging; slings and pallets can be hired from the port. Shore cranes capacity 3–5 tons.

IDENTIFICATION CARDS: Passport or seamen's book necessary.

CONSULS: See Shuwaikh.

REPAIRS: Small repairs can be arranged if sufficient notice is given.

DRY DOCK: No dry dock available.

REPATRIATION: Can be arranged. Entry visa regulations have been enforced in Kuwait, and the following is roughly the procedure in respect of crew changes:

1. Seamen arriving at Kuwait Airport to join vessels at Kuwait and Partitioned Zone ports can obtain transit visa at Airport, if Agents arrange to submit necessary guarantee to Immigration authorities confirming that they are in transit and joining vessels calling at Kuwait

and/or Partitioned Zone. Order meet crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent toAgents to reach them at least 24 hours before arrival of crew.

2. Marine superintendent of owners, or owners' representative and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

TIME: GMT plus 3 hours.

HOLIDAYS: New Year's Day, Eid Al Fitr, Accession to the Throne, Eid Al Haj, 1st Muharram, Prophet's Birthday, Rajab. Dates are subject to alteration.

TELEPHONES: Telephone sockets fitted on North side of Main Quay Mole for convenience of vessels requiring a telephone on board.

SPECIAL SERVICES: Swedish Welfare for Seamen; Lloyd's surveyor; Butterworth Tank Cleaning Machines and Equipment; and also underwater cleaning.

SHORE LEAVE: Permitted.

PORT REGULATIONS: Until further notice all Kuwait Customs and Port Regulations will be effective at Shuaiba port including prohibition of sea water pollution.

AGENT: For dry cargo vessels only: International Shipping Agency Limited, POB Safat No. 20637, KIC Building, Safat Square, Kuwait. Tel. 205 07, 269 08, 228 41. Telex: 2208 (answer back "Isaship KWT"). Cables: "Shipagent, Kuwait".

SHUWAIKH: (Kuwait Harbour) 29.21 N. 47.55 E.

DOCUMENTS: 11 copies of Cargo Manifest, whereof 3 copies duly signed by Agent at loading port, and one copy each of Hatch List and Stowage Plan. Also 2 copies of Crew List to be presented to the Customs Office.

PILOTAGE: Pilotage service available and request for Pilot should be made to Port Signals Station, or to look-out Signal Station when in use. Ships proceeding through the dredged channel to Shuwaikh are boarded by the Pilot in the anchorage.

ANCHORAGE: Vessels anchor without Pilot in position 29° 20′ 5″ N., 47° 56′ 02″ E.

MAX: SIZE: Max. draft 28 ft. 6 in. Vessels of more than 22 ft. draft have to wait for tide. Vessels up to 29 ft. draft have been berthed, dependent on tidal conditions at time of vessel's arrival.

Max. length 520 ft. vessels have been berthed.

HEALTH: Vessels calling at Kuwait Harbour must send the following information to "Health", Port Shuwaikh:

(1) Name of vessel
(2) Last port of call
(3) Health condition crew members
(4) Validity of Smallpox and Cholera Certificates
(5) Request for Free Pratique

Free pratique will be granted at the discretion of the Quarantine Officer, and vessels must hoist the yellow flag unless they are informed by Agent or Harbour Control that free pratique is granted.

RADIO: Kuwait Radio call sign 9KK. ETA messages and draft (fore and aft) should be sent via Kuwait Radio simultaneously to Harbour Master Port of Kuwait, and to Agent, at least 24 hours prior arrival. The cables should be received by the port at least 12 hours prior to arrival. Should the vessel fail to give this notice, the port will only decide on her turn of berth the following morning. Thus an unnecessary delay of 24 hours might occur.

Vessels arriving at Kuwait Anchorage must not use radio telephone or VHF for calling other vessels and/or any other destination. The equipment should be used only for calling Kuwait Port Control. It is also forbidden to use radio equipment when vessel is alongside.

REGISTRATION PROCEDURE (To register turn for berth before proceeding to another port).

1. Prior to arrival Master to telegraph Harbour Master, Kuwait, stating his wish to register, stating draft fore and aft, ETA, and that all Kuwait cargo is clear to discharge.
2. If Master does not request confirmation of registration, the signal station and the port takes it for granted that vessel awaits her turn staying in the anchorage, and will usually not confirm the registration for turn.
3. On arrival Kuwait anchorage Master to contact signal station by VHF or visual signals requesting confirmation of registration.
4. The vessel should not leave until such confirmation is received. Confirmation will only be given by the signal station, which accepts registrations during 24 hours.
5. Upon receipt of confirmation the vessel can leave at once. Agents will cable via Kuwait Radio the return date given by port, that is the time the vessel should be back in Kuwait.
6. A stowage plan must be shown to the port within 24 hours after registration.

TUGS: Join vessel entering dredged channel. Tug's lines used. The use of tugs by ships manoeuvring within Shuwaikh port limits under direction of Harbour Master or Pilots. Number of tugs used for each movement: (*a*) Two tugs for ships exceeding 400 ft. in length. (*b*) One tug for ships between 250 ft. and 400 ft. in length.

BERTHING: Five deep-water berths available, two buoys, and four shallow draft berths. The vessels berth in turn is decided by the port meeting held in the morning on all port-working days.

1. Notification of vessels arrival. According to port regulations a questionnaire issued by the Harbour Master, duly filled in and signed by the Captain of the vessel, is to be submitted to the port prior to berthing. In many cases vessels arrive and obtain berth immediately and thus there is no possibility of presenting the questionnaire to Authorities in time. In order avoid berthing delays Masters should cable following information to the Harbour Master directly:
   (*a*) ETA.
   (*b*) Total cargo for discharging Kuwait.
   (*c*) Distribution quantity each hatch.
   (*d*) Declaration hazardous, inflammable and explosives cargo, and guns and ammunition.
   (*e*) Declaration all vessels winches in good working condition and cargo clear for discharging at Kuwait.
   (*f*) Draft fore and aft.

   We quote below specimen cable covering the above:

"Vessel XXX ETA Kuwait 21/8 0600 local quantity discharging 1,400 tons general hatch one 300 hatch two 300 hatch three 250 hatch four 300 hatch five 250 no hazardous, inflammable explosives guns ammunition stop All winches derricks good working condition draft fore 24 ft. Aft 27 ft.".

The above cable sent to the Harbour Master will facilitate berthing vessel on time.

2. Vessels with a cargo of up to 400 measurement tons will be given priority alongside pier.
3. Vessels carrying up to 500 tons weight will be given priority to discharge at the buoys providing heavy lifts do not exceed 20 tons, or vessel does not carry reefer cargo.
4. A vessel that intends to stay in the anchorage in Kuwait until her turn will be allowed to shift over-stowed cargo while waiting.
5. Liners carrying cement in bags will still be considered as liner ships. Thus they will not be taken out to wait their turn at the cement berth.
6. Vessels berthing at the buoys have to keep mooring chains ready.
7. Berths nos. 6 and 7 are now in commission, details as follows,

Berth No. 6	*Berth No. 7*
22 ft. 6 in. draft	15 ft. draft
No bunker line	No bunker line
No fresh water line	No fresh water line
No crane	No crane

These two berths will be dredged in due course to about 30 ft.

STEVEDORES: Aboard ship will be provided by the Agent. Labourers in barges and ashore will be provided by the Port of Kuwait but under ship's responsibility as for breakage, pilferage, etc. Small number of mobile cranes with lifting capacity up to 40 tons. However mobile cranes can only be used in port area for discharging barges alongside. Cranes are too small to be used for discharging from liner vessels and therefore, pieces over 6 tons to be discharged by vessels own gear. One floating crane of 100 tons capacity available.

MEDICAL: Masters to radio prior arrival if medical attendance required on board.

DENSITY: Salt water.

FRESH WATER: Available in all berths alongside. Vessels can obtain water according to requirements. For vessels discharging at dolphins and at anchorage, water is supplied by water barge. Capacity of barges, 100 tons or 200 tons.

FUEL: Diesel oil and light fuel are available alongside berths Nos. 1 to 5. Other grades at Mina Al Ahmadi. No bunker barges.

FIRE PRECAUTIONS: Kuwait Fire Brigade is responsible for all fire fighting in port areas and a new fire station is being built at Shuwaikh to cover the new port area and port storage areas. There is also a fire station situated in Kuwait Small Boat Harbour area. A salt water main for the fighting services is laid-on at the new deep water berths at Shuwaikh. The Kuwait fire service also maintain two 90 ft. fire fighting tenders each of which is capable of pumping 5,000 gallons of water per minute from four nozzles. In addition they can pump 900 gallons of foam per minute. These modern fire-fighting units are equipped with radio, radio telephone, radar and echo sounding.

DEVELOPMENTS: An additional two deep-water berths will be ready in about 1975.

Shuwaikh will be dredged to 24 ft. depth at low tide.

GANGWAY/DECK WATCHMEN: Available, but not necessary in port area.

OPENING/CLOSING HATCHES: Opening and closing of hatches is normally carried out by the stevedores on liners, and by ship's crew on charter vessels.

CUSTOMS ALLOWANCES: Tobacco: No restrictions. Wine and/or spirit allowance: Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CERTIFICATES: A survey of life rafts may be carried out unless vessel's safety certificates indicate that life rafts were surveyed less than 12 months previously.

CARGO GEAR: Ship's gear and cranes used for discharging. Slings can be hired from the port.

A heavy-lift crane, capacity 80 tons, available.

IDENTIFICATION CARDS: Passport or seaman's book necessary.

CONSULS: (Embassies):

Algeria	31587	Republic of China	23993
Czechoslovakia	23806	France	25066
India	33852	Iran	39506
Iraq	20465	Japan	39984
Jordan	39506	Lebanon	39921
Morocco	32103	Pakistan	39107
Poland	21096	Saudi Arabia	33001
Sudan	39551	Syria	31705
Tunis	28361	U.A.R.	39555
U.K.	32047	U.S.A.	24156
U.S.S.R.	31422		

(Consular):

Austria	33666	Belgium	21899
Costa Rica	27185	Cyprus	33075
Denmark	23376	Germany	23031
Norway	33735	Paraguay	35147
Sweden	26908	Switzerland	31142

REPAIRS: Small repairs can be arranged if sufficient notice is given.
DRY DOCK: No dry docking facilities.
REPATRIATION: Can be arranged. Seamen arriving at Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at the airport if Agents arrange to submit the necessary guarantee to the Immigration Authorities confirming that they are in-transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owners' Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.
AIRPORT: Served by regular airlines.
HOLIDAYS: New Year's Day (January 1); Eid Al Fitr (January 1–3); Accession to the throne (February 25); Eid Al Haj (March 11–14); 1st Muharram (March 30); Prophet's Birthday (June 9); Rajab (November 2); The above dates are subject to alteration.
No overtime work allowed on holidays and Fridays.
POLICE/AMBULANCE/FIRE: Police 30986; Ambulance 8215; Fire 32038.
TELEPHONES: Cannot be arranged on board.
PROVISIONS: All kinds of food available at reasonable prices.
SERVICES: Swedish Welfare for Seamen. Lloyd's Surveyor. Butterworth Tank Cleaning Machines and Equipments and also under water cleaning.
SHORE LEAVE: Permitted.
REGULATIONS: The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:
Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars".
Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."
TIME: GMT plus 3 hours.
AUTHORITY: Harbour Master, Govt. of Kuwait.
AGENT: International Shipping Agency Limited, POB Safat No. 20637, KIC Building, Safat Square, Kuwait. Tel. 205 07, 228 41. Telex: 2208 (Answerback "ISASHIP KWT"). Cables: "Shipagent Kuwait".

Lebanon

BEIRUT (Beyrouth): 33.54 N. 35.30 E.

DOCUMENTS:
Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.
5 Copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco. (See "Customs Allowances").
PILOTAGE: Agent arranging Pilot via Harbour Master. Agent therefore to be kept well informed of ETA, 48 hours and 24 hours prior arrival. Pilot boat white with red funnel. Sound signals, two long and one short or via VHF to Harbour Master. Pilot boarding outside main breakwater. Assistance of Pilot outside daily normal hours, Sundays and official holidays, will be cost calculated at 100% more. Official normal working hours for pilotage station as follows: from 1st October up to 30th April, 07.00 till 17.00 hr.; from 1st May up to 30th September, 07.00 till 18.00 hr. For tankers outside harbour, the pilotage dues will be 100% more.
ANCHORAGE: In roads outside breakwater.
RESTRICTIONS: No particular restrictions. Pilot available between sunrise and sunset otherwise by special agreement with Pilot.
MAX. SIZE: Maximum draft in port 13 metres. No limitation to breadth or length.
HEALTH: Health authorities boarding in roads. Health form obtainable from Agent or doctor. Smallpox and yellow fever certificates for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.
RADIO: Cables via Beirut Radio to and from Agent.
VHF: VHF over Channels 13 and 16, Frequency 156·6 and 156·7.
TUGS: Tugs of 1,000 h.p. joining vessel inside port when necessary. Ship's lines to be used.
BERTHING: If port congested priority given to vessel already registered. Passenger-tourist vessel and cargo for army have priority. Harbour capable of berthing simultaneously 24 ships and three moored on buoys, discharging into barges. All discharging is by ship's gear.
Dock No. 1. Surrounded by quays nos. 1, 2, 3. Depth of water varies between 3 and 8 metres. Parts of quay no. 1 and quay no. 2 with 3 metres depth of water are reserved for floating units of port company and for launches of Harbour Master and pilotage service. Slipway of 1,000 tons capacity and workshops.
Dock No. 2. Surrounded by quays nos. 4, 5, 6, 7, with water depths varying between 8 and 10·5 metres. On quay no. 5 berthing priority is given to passenger ships, while the other quays are for cargo vessels.
Dock No. 3. Surrounded by quays nos. 8, 9, 10, 11, with depths varying between 10·5 and 13 metres. All these quays can berth ships bringing general cargo. At quay no. 8 of 13 metres depth, priority of berthing is given to grain ships.
Grain Silo. At the present time bulk grain ships are unloaded by means of removable suction machines, which can be installed on the ships and deliver the grain to lorries for direct transport. Under construction is a 60,000 metric tons capacity silo, expected ready 1973. Ships will be unloaded by means of two gantry type suction machines, mobile on rails with a capacity of 6×100 tons per hour. An eventual extension is already designed which would increase capacity of silo to 105,000 tons.
STEVEDORES: Ordered by Agent. No ETA to Stevedores necessary. Working hours, 08.00–12.00, 13.00–16.00. Otherwise overtime incl. on Sundays and on official holidays.
MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required.
DENSITY: 1025.
FRESH WATER: The port company has equipped all quays with hydrants. Berthed ship can be supplied with water while loading and unloading. Ships moored on buoys can also be supplied with water from cistern barge. By shore installation or by barge. Delivery rate 20/25 tons per hour. Outside harbour double price per barge.
FUEL: Fuel, gas oil, diesel obtainable. 48 hours notice required.
FIRE PRECAUTIONS: Special berths for tankers. No smoking.
DEVELOPMENTS: Discussions about a fourth basin.
GANGWAY/DECK WATCHMEN: Available and recommended.
OPENING/CLOSING HATCHES: For liners by stevedores, otherwise per agreement.
ALLOWANCES: (Tobacco) 40 cigarettes per crew member. Customs very strict, checking crew cabins. Regulations are as follows:
1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port, will be fixed on the basis of two packets per crew member, passenger per day and to be calculated on a maximum period of four months, if the vessel emanates from an American, Asian or African port – not central Africa; and for two months if the vessel last port of call is in Europe, Central Africa or Mediterranean, which will be deducted from the quantity, and, on the same basis the consumption by the crew members and passengers during their trip, and this to start from the last port of call until arrival at a Lebanese port. That the number of passengers to be taken into account on a tourist vessel, will be the number of berths the vessel can accommodate and not the number of passengers actually on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.
2. In the event that it is the first call of the vessel at a Lebanese port and not aware of such regulations, and it was found onboard her an excess quantity to the actual one allowed, as indicated above, a Proces Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within one month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure on the vessel will be lifted when a Bank Guarantee equalling the amount of fine and dues is placed, or a personal guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled the usual penalties will be inflicted according to the Law.
3. In the event the vessel is aware of such restriction, and for one reason or another, she is carrying an excess quantity, this excess must be, as per official regulations, be shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut. Any excess found over and above such declaration will be considered as smuggling and the law will be applied.
Wine and/or Spirits: One bottle per crew member. Captain allowed 3/4 bottles.
CARGO GEAR: Ship's gear to be used but mobile cranes can be hired. Shore cranes except from mobile cranes only available at quay No. 9 and 11. Floating crane of 120 tons available.
IDENTIFICATION CARDS: Shore pass given to each crew member. Passport and seaman's book to remain in Captain's care.
CONSULS: Most countries have consulates.
REPAIRS: Most types of repairs carried out.
DRY DOCKS: None except for 500/1,000 tonner.
REPATRIATION: Very good facilities for repatriation.
AIRPORT: About 10 km. distant, served by regular airlines.
TIME: GMT plus 2 hours. Summertime, GMT plus 3 hours.

HOLIDAYS:

Holidays	*Date*	*Days*
New Year's Day	January 1	1
Al-Adha (Kurban Bairam)	Varies	2
Ashoura	,,	1
New Year (Islamic)	,,	1
Arab League Day	March 22	1
Good Friday	Varies	1
Easter Monday	,,	1
Good Friday (Orthodox)	,,	1
Easter Monday (Orthodox)	,,	1
Labour Day	May 1	1
Martyr's Day	May 6	1
Ascension Day	Varies	1
Mohamed's Birthday	,,	1
Assumption Day	August 15	1
All Saints' Day	November 1	1
Independence Day	November 22	1
Ramadan	Varies	2
Christmas Day	December 25	1

Port closes completely: New Year's Day, Al Adha, Easter Monday, Labour Day, Independence Day, 1st day of Ramadan and Christmas Day. On other holidays, day work in port carried out against overtime payment.

POLICE/AMBULANCE/FIRE: Telephone numbers: Police 16, Ambulance 18, Fire 17.

TELEPHONES: On request by shipping agency, berthed ships can be connected to telephonic network of city.

SERVICES: Tank-cleaning equipment. Facilities for discharge of tank-washings, compass adjusting, laundry, etc., available.

SHORE LEAVE: Crew allowed onshore.

DELAYS: 1. Unavailability of berth or barges due congestion mainly during winter months (December to April). 2. Vessel already registered will lose turn if not back to port in time. 3. Barge ordered for bunkering might be occupied if vessel's arrival delayed.

AGENT: Gulf Agency Co. (Lebanon) Ltd., PO Box 4392, Beirut, Lebanon. Cable address: "Gacship". Telex 20906 LE. (answerback "GAC"). Telephones, 29 67 33, 25 65 16 AO 30 78 02. Office in El Arz Street, Modern Building.

CHEKAA: 34.20 N. 35.43 E.

Port is used for cement loading and discharge of sulphates.

ANCHORAGE: Safe anchorage in Chekaa Bay.

MAX. SIZE: Draft up to 26 ft. 6 ins. (in calm weather) alongside quay. In event of swell, vessel required to leave quay and anchor in bay.

LOAD/DISCHARGE: 800/1,000 metric tons per 24 hours.

AGENT: See "Beirut".

RAS SELAATA: 34.16 N. 35.39 E.

Port is used for discharge of sulphates and sulphuric acid.

MAX. SIZE: Up to 21 ft. draft (in calm weather) alongside pier which has two cranes.

AGENT: See "Beirut".

SIDON: 33.30.04 N. 35.20.31 E.

OPERATORS: Trans-Arabian Pipe-line Company, Sidon Terminal. The Company transports crude oil from Saudi Arabia via pipe-lines and exports from terminal South of Sidon (Saida). Terminal operates 24 hours a day, seven days a week.

FLAG: All vessels required fly Lebanese Ensign on foremast during daylight hours. Lebanese flags may be obtained from ship's Agent.

LOCATION: Sidon Terminal is open, unsheltered roadstead, situated immediately North of Zahrani River, about 5 miles South of city of Sidon (Saida), Lebanon. It is approximately 35 miles South of Beirut, and 17 miles North of Tyre.

DESCRIPTION: Terminal's Tank Farm consists of 23 storage tanks situated East of terminal at 360 ft. (average) above sea level. Marine and administrative offices, a laboratory for testing stocks, three large and three small storage tanks all located within area just above sea level. An "L"-shaped pier for harbouring Company's marine craft extends approximately 1,000 ft. from shore near Southern end of berthing area.

NAVIGATIONAL AIDS: Terminal sea buoy approximately one mile westward of mooring berths in 98 ft. of water. Position 33° 32′ 02″ N.; 35° 19′ 16″ E. Buoy painted white and exhibits flashing white light every four seconds (flash 0·3 seconds, eclipse 3·7 seconds). Lantern 11 ft. above water and visible 8 miles. Mooring Master will board vessels within two miles to Westward of this buoy. Vessels should not enter inside restricted area described by a line joining South-west buoy and North-west buoy with terminal sea buoy unless so directed by Mooring Master.

Radio beacon tower located 1,200 ft. back from beach, South-east of moorings. Occulting red light (about 30 flashes per minute) mounted on top, elevation 184 ft. above sea level; position 33° 30′ 04″ N.; 35° 20′ 31″ E. Tower also marked with two sets fixed red lights located respectively 45 and 90 ft. below occulting red light. Radio beacon is automatic and operates on 24 hour basis on frequency of 296·5 kc/s, with "SAD" as the identifying call sign. It will signal two times over a 10-second period and then give a constant 1,000 cycle tone for 72 seconds. Tower is of cage-type construction, painted red and white. About 2½ miles South-west of terminal sea buoy and approximately 2 miles offshore is rocky shoal with approximately 32 ft. of water over it. Outside this shoal is a lighted buoy, painted red, in 51 ft. of water, showing flashing red light every 4 seconds (flash 0·3 seconds, eclipse 3·7 seconds). This buoy moored in 33° 30′ 21″ N.; 35° 18′ 04″ E. Lantern 11 ft. above water and visible 5 miles. Vessels approaching from Southward should keep offshore until radio beacon tower bears 100° true before hauling-in.

"Sailing Directions for the Mediterranean" (U.S. Navy Hydrographic Office Publication No. 154A Vol. IV) reads in part:

"*Caution:* As the coast between Saida and Tyre, 20 miles South-South-westward, is bordered in places by rocks and shoal water extending as far as one mile offshore, it should not be approached closer than 1½ miles, nor within depths of less than 16 fathoms."

Unlighted, white painted spar buoys mark North-west and South-west corners of restricted area. North-west buoy in 78 ft. of water and located approximately 33° 33′ 35″ N.; 35° 21′ 13″ E. South-west buoy in 57 ft. of water and located approximately 33° 30′ 20″ N.; 35° 19′ 36·5″ E. During darkness terminal range lights and mooring buoy marker lights may be visible. These lights are located inside the restricted area.

A conspicuous water tank (painted in black and white vertical bands) on a tower located 33° 29′ 27″ N.; 35° 21′ 10″ E., the top of which has elevation of 460 ft. above sea level. Location is seaward of centre oil storage tanks.

There are a number of smaller radio towers to North-west and South-west of beacon tower. South of terminal, at Medreco Refinery, is a conspicuous black stack located 33° 29′ 31″ N.; 35° 20′ 08″ E. A little farther North-west from this stack is a tall pipe painted aluminium with a flare on top at 33° 29′ 35″ N.; 35° 20′ 03″ E.

DOCUMENTS:

Health Declaration: International Health Form to be filled out by Master on arrival.

Cargo Manifest: No cargo arrival manifest required, as same usually prepared by local Agent.

Clearance: No clearance required.

Crew List: 4 copies required on arrival.

Passenger Manifest: If any passengers on board.

Store List: 2 copies.

Bonded Store List: 2 copies. Present regulations at Sidon Terminal allow each seaman to retain in his possession a maximum of 40 cigarettes or the equivalent weight of tobacco or cigars. The balance of all smoking items must be collected and carefully listed prior arrival. This list will be checked by Customs before sealing lockers. If any discrepancies, vessel subject to a fine.

PILOTAGE: Vessels to be moored at Sidon will be boarded by Mooring Master of Company within 2 miles to seaward of terminal sea buoy. Mooring Master will advise Ship's Master on approaches to berth, mooring, unmooring, connecting and disconnecting submarine hoses and in all other operations within berthing area. All manoeuvring of ships within berthing area shall be done only in accordance with advice of a Tap-line Mooring Master, subject to the understanding that in all cases and circumstances Master of the vessel being manoeuvred shall remain solely responsible, on behalf of vessel's owner, for safety and proper manoeuvring of vessel. Ship's Master or qualified deck officer must be on bridge at all times while ship is manoeuvring.

Vessels must have a pilot ladder safely and securely rigged, and all vessels over 45,000 dwt. should have an accommodation ladder rigged in combination with pilot ladder for safe boarding of Mooring Master and Government officials. Pilot ladder should be abaft and close to accommodation ladder so that Mooring Master, after climbing a few steps, can use accommodation ladder for remaining climb. Since hoses handled on port side at Sidon, it is advisable to rig ladders on starboard side. If at night, adequate lighting must be rigged over-side for Mooring Master to approach side of ship and climb ladder safely.

Note: Vessels having special rigs, such as hoisting equipment on short sections of pilot ladder, are not required to rig pilot/accommodation ladders per the above.

ANCHORAGE: For vessels awaiting berth, good anchorage just W.S.W. of terminal sea buoy in 16 to 20 fathoms, sandy bottom. Vessels should under no circumstances anchor North of terminal sea buoy as depths are excessive for safe anchoring.

MAX. SIZE: Berths Nos. 1 and 4 depths 47 ft., and berths Nos. 2 and 3 depths approximately 67 ft. Tankers up to 150,000 dwt. or approximately 55 ft. draft are considered maximum size which should be handled during winter months at Sidon, and then only if vessel meets all of below recommended requirements. Otherwise, vessels of over 100,000 dwt. should not be nominated for liftings at Sidon during period November–March.

Based on previous experience, sudden and severe storms of long duration are not expected from April through October. Vessels over 150,000 dwt. may, therefore be accommodated during this period. However, prior to acceptance of nomination of vessels over 150,000 dwt. Tapline requires advance information regarding maximum draft, vessel's equipment and location of manifold in reference to distance from stern of vessel which should not exceed 450 ft. Acceptance or rejection will be made after evaluation of above data by Sidon Marine personnel.

Summary of Recommendations for Vessels over 40,000 dwt.:

1. Capable, efficient and reliable anchor windlass(es).
2. Fifteen shots on starboard chain – thirteen shots on port chain are satisfactory.
3. Mooring wire winches, one on aft well deck, three on poop deck, 200 fathoms wire on each, with adequate number of manila or synthetic ropes to double up as needed.
4. Capability of lifting 16 in. hose string – 6·5 tons static weight.
5. Suitably located hang-off bitts.

6. Capability of keeping vessel in a reasonably safe ballast condition (November–March) by permanent ballast or loading while deballasting, or a combination of both.
7. Ship's manifold located not more than 400 ft. from stern.

HEALTH: Rules governing quarantine of vessels are same as found in other ports.

RADIO: (*a.*) *Facilities.* Tapline has own ship-to-shore radio telegraph, and VHF radio telephone station at terminal. This station is not open to commercial traffic. Services limited to traffic between Tapline and tankers within three days' sailing time from terminal. Messages to or from tanker agents classed as "Commercial" and must be routed via Radio Orient, a commercial radio station. Its call sign is ODR.

Sidon Radio, call sign ODA 3, transmits (CW) on 8502·5 kHz at 0700, 1100 GMT, the traffic list; 12840 kHz at 0730, 1130 GMT, the traffic list; 424 kHz for traffic upon request. Listens on 8534–8374 kHz for replies and calls and on 8374 for traffic. Will listen on 8476 kHz for traffic upon request; 12531–12561 kHz for replies and calls; 425, 454, 468 and 480 kHz upon request. Keeps watch only between 0500–1300 GMT on 500 kHz.

Radio Orient Beirut, call sign ODR, transmits (CW) on 8702 kHz and 13101 kHz simultaneously half-past each hour beginning at 0630 until 2130 GMT, the traffic list; 524 kHz each hour beginning at 0600 until 2100 GMT, the traffic list. Listens on 8534–8374 kHz and 12531–12561 kHz for replies and calls each hour from half-past the hour until the hour; 500 kHz 0600 to 2200 GMT and 425, 454, 468 and 480 kHz from the hour until half-past the hour for replies and calls. Keeps watch only between 0600–2200 GMT on 500 kHz.

(*b*) *Advice of Arrival* It is important that ships establish radio contact with Tapline Station ODA3 when three days distant from Sidon and maintain this contact at regular intervals until just prior to arrival at the terminal. All ships should send a 72-hour ETA message to Tapline, giving the best estimate of ship's arrival time, a statement of bunker requirements and other relevant information. Shorter notice may result in berthing delay. Further ETA messages should be sent when vessel is 24 hours and 12 hours distant and to cover any other time changes occurring in the original ETA or those subsequent thereto. The 12-hour ETA should include a statement regarding "ship's readiness to load" on arrival, and time required to discharge clean ballast after ship is moored. A further contact when 4 hours away is desirable for exchange of weather data and mooring schedule. Vessels failing to give minimum of 12 hour arrival notice may be subject to delays in acceptance.

(*c*) *Ship-to-Shore Communications.* Ship-to-shore communications, while ships are in moorings, will be by portable VHF radio units used by the Mooring Master only. The use of the ship's radio station (except channels 16–14) and/or battery charging equipment is prohibited for safety reasons during cargo transfer operations.

In the event of normal ship-to-shore communications failure, the (ship's) emergency whistle signal should be used.

(*d*) *Radio Message.* Upon first contact with inbound tanker, ODA3 will transmit a detailed message of advice.

It is important that a reply to this message be sent soonest after receipt. Also requested that all vessels forward their local weather observations to this station while approximately 100 miles and again 50 miles Westward of Sidon when approaching and also upon departure during period November 1 to March 31. This data is used to assist in preparation of terminal weather forecasts and radio contact may be useful in event Tapline needs to furnish any information to vessel after its departure.

VHF: Tapline VHF radio telephone system operates on international Channels 14 and 16, 156·7 mc/s and 156·8 mc/s respectively. Channel 16 used to establish contact while all traffic handled on Channel 14. Tapline guards these channels on a 24 hour basis, and contact can generally be made at distances up to 100 miles from terminal. Conversations on these channels will be carried out in English language only.

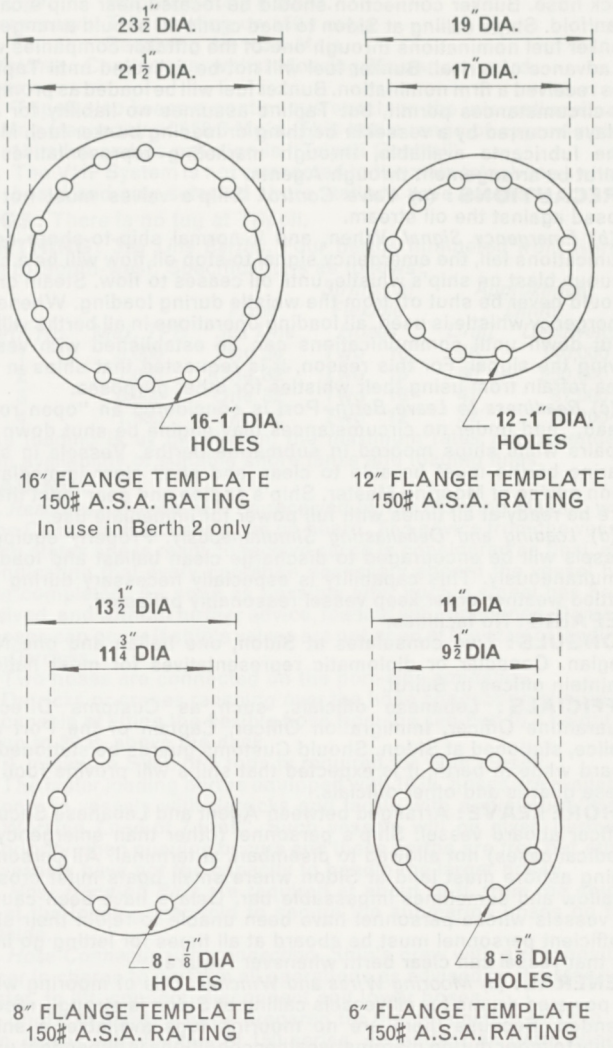
Mooring Master only will be in direct charge of portable VHF ship-to-shore radio communications.

BERTHING: Five buoys in berth No. 1 and seven buoys in each of berths No. 2, 3 and 4. During winter months vessels over 40,000 dwt. usually moored in berths No. 2 or No. 3. These berths approximately 1 mile to 1½ from shore. Berths numbered 1 to 4 from South to North. Vessels moored on one heading (West) basis using both bow anchors with maximum possible spread of anchors to increase ship's anchor beam holding components. Ship's stern moored to cylindrical buoys fitted with release hooks, using seven ropes (or wires) to respective mooring buoys. Permanent moorings consist of 7 steel cylindrical buoys in each berth. (Five buoys in No. 1 berth.)

Certain mooring buoys in all berths fitted with 1½ in. diameter preventer wires, one end of which is secured to mooring buoys. When required, other end is brought on board vessel by a messenger line after ship moored in position. Preventer wires supplemental to ship's regular moorings during adverse conditions. Ships should have chain stoppers for handling these wires.

LOADING: (*a*) *Readiness:* Tenders to load will normally be accepted and berths assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at the time, carry clean ballast and in all respects equipped and ready to moor. In event berthing delayed on account weather, vessels will ordinarily keep their loading priority in order of arrival. Vessels required to leave port area on account of weather (port closed), should keep in contact with terminal via radio in order that they will be available when weather moderates. Company will make every effort to load vessels on arrival, or as promptly as berth is available, weather permitting. Notice of readiness will not be accepted unless vessel ready to load. Arrival time will be considered as time Mooring Master boards vessel underway or time vessel anchors, whichever occurs first.

DETAIL OF 16″, 12″, 8″ & 6″ HOSE CONNECTIONS FROM SUBMARINE HOSE TO SHIP



16″ FLANGE TEMPLATE
150# A.S.A. RATING
In use in Berth 2 only

12″ FLANGE TEMPLATE
150# A.S.A. RATING

8″ FLANGE TEMPLATE
150# A.S.A. RATING

6″ FLANGE TEMPLATE
150# A.S.A. RATING

(*b*) *Connecting-up.* Ships loaded by means of submarine pipe-lines. Weight of the 16 in. hose in No. 2 berth about 6·5 tons; weight of 12 in. hose in No. 3 berth about 5 tons; and weight of 12 in. hoses in No. 1 and No. 4 berths about 4 tons. Hoses lifted by ship's gear on port side. Detail of flange templates shown in drawings below. Ships should provide manifold fittings to allow connection of flanges shown.

Mooring Master advises ship's personnel in lifting, connecting, disconnecting and lowering of hoses. A ship's deck officer must be present, and must direct ship's crew in all hose handling. There must be sufficient crew on deck to perform this work.

(*c*) *Rates:* Loading is by gravity flow from tank farm which is approximately 360 ft. above sea level. Loading rates as follows (approximate maximum):

	Rates (BPH	
Berth	*With 1 Hose*	*With 2 Hoses*
1	17,000	29,000 (12 in. hoses)
2	40,000	70,000 (16 in. hoses)
3	27,000	43,000 (12 in. hoses)
4	25,000	37,000 (12 in. hoses)

Order save ship's time and to ballast vessel as quickly as possible, as well as to make berth available for others, it is requested that ships receive oil as fast as it can be delivered, with due regard for safety. The removal of any restrictions, such as strainers, etc., is recommended.

MEDICAL: Neither medical nor hospital facilities provided byTapline. Private doctors and hospital facilities available at Sidon and Beirut. Agents acquainted with situation and can make necessary arrangements.

If unable make radio contact, then vessels requiring emergency medical assistance should hoist International Code Flag "W" in daylight, and at night, send "W" (·—) on blinker light to attract immediate attention, the same signal "W" (·—) should be given on ship's whistle in either day or night hours. Signal should be repeated until acknowledged visually by either another ship in berth; from shore station or from Company launch. As soon as signal is received, terminal officials will advise ship's Agent as soon as possible of the emergency medical aid required.

DENSITY: Salinity of the sea is same as open Atlantic Ocean. Temperature ranges from 60°F. to 85°F. (15·6°C to 29·4°C.) depending on season.

FRESH WATER: Not available.
FUEL: Bunker fuel loaded at rate of 3,000–5,000 BPH through 8 in. deck hose. Bunker connection should be located near ship's cargo manifold. Ships calling at Sidon to load crude oil should arrange for bunker fuel nominations through one of the offtaker companies well in advance of arrival. Bunker fuel will not be delivered until Tapline has received a firm nomination. Bunker fuel will be loaded as promptly as circumstances permit, but Tapline assumes no liability for any delays incurred by a vessel in berthing or loading bunker fuel. Maritime lubricants available, through marketing representatives in Beirut by arrangement through Agents.
PRECAUTIONS: (*a*) *Valve Control.* Ship's valves must not be closed against the oil stream.

(*b*) *Emergency Signal.* When, and if normal ship-to-shore communications fail, the emergency signal to stop oil flow will be a continuous blast on ship's whistle, until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle is used, all loading operations in all berths will be shut down until communications can be established with vessel giving the signal. For this reason, it is requested that ships in the area refrain from using their whistles for other purposes.

(*c*) *Readiness to Leave Berth.* Port is considered an "open roadstead," and under no circumstances may engine be shut down for repairs while ships moored in submarine berths. Vessels in submarine berths must be able to clear, and shall clear immediately upon advice of Mooring Master. Ship's engine and gear must therefore be ready at all times with full power for immediate use.

(*d*) *Loading and Deballasting Simultaneously.* Properly equipped vessels will be encouraged to discharge clean ballast and load oil simultaneously. This capability is especially necessary during unsettled weather order keep vessel reasonably ballasted.
REPAIRS: No facilities.
CONSULS: Two consulates at Sidon, one Italian and one Norwegian. Consular or diplomatic representatives for most nations maintain offices in Beirut.
OFFICIALS: Lebanese officials, such as Customs Director, Quarantine Officer, Immigration Officer, Captain of the Port and Police, stationed at Sidon. Should Customs guards be stationed on board while in berth, it is expected that ships will provide food for these guards and other officials.
SHORE LEAVE: Arranged between Agent and Lebanese Security Officer aboard vessel. Ship's personnel (other than emergency or medical cases) not allowed to disembark at terminal. All personnel going ashore must land at Sidon where small boats must cross a shallow and sometimes impassable bar. Delays have been caused to vessels whose personnel have been unable to rejoin their ship. Sufficient personnel must be aboard at all times for letting go lines so that vessel can clear berth whenever required.
GENERAL: (*a*) *Mooring Wires and Winches.* Use of mooring wires to powered drums for all vessels calling at Sidon is strongly recommended. Because there are no mooring tugs available, a ship's ability to moor during marginal weather conditions is dependent upon its ability to warp itself into position. Vessels with capable wire winches and deck mooring equipment that are able to place one or two mooring ropes on a windward mooring buoy, usually able to moor without difficulty. Vessels over 40,000 dwt should have mooring wires to powered drums, one on aft well deck and three on poop deck. The wires should be 200 fathoms in length and so secured as to be easily let go from ship if necessary.

(*b*) *Ropes.* Vessels should have two suitable, best quality mooring ropes of 200 fathoms each located on aft part of after well deck for use on either port or starboard side, three (minimum) suitable, best quality mooring ropes of 200 fathoms each and three additional ropes of 150 fathoms each on poop deck plus properly located warping winches and bitts. Vessels equipped with mooring wire winches on poop deck may reduce required "additional" ropes accordingly. Wires are not used on port side of aft well deck due to possible fouling of wire with hose or pipe-line underwater facilities. In this position a suitable, best quality mooring rope must be used. Two ropes of 200 fathoms each recommended, to be used on either side while mooring, and used on port side only for securing ship in berth.
AUTHORITY: Trans-Arabian Pipe-line Company. Company maintains offices at following addresses: (*a*) *Beirut Office:* PO Box 1348, Beirut, Lebanon. Cable Address: Tapline Beirut. (*b*) *Sidon Office:* PO Box 28, Sidon Lebanon. Cable Address: Tapline Beirut. (*c*) *New York office:* 505 Park Avenue, New York, New York 10022, United States of America. Cable Address: Taplineco New York.
AGENTS: Gulf Agency Co. (Lebanon) Ltd., Sidon, Lebanon. Cables: "Gacship", Sidon. Tel. 296733, 256516. Telex: 906 Beirut.

For communication and operational reasons address all your correspondence and cables to head-office in Lebanon: Gulf Agency Co. (Lebanon) Ltd., POB 4392, Beirut, Lebanon. Telephones: 25 65 16, 29 67 33. Cables: "Gacship", Beirut. Telex: 906 (answer back: "Gacship Beryt").

TRIPOLI: 34.28 N. 35.49 E.

A. DRY-CARGO PORT.

Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.
DOCUMENTS:
1 Legalised copy of Cargo Manifests.
5 copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco (see "Customs allowances").
PILOTAGE: Agent arranges with Harbour Master, therefore keep Agent closely advised ETA. Harbour Master may also be contacted on VHF Channels 13 (frequency 156·6) and 16 (frequency 156·7).
ANCHORAGE: Good anchorage.
MAX. SIZE: Depth at entrance 22·5 ft. Max. draft alongside berth 22 ft.
HEALTH: Health authorities boarding in roads. Health form obtainable from Agent or doctor. Smallpox and yellow fever certificates for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for addition injections for crew mem-members.
RADIO: Cables via Beirut Radio to and from Agent.
BERTHING: New pier about 600 metres length. Two berths. 4 shore cranes suitable for vessels up to about 7,000 tons only. Two heavy-lift cranes, capacities 25 and 50 tons. Lighters available for discharging alongside vessel. Ship's gear often used for discharging.
STEVEDORES: Ordered by Agent. No ETA to stevedores necessary. Working hours, 08.00–12.00, 13.00–16.00, otherwise overtime included on Sundays and on official holidays.
MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required.
DENSITY: 1025.
GANGWAY/DECK WATCHMEN: Available and recommended.
OPENING/CLOSING HATCHES: For liners by stevedores, otherwise per agreement.
CUSTOMS ALLOWANCES: Tobacco. 40 cigarettes per crew member. Customs very strict, checking crew cabins. Regulations are as follows:

1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port will be fixed on the basis of two packets per crew member, passenger per day, and to be calculated on a maximum period of four months, if the vessel emantes from an American, Asian or African port – not central Africa; and for two months if the vessel last port of call is in Europe, Central Africa or Mediterranean, which will be deducted from the quantity, and on the same basis the consumption by the crew members and passengers during their trip, and this to start from the last port of call until arrival at a Lebanese port.

That the number of passengers to be taken into account on a tourist vessel will be the number of berth the vessel can accommodate and not the number of passengers on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.

2. In the event that it is the first call of the vessel, at a Lebanese port and not aware of such regulations, and it was found on board her an excess quantity to the actual one allowed, as indicated above, a Proces Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within one month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure of the vessel will be lifted when the Bank guarantee equalling the amount of fine and dues is placed, or a Personal Guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled, the usual penalties will be inflicted according to the law.

3. In the event the vessel is aware of such restriction, and for one reason or another she is carrying an excess quantity, this excess must be, as per official regulations, be shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut.

Any excess found over and above such declaration will be considered as smuggling and the law will be applied.

Wine and/or spirits: One bottle per crew member; Captain allowed 3/4 bottles.
CARGO GEAR: Ship's gear to be used.
IDENTIFICATION CARDS: Shore pass given to each crew member. Passport and seaman's book to remain in Captain's care.
CONSULS: Most countries have consulates in Beirut.
AIRPORT: Beirut.
TIME: GMT plus 2 hours. Summertime, GMT plus 3 hours.
HOLIDAYS:

Holidays	*Date*	*Days*
New Year's Day	January 1st	1
Al-Adha (Karban Bairam)	Varies	2
Ashoura	,,	1
New Year (Islamic)	,,	1
Arab League Day	March 22nd	1
Good Friday	Varies	1
Easter Monday	,,	1
Good Friday (Oriental)	,,	1
Easter Monday (Oriental)	,,	1
Labour Day	May 1st	1
Martyr's Day	May 6th	1
Ascension Day	Varies	1

Mohamed's Birthday	Varies	1
Assumption Day	August 15th	1
All Saints' Day	November 1st	1
Independence Day	November 22nd	1
Ramadan	Varies	2
Christmas Day	December 25th	1

AGENT: Gulf Agency Co. (Lebanon) Ltd., Customs Street, Tripoli, Lebanon. Cables: "Gacship", Tripoli/Lebanon. Telephone: 62 52 54. Telex: 906 Beirut. Head Office: Beirut (which see).

B. – OIL TERMINAL.

OPERATORS: Iraq Petroleum Company.
DOCUMENTS: See "Section A – Dry-cargo Port".
PORT LIMITS: Iraq Petroleum Company Limited have placed three spar-buoys to indicate the limits of the Company's Sea Terminal boundaries.

The location of these buoys is as follows:
1st, Lat. 34° 30′ 03″ N. Long. 35° 52′ 30″ E.
2nd, Lat. 34° 29′ 42″ N. Long. 35° 52′ 26″ E.
3rd, Lat. 34° 29′ 03″ N. Long. 35° 51′ 04″ E.

PILOTAGE: The company's Mooring Masters will meet tankers two miles North-east of Tripoli Breakwater Head. Tankers of 40,000 dwt and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules are relevant.
ANCHORAGE: Good anchorage immediately West North-West of No. 4 sea berth buoys.
MAX. SIZE: Least depth of water available in berth, and swinging circle, after deducting 6 ft. for the height above sea bed of the sea line and cradle is as follows: No. 1 Berth, 62 ft.; No. 2 Berth, 66 ft.; No. 3 Berth, 53 ft.; No. 4 Berth, 38 ft. The swinging circle is defined as 1½ ship's lengths from dropping position of ship's inshore anchor. The approximate draft limits quoted are based on an underkeel clearance, in the berths, of 6 ft.

VLCC's will be handled in Berth No. 2 and loaded to a draft of 60 ft. During the period April to October, and subject to the Master and Mooring Master being satisfied that weather conditions permit loading to a reduced under-keel clearance of 4 ft., then the loaded draft may be increased to 62 ft.
HEALTH: See "Section A – Dry-cargo Port".
RADIO: The Iraq Petroleum Company Limited, must be informed 48 hours prior to arrival of a vessel's ETA, quantity of cargo required, maximum loading rate, SWL of derrick for lifting hoses and confirming that the ballast for discharge in port waters is clean. Communication with Iraq Petroleum Company, Limited, should be by cable addressed to "Petriraq, Tripoli, Lebanon", or direct to Tripoli Terminal Radio Station.

Tripoli Terminal Radio Station. Call Sign – ODC 8.

Waveband	*Hours (GMT)*	*Watch Details*
	0800–0830	ODC 8 Broadcast Traffic List and calls ships on 8514 kc/s. Listens on 8354–8374.
	1200–1230	Will transmit on 12831 kc/s. on request.
High Frequency	1600–1630 2230–2300	
	0000–2400	Monitor 500 kc/s. for calls and answers only.
	0730	Broadcast on 500 kc/s. QSW 442 kc/s.
	0732–0800	Transmit Traffic List on 442 kc/s., receives ship frequencies – 425, 454, 468, 480 and 512 kc/s.
	1130	Broadcast call on 500 kc/s., QSW 442 kc/s.
	1132–1200	Transmit Traffic List on 442 kc/s., receives on normal ship frequencies – 425,454, 468, 480 and 512 kc/s.
Medium Frequency	1530	Broadcast call on 500 kc/s., QSW 442 kc/s.
	1532–1600	Transmit Traffic List on 442 kc/s., receive on normal ship frequencies – 425, 454, 468, 480 and 512 kc/s.
	2200	Broadcast call on 500 kc/s., QSW 442 kc/s.
	2202–2230	Transmit Traffic List on 442 kc/s., receive on normal ship frequencies – 425, 454, 468, 480 and 512 kc/s.
	2232	Broadcast call QSY QSX 500 kc/s.

Cables to Agents may be routed through Beirut radio.

VHF: Tripoli:
Equipment: Fixed Station sited in Terminal Building and used by Control Room.
Call sign: Tripoli Control.
Range: Approximately 15 miles.
Frequency: Transmitting on 163·6 mc/s.
Receiving on 159·1 mc/s.
Watches: Continuous.

Mobile Station
Equipment: Portable, battery operated, carried aboard vessel with Mooring Master.
Call sign: Ship's name (before mooring). or Berth No. (after mooring).
Range: Approximately 8 miles.
Frequency: Transmitting on 159·1 mc/s.
Receiving on 163·6 Mc/s.
Watches: Continuous, whilst Mooring Master on board.

Notes
1. Tripoli also keeps a continuous watch on the international calling frequency of 158·8 Mc/s. This has a range of approximately 15 miles and its call sign is "Tripoli Control".
2. The VHF System is not connected to the main telephone switchboard and only selected shore stations have access to it.

TUGS: There is no tug at Tripoli.

BERTHING: *Sea Line Berths.* Four berths numbered from North-east to South-west. Specifications as follows:

Berth No.	*Max. TPH*	*Fixed Sea Line*	*Strings of Flexible Hoses*	*Approximate Limits Draft*	*Deadweight*
1	5,000	Two 24″	Two 16″	56′	140,000
2	7,000	One 32″	Two 16″	60′	250,000
3	6,000	One 32″	Two 16″	47′	87,000
4	1,500	Two 12″	Two 12″	32′	25,000

As loading is by gravitation, the maximum rates are dependent upon availability of suitable shore tanks and loading lines.

LOADING:
1. *Readiness to Load*, will be received by the Mooring Master, who is the Company Representative on board. The advice from the vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.
2. *Derricks*
(*a*) Two hoses are connected on the port-side amidship.
(*b*) Derricks or cranes reaching over the hose connection should be capable of lifting the flexible hose from the sea-bed to a height of up to 30 ft. above the deck.
(*c*) A minimum SWL of 5 tons is required for 12 in. hoses.
(*d*) The faster loading berths equipped with 16 in. hoses are available only to vessels with derricks and tackle with a minimum "Safe Working Load of 7 tons". Such vessels will be given berthing priority when queuing occurs and these berths are free but other vessels have not the capacity to handle the larger hoses.
3. *Hose Hang-off Bitts* are required at about 10 ft. from the ship's rail at the loading manifold to secure the submarine hoses on the portside.
4. *Hose Connection/Disconnection.* Ship's crew with a responsible officer in charge to perform all operations as advised by the Mooring Master, to lift, connect, disconnect and lower hoses.
5. *Ship's Manifold* – to be prepared for the connection of 12 in. or 16 in. hoses with flanges of 150 series, dependent on berth allocation.
6. *Loading – Supervision and Commencement*
(*a*) All operations in connection with starting of loading, discharging, switching of tanks on board and topping-off must be directly and personally supervised by a responsible ship's officer.
(*b*) The advice from the vessel that she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.
Caution: The oil loading stream to the ship is controlled on shore and it is extremely dangerous if a ship's valve is closed against the flow of oil.
To prevent excessive pressure from surge in ship and shore lines, ship's valves must not be shut-off against the stream, and when switching tanks, ship's valves must be closed slowly. Vessels will be held liable for damages resulting from any mal-operation of valves on board.
7. *Tank Dips.* During loading frequent checks should be made by the responsible ship's officer to ensure that cargo is entering the designated cargo tanks only and that there is no escape of oil into pump-rooms or through sea and overboard discharge valves. Particular care must be exercised by ship's personnel in "topping-off" tanks and towards completion of loading to ensure that the terminal is given timely advice of any decrease in loading rate required. Adequate "standby" notice must be given before the final "stop".
8. *Loading Operations*
(*a*) The Mooring Master will not transmit any loading instructions to the shore until the responsible ship's officer is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.
(*b*) Loading rates requested by the vessel or quoted by the terminal will be the peak or maximum rate at any time during the loading period.
(*c*) While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repair should be carried out while in berth which would immobilize the ship or impair her fire-fighting efficiency.
Failure to vacate the berth on completion of loading may result in delays to other vessels, demurrage, and loss of throughput which shall be accountable to the vessel.
(*d*) The Mooring Master will advise the Master of the ship as to any signals needed for local requirements.

(*e*) The Mooring Master brings a portable radio on board for ship to shore communication.
DENSITY: 1025.
FRESH WATER: May be available at anchorage before berthing, but it is expensive.
FUEL: Fuel oil is available at Berths 2 and 3. The 12 in. bunker hose is raised on the port side of the vessel. Bunkering rates are 300 to 400 tph.
CUSTOMS ALLOWANCES: See "Section A – Dry-cargo Port".
GENERAL:
1. *Ballast*
(*a*) Vessels should arrive with sufficient clean ballast for safe handling of vessel under prevailing weather conditions.
(*b*) Ballast water must be clean and a declaration signed by the Master and delivered to the terminal to this effect. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard.
(*c*) *Pollution of the sea – warning.* It is an offence to discharge dirty ballast or pump out bilges. The authorities are very strict and your attention is drawn to the Lebanese Notice to Mariners No. 23/1 of 29th July 1965, and to the volume entitled "International Conference on Prevention of Pollution of the Sea by Oil", issued by IMCO London.
In the event of your vessel discharging dirty ballast or spilling oil, cost for cleaning the pollution, third party claims and port fines shall be borne by the vessel.
It is recommended that vessels carry an adequate amount of dispersants with means of application in case of oil spills.
2. *Gear to be provided by the ship*
(*a*) Anchor to be fitted with marker buoys and 20 fathoms line.
(*b*) Four good mooring lines of not less that 150 fathoms each and of suitable size for the vessel. Two additional 150 fathoms lines securely tailed to the first lines for cases where 150 fathoms may not reach to the stern buoys initially.
(*c*) For vessels of 50,000 dwt. and larger, powered mooring winches with 200 fathoms of wire rope.
(*d*) Four suitable rope stoppers to be available aft.
(*e*) Two good chain stoppers for use on $5\frac{1}{2}$ in. circumference wires (preferably carpenter's patent stoppers).
(*f*) Two good $4\frac{1}{2}$ in. circ. boat ropes 200 ft. long placed one on each side of the vessel.
(*g*) Two good ropes, 15 fathoms $\times 3\frac{1}{2}$ in. circ. and two heaving lines for lowering hoses.
3. *Lighting.* Manifold and poop mooring areas should be adequately lit to enable night mooring and loading operations to be carried out with safety. Sea area around the ship to be illuminated.
4. *Deck Watch.* A deck watch must be maintained at all times the vessel is in berth. In addition to its normal duties, the watch must inspect the hose connections and area around the ship against oil spillage, pollution, and prevent unauthorised persons from boarding your vessel.
5. *Boarding of vessel.* The control of persons boarding your vessel is the ship's responsibility. Boarding should be restricted to Company employees on duty and to persons authorised by the Port Authorities as advised by your Agents.
6. *Stores/Provisions* or other items should not be received or discharged whilst loading is in progress. Launches other than the Company's mooring launch, should not lie alongside the vessel.
7. *Tanker Safety.* Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.
8. *IOTTSG Safety Check List.* The Tanker Safety check list must be completed after inspection of each item prior to commencement of and during loading. The Mooring Master is authorized to stop all loading operations should he consider that the safety of lives and property is endangered by the infringement of safety rules.
9. *Action in case of Emergency.* In the event of a fire, oil spillage or other emergency on the vessel,
The Emergency Signal is:—
Three or more blasts of not less than ten seconds duration each on whistle or siren supplemented by a continuous ringing of the general alarm bells.

AGENT: Gulf Agency Co. (Lebanon) Ltd., Customs Street, Tripoli, Lebanon. Cables: "Gacship", Tripoli/Lebanon. Telephon: 62 52 54. Telex: 906 Beirut. Head Office: Beirut (which see).

Leeward Islands

BASSETERRE: St. Kitts: 17·18 N. 62·43 W.

DOCUMENTS:
3 copies of Crew List.
3 copies of Passenger List.
1 copy High Duty Cargo List.
1 copy Crews' Personal Effects List.
1 copy Clearance from last port.
1 copy Ship's Stores List.
7 copies Manifest.
2 copies Bills of Lading.
PILOTAGE: No pilotage required.
ANCHORAGES: Harbour at Basseterre is an open roadstead and safe anchorage will be found at a distance of $\frac{1}{4}$ to $\frac{1}{2}$ mile from the shore opposite the piers in the centre of the town.
RESTRICTIONS: None.
MAX. SIZE: A vessel of any size may be admitted. Anchorage position will depend on the draught of the ship.
HEALTH: The Harbour Master boards all vessels on arrival at port and inspects the clearance from the last port. If there are no health problems the vessel is immediately granted pratique. If there is suspected disease or fever on board pre-notification is recommended. If this is done the Harbour Master will have a Medical Officer with him when he boards the ship on arrival.
RADIO: Contact is through Barbados Radio, call sign 8PO.
TUGS: Not needed.
BERTHING: Ships anchor off shore.
STEVEDORES: ETA should be advised 24 hours before arrival of vessel, also tonnage to be discharged and number of gangs required. Discharging rate: 15 tons per gang per hour on bags. 6 tons per gang per hour on general cargo.
MEDICAL: Advance notice if possible – hospital facilities available. Valid Vaccination Certificate for passengers disembarking but not for intransit or cruise ship passengers.
DENSITY: No tides. Density normal for a West Indian island.
FRESH WATER: Not available.
FUEL: No bunkering facilities.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Done by stevedores.
CUSTOMS ALLOWANCES: Tobacco, 1 carton of cigarettes. Wine and/or Spirit, 1 bottle.
IDENTIFICATION CARDS: Not needed.
CONSULS: Netherlands, France, Dominican Republic.
REPAIRS: The sugar factory has well-equipped shops for machine, welding and maintenance work. They can assist with most engine repairs.
DRY DOCKS: None.
REPATRIATION: Crew changes and repatriation can be arranged.
AIRPORT: Two miles from town with regular daily connections to Antigua and Puerto Rico where onward passages to Canada, the U.S.A., Great Britain and Europe can be arranged.
TIME: GMT minus 4; no alteration.
HOLIDAYS: New Year's Day (January 1st); Statehood Day (February 27th); Good Friday; Easter Monday; Whit Monday; Queen's Birthday (date fixed by announcement annually); August Monday; Prince Charles' Birthday (November 14th); Christmas Day (December 25th); Boxing Day (December 26th).
POLICE/AMBULANCE/FIRE: Police 999; Fire 999; Ambulance (Hospital) 2551.
TELEPHONES: None available.
AUTHORITY: Comptroller of Customs.

AGENT: S. L. Horsford & Co. Ltd., PO Box 45, Basseterre, St. Kitts, BWI. Cable address: Horsford, St. Kitts. Tel. Shipping Manager, Office 2616, Home 2101; Secretary, Office 2617, Home 2122.

ST. JOHN'S: Antigua: 17.7 N. 61.52 W.

DOCUMENTS:
4 Crew Lists.
6 Passenger Lists.
1 Customs Declaration.
1 Declaration of Health.
6 Copies of Manifest.
Port clearance from previous port.
3 copies of B/L.
1 copy Crew Personnel Curio List.
Fumigation and Deratisation Exemption Certificate.
PILOTAGE: Compulsory. Messages should be received by Agents 48 hours in advance. Pilot boat may be identified by pilot flag.
Pilot boards at entrance of channel if vessel is proceeding to Deep Water Harbour. If vessel proceeding to Oil Berth, Pilot boards 2 miles North of Sandy Island.
PORT LIMITS AND COMPULSORY PILOTAGE AREA: All the waters enclosed by an imaginary straight line running due West from Weatherills Point forming the Northern boundary, by an imaginary straight line running due North from Shipstern Point forming the Western boundary and by the coastline running from Weatherills Point to Shipstern Point forming an Eastern and Southern boundary.
ANCHORAGE: Open seas just outside inner harbour. Depths exceeding 50 ft.
RESTRICTIONS: No restrictions on entry, difference in tide is negligible. Channel is 8,000 ft. long and 300 ft. wide, dredged to 35 ft.
MAX. SIZE: At present vessels of any size can anchor in outer harbour. The New Deep Water pier is 1,200 ft. long and depth alongside is 35 ft., a turning basin of 1,200 ft. diameter is available. Oil carrier's berth at Oil Refinery Pier in 36 ft. of water or at "Sea Berth' in calm water exceeding 45 ft. High and low tide are negligible.
HEALTH: Pratique granted at berth. Suspected disease or fever should be notified by cable in advance.
RADIO: Cable and Wireless (W.I.) Ltd. Barbados Radio 8PO.
Tugs fitted with VHF equipment. Harbour Master's office equipped with VHF and HF equipment. West Indies Oil Company Marine Centre keeps constant watch on VHF Channel 16/6 and HF 2182.
TUGS: Two tugs of 1800 h.p. available.
BERTHING: No special requirements.
STEVEDORES: 48 hours notice required to arrange gangs.
MEDICAL: Required medical attention should be cabled in advance to Agents. Hospital facilities available, smallpox vaccination required.
TANKERS: At Oil Refinery Pier several product pipe-lines of 10, 8, and 4 in., one 16-in. crude line, one 3-in. fresh-water line. 36 ft. mean

low water, acceptable draft 32 ft. (deeper draft subject marine terminal approval). At Seabuoy one 10 in. Bunker C line, one 16-in. crude line; five mooring dolphins secure vessel in position. Acceptable draft 42 ft. Slop residue discharge facilities available.
DENSITY: 1025.
FRESH WATER: Available from Deep Water Pier and by barge in conjunction with bunker fuel deliveries.
FUEL: All grades marine fuel available; ex wharf at the oil refinery pier, at the Sea Buoy, and by barges to vessels at St. John's Harbour and adjacent offshore bunkering area.
Bunker nominations should be placed with Independent Petroleum Supply Co., London. Cables: "Oilsuppli London EC4". Tel. 01-236 4326 and/or New York, Tokyo, or San Francisco offices.
FIRE PRECAUTIONS: No smoking or cooking at docks.
WATCHMEN: Not necessary. Available on request.
HATCHES: No set custom for opening/closing.
CERTIFICATES: All certificates should be on board but it is required to show Deratisation Exemption Certificate, L.S.A., Load Line.
CUSTOMS ALLOWANCES: 1 carton cigarettes. 1 bottle (26 oz.) spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: Dutch, French, Danish and Swedish Consulates.
REPAIRS: No deck or engine repairs are possible.
DRY DOCKS: None.
AIRPORT: Airport is 4 miles from docks in city and served by international airlines such as BOAC, PAA, BWIA, Air Canada, ALM, Caribair, LIAT, Air France.
TIME: Local time is GMT minus 4. No alterations made to clocks during the year.
HOLIDAYS: 1st January; Good Friday; Easter Monday; Labour Day (1st Monday in May and no work is possible); Whit Monday; August Monday; Carnival Holiday (Tuesday following August Monday); State Day (1st November); Christmas Day; Boxing Day; H.M. Queen's Official Birthday observed either first or second Saturday in June.
POLICE/AMBULANCE/FIRE: Police 20045, Ambulance 20251, Fire 999.
SHORE TELEPHONE CONNECTION: Available.
AGENT: Geo. W. Bennett, Bryson & Co. Ltd., PO Box 162, St. John's, Antigua. Telegraphic address "Bennett". Tel. 21200. Estate & Shipping Agents, Liner Agents, General Commission Merchants, Insurance Agents, Travel Agents, Stevedores.

Liberia

BUCHANAN: 05.54 N. 10.04 W.

DOCUMENTS:
1 copy Clearance of last Port of Call.
1 copy Health Declaration.
6 copies Number of Passengers.
6 copies Cargo Manifest (even in ballast).
6 copies Crew List.
3 copies Store List (ship).
3 copies Personal Effects List.
1 copy Vaccination List.
PILOTAGE: The ship shall be considered to have arrived at Port of Buchanan when she cuts a circle with a three nautical miles radius from the beacon on the main breakwater head (Fl "G" 3-sec.). Lamco provides pilotage. Pilot boarding approximately 1½ miles off the main breakwater, bearing 095°/110°. Pilot ladder on port side.
ANCHORAGE: If waiting Pilot, anchor 2 miles off main breakwater.
RESTRICTIONS: Harbour traffic hours – towage and pilotage (ore ships), 0600–0100. General cargo ships (tankers), 0600–1630.
MAX. SIZE: Ore carriers up to 42 ft. draft.
RADIO: Dakar Radio, or when within 200 miles Buchanan Harbour Radio. Communications with ore ships per HF, call 2182 kc. Traffic, 2638 kc, 2738 kc. VHF, call Channel 16. Traffic, Channels 9, 11, 12 & 14.
HEALTH: Customs, health and passport inspection normally takes place at the berths. Quarantine signal must not be hauled down before "Free Pratique" is received. If diseases are suspected on board contact the Port Authorities or Agents by radio for instructions. After call at other Liberia ports where free pratique has been granted, Port Health will not board here.
TUGS: Lamco provides towage with two 1,640 h.p. tugboats. Tugs join vessel about one mile N.W. of red buoy.
STEVEDORES: As early as possible advance notice of ETA required latest by 1500 hours on day preceding arrival if a weekday. Or Saturday before noon if arrival on Sunday. Shore working hours: Ore handling: 0700–2400 with two 1-hour mealbreaks; general cargo handling, 0700–1200, 1300–1530, and overtime 1530 to 2300.
BERTHING: Port provides nylon springs for mooring at $5 per day each. Number of berths for sea going vessels, 5. Length of quays, 2,800 ft. with 50–100 tons bollards and properly fendered. Depth conditions, 42 ft. at ore-loading quay (at MLWS), 33 ft. at commercial quay (at MLWS). Ore loading capacity, 6,000 tons per hour.
MEDICAL: Hospital and medical care is provided; advance notice should be given in serious cases. Smallpox, yellow fever inoculations are required to enter the Republic. Yellow Vaccination Book is required.
TANKERS: One tanker berth for discharging only. Hose connections are: 6 in. and 10 in. Max. draft 30 ft.
DENSITY: Varying but around 1020/25.
FRESH WATER: Fresh water is available, ex-quay only, rate is 20 tons/hour. Subject to availability, max. 100 tons per ship.
FUEL: No bunker facilities available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Performed by stevedores.
REPAIRS: No commercial facilities available. In cases of emergency Lamco might assist with minor repairs.
CUSTOMS ALLOWANCES: Direct sales of Liquors, cigarettes, foodstuff, etc. from ships are strictly forbidden.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish Vice-Consul only; however, most countries are represented either by Embassy or Consul at Monrovia.
REPATRIATION: Can be arranged.
AIRPORT: Roberts International Airport about 1 hour ride by car; several connections to the rest of the world.
TIME: GMT; no alterations during the year.
HOLIDAYS: January 1st; The first Monday in January after every Presidential Election; January 7th; February 11th; Second Wednesday in March; March 15th; Second Friday in April; April 15th; May 14th; July 26th; August 24th; First Thursday in November; December 1st; December 25th. Special holidays as proclaimed from time to time by the Liberian Government. No work will be performed on January 1st, July 26th and December 25th.
GENERAL: Two Customs officers stay on board the ship during ship's entire stay and they should be given meals in the Officers' Mess and if necessary night quarters.
POLICE/FIRE/AMBULANCE: No phone available; however the Lamco Plant Protection Force should be contacted; one officer is normally assigned to each quay/gate.
SHORE LEAVE: Apart from South African, Portuguese and Rhodesian Citizens, who are not allowed ashore, no restrictions.
DELAYS: Generally, no major delays have occured. For ore loaders and tankers the tide may occasionally involve 24/36 hours waiting time depending on the size of ships expected to load; general cargo ships: no delay.
AUTHORITY: Port Operators: Lamco J. V. Operating Company, Buchanan, Roberts International Airport, Liberia. Telex: 203, Lamco Monrovia, Cable: Lamco Monrovia.
AGENTS: All ore carriers must employ LJVOC as their Agent.
Other vessels;
Scanship (Liberia) Inc., PO Box 19, Buchanan, Cable: Scanship Telex via Monrovia 209. R/T 2182 Kcs callsign Scanship Buchanan.

MONROVIA: 06.20 N. 10.50 W.

DOCUMENTS:
6 Crew Lists.
5 Passenger Lists or 5 Statements "Nil" if none aboard.
5 Manifests for Customs. This should state S.W. Ballast if no cargo aboard.
5 Lists of Ports of call from commencement of voyage with date of calls.
1 International Health Declaration.
1 List of Crew with dates of smallpox and yellow fever vaccination.
5 Store Lists.
2 Crew Custom Declarations.
Immigration now stamp all seamen's discharge books or passports.
PILOTAGE: Order Pilot through local Agents. Monrovia Freeport Pilot station equipped with R/T and VHF radio and on continuous listening watch from 0645 GMT to 2245 GMT. R/T 2182 kc/s, range 300–500 miles VHF Channel 16 range–30 miles.
Pilot comes out from inside breakwater by launch displaying H. flag. Vessels should approach to approx. 7 cables off entrance and should anchor clear of fairway channel as very large iron-ore carriers sail on deep draft. Anchorage lies S.W. of Leading Line from 7 cables to 10 cables from Southern breakwater end.
ANCHORAGE: Good unlimited anchorage space available on roadstead S.W. of Leading Line, depth 7 to 10 fathoms. Anchorage safe but subject to moderate South-westerly swell during rainy season, April to October.
RESTRICTIONS: Pilot service given day and night. Loaded oil tankers berth in daylight hours only. Only deep-loaded vessels restricted to tide for berthing or sailing.
Channel outside breakwater being dredged to 49 ft. MLW. Channel to iron-ore piers dredged to 45 ft. MLW.
MAX. SIZE: Vessels up to 850 ft. length and 45 ft. draft can be accommodated at iron-ore piers. No restrictions on beam except that carriers with a beam in excess of 126 ft. may experience difficulty in loading with present loading gantries. Maximum draft for berthing at Marginal General Cargo Wharf is 30 ft.
Tankers discharging at crude oil pier; maximum length 700 ft., maximum draft 40 ft. Maximum draft for berthing at Bunkering Pier is 35 ft.
HEALTH: Vessels entering must fly International Code flag Q. Port Health Officials board upon berthing. Pratique automatic for vessels having cleared at other Liberian ports, but vessel must still clear Customs.
RADIO: ETA cables should be routed to Agents through Government radio station ELC or via land cable (French Cables) through Dakar or Abidjan. Pilot R/T station will pass on messages to Agents free of charge.
TUGS: 3 tugs of 1700 h.p. available. Join vessels just inside breakwater entrance. For berthing, tug lines used; for sailing, ships lines used; no charges for tug lines.
BERTHING: Day and night, except loaded tankers not berthed during hours of darkness. Tankers arriving must enter breakwater

by 1730 hours. Fishing boats are moved to or from fishing pier situated on North Breakwater during darkness.
STEVEDORES: Engaged by Agent. Several stevedoring companies. Port Management handles all cargo on shore and accepts cargo ex-ship's hook only.
MEDICAL: Whenever possible Masters should cable Agents if require medical attention especially when arriving week-ends or during night. Hospital facilities available. Port Health require smallpox and yellow fever vaccinations for crew members.
TANKERS: One bunkering and oil-loading pier, and one crude-oil discharge pier. At Crude Oil Pier discharge by means of floating 10 in. pipe-line.
DENSITY: Density varies with the tide. Also varies during rainy season as river flow increases. Varies from 1009 to 1024 oz. per cu. ft. with average of approx. 1019 oz. per cu. ft.
FRESH WATER: Available only on marginal wharf and three Iron-ore Piers by means of hoses from shore. Average rate of delivery approx. 20 tons per hour.
FUEL: Light diesel oil and heavy fuel oil available and these can be blended to specification by supplying oil company Diesel only available on bunkering pier. Fuel oil available by barge and on bunkering pier.
GANGWAY/DECK WATCHMEN: Supplied by Agent, and recommended. Customs also place one gangway officer aboard and this officer is supplied with food by ship.
OPENING/CLOSING HATCHES: Normally done by stevedores.
CUSTOMS ALLOWANCES: Tobacco, reasonable quantities for consumption while in port. Wine and/or Spirit, as tobacco.
IDENTIFICATION CARDS: Not required, but seamen's books are endorsed aboard by Immigration.
CONSULS: Majority of foreign countries have Consuls.
REPAIRS: Limited deck and engine repairs can be carried out by two private companies.
DRY DOCKS: One very small floating dock capable of lifting 300 tons with max. draft of 8 ft. This dock is used for small coastal craft and only accepts very limited outside work.
REPATRIATION: Repatriation of crews is possible.
AIRPORT: Roberts Field International Airport 45 miles distant. Served with daily international flights to Europe and America.
TIME: GMT.
HOLIDAYS: Many official holidays during year but cargo work carried out those days on overtime rates. Port closes three days per year: 26th July (Independence Day), Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Port Management have own Security Force and Fire Service. Situated in port area.
TELEPHONES: There are no facilities for telephones on board.
GENERAL: Stevedores gangs have to be ordered the day before required, therefore essential for Agents to receive ETA messages in sufficient time.
SERVICES: Hull, deck and engine surveys can be obtained through Lloyd's, German Lloyds, B.V., Norske Veritas, America Bureau Agents.
SHORE LEAVE: No restriction on shore leave.
AUTHORITY: National Port Authority, POB 14, Monrovia. Cables: NAPORTAUTH MONROVIA.

AGENT: Scanship (Liberia) Inc., PO Box 209. Tel. 22–832. Telex 4281. Cables: "Scanship Monrovia."

Libya

BENGHAZI: 32.06 N. 20.03 E.

DOCUMENTS:
Crew Lists, 7 copies.
Passenger Lists, 6 copies.
Crew Declaration on bonded stores, in triplicate.
Stores List, in triplicate.
Health Declaration.
Cholera and Smallpox Certificate.
Manifests, 8 copies.
Bill of Lading – copy for the Shipping Agent.
Registration Certificate, Log Book, Health Certificate.
Radio Certificate.
N.B.: Port Authorities at Benghazi will insist upon the following details to be inserted on Manifests:
(*a*) Bill of Lading number.
(*b*) Shipper's name.
(*c*) Receiver's name.
(*d*) Marks and Numbers.
(*e*) Quantity of Colli and Kind.
(*f*) Description of Cargo.
(*g*) Weight of Cargo.
(*h*) Measurement of Cargo.
PILOTAGE: Compulsory. The Port Manager of Benghazi strongly recommends all Agents operating in Benghazi to advise their principals that this port should never be entered without a Pilot on board.
In case there is any vessel entering the port without a Pilot on board, the owners have to bear all responsibility for eventual damages and for settlement of these and consequent fines.
Harbour Pilots will not come out farther than one mile off-shore. Vessels anchored outside this limit cannot expect to receive a Pilot. International code signals used to call Pilot.
RESTRICTIONS: Vessels are not permitted to enter harbour between sunset and sunrise.
MAX. SIZE: Max. draft for entering harbour is 27 ft. in winter and 28 ft. in summer time. Max. length 550 ft.
HEALTH: Quarantine Flag should be hoisted until doctor has been on board and free pratique granted, there is no automatic "Free Pratique" for a vessel arriving from another port of Libya.
RADIO: Messages to Agents, Receivers, etc., normally through Malta Radio. Due to difficulty of communications, Masters are advised to maintain radio watches while anchored off port.
TUGS: Tug assistance available if required. Tugs normally join the vessel in roads.
BERTHING:

Old Port	Quay No.	1	Length	400 ft.	Depth	14 ft.	6 in.
	,,	2	,,	430 ,,	,,	16 ,,	6 ,,
	,,	3	,,	400 ,,	,,	16 ,,	6 ,,
New Port	,,	1	,,	1,020 ,,	,,	28 ,,	
	,,	2	,,	940 ,,	,,	28 ,,	
	,,	3	,,	400 ,,	,,	28 ,,	

TANKERS: Oil Berth – tankers up to 350 ft. length, 25 ft. draft.
MEDICAL: Doctor available, also hospital facilities.
FRESH WATER: Can be obtained through the Port Authority, either from pier, when vessel alongside and/or by barges when vessel at acnhorage.
FUEL: Suppliers need at least 48 hours' notice of bunker requirements. Advisable for Chief Engineers to check what grades are available before ordering.
GANGWAY/DECK WATCHMAN: Compulsory, provided by Port Authority.
OPENING/CLOSING HATCHES: To be done by crew.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member. Wines and Spirits – 1 litre for each crew member.
IDENTIFICATION CARDS: Identity cards, Passport, Discharge Book or Seaman's Book required.
REPAIRS: Minor repairs are possible.
DRY DOCK: There are no dry-docking facilities.
REPATRIATION: Facilities exist without difficulty.
CONSULS: Following countries are represented – France, Germany, Greece, Italy, Tunisia, United Kingdom, U.S.A., U.A.R., and Syrian Arab Republic.
AIRPORT: Benina Airport situated 29 km. away.
TIME: GMT plus 2 hours.
HOLIDAYS: 22nd February, 23rd July, 28th September, 25th May, 1st September, 21st November. *Id Al Adha* (4 days). *Id Al Fitr* (3 days). Cargo can be worked during holidays on an overtime basis except *Id Al Adha*, 1st September, 28th September and *Id Al Fitr*.
POLICE/AMBULANCE/FIRE: Police 99; Ambulance 2131/2132/2281; Fire 5555/5599.
GENERAL: Radio transmitters will be sealed by Port Authority whilst vessel in harbour. The bond seals must remain unbroken if vessel is proceeding to another Libyan port.
SHORE LEAVE: Shore passes are delivered to vessel in exchange for the Discharge Books and Vaccination Certificates of the crew members.
HEAVY LIFT CRANES: (1) 100 ton pontoon electric crane, restricted to 80 tons. (2) 60 tons pontoon crane, restricted to 25 tons.
PORT REGULATIONS: Ship lifeboats are not to be used within harbour limits. Wine and/or spirits not be taken ahore. No engine repairs to be carried out in port whilst alongside without the prior authority of the Harbour Master.
DELAYS: Vessels usually have to wait 1 to 2 days for a berth.
AUTHORITY: The Port and Lights is a Department of the Ministry of Communications which controls the operations of all Ports of Libya. Tel.: 2983.

AGENT: Gulf Agency Company (Libya) Limited, POB 1544, off Omar Muhtar Street, Sh. Scabbi No. 6, Benghazi, Libya. Cables: "Gacship", Benghazi. Tel.: 2517.

DERNA: 32.45 N. 22.40 E.

DOCUMENTS:
7 Crew Lists.
6 Passenger Lists.
3 Crew Declaration of Bonded Stores.
3 Stores Lists.
3 Currency Lists.
Health Declaration.
Cholera and Smallpox Certificates.
8 Cargo Manifests.
2 Bills of Lading.
Registration Certificate.
Log Book.
Health Certificate.
Radio Certificate.
PILOTAGE: Compulsory.
RESTRICTIONS: Vessels are not permitted to enter harbour between 2100 and 0600 hours.
MAX. SIZE: Max. draft 11 ft.; max. permissible length 370 ft.
HEALTH: Quarantine flag should be hoisted until doctor has been on board and free pratique granted, there is no automatic free pratique for a vessel arriving from another Libyan port.
RADIO: Recommended that radio messages for Agent be sent via Malta Radio or Alexandria Radio.
TUGS: Normally join vessels in the roads.
MEDICAL: Medical and hospital facilities available.

FRESH WATER: Can be obtained from Port Authority when alongside quay.
FUEL: Supplier needs at least 24 hours' notice of bunker requirements. Advisable for Chief Engineer to check what grades are available before ordering.
GANGWAY/DECK WATCHMEN: Compulsory. Provided by Port Authority.
OPENING/CLOSING HATCHES: To be performed by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one litre wine/spirits per man.
REPAIRS: Minor repairs are possible.
REPATRIATION: Facilities exist via Benghazi.
GENERAL: Radio transmitters will be sealed by port authority while vessel in harbour. Bond seals must remain unbroken if vessel is proceeding to another Libyan port.
SHORE LEAVE: Shore passes are delivered to vessel in exchange for the discharge book and vaccination certificates of crew members.
PORT REGULATIONS: Ship's lifeboats not to be used within harbour limits. Wine and spirits not to be taken ashore. Foreign currency not to be taken ashore. No engine repairs to be carried out in port whilst alongside without prior authority of Harbour Master.
AUTHORITY: Ports and Light Department, Ministry of Communications.
AGENT: See Benghazi.

ES SIDER: 30.38 N. 18.22 E.

DOCUMENTS: The Libyan Federal Police require a list of the crew with a declaration on their personal belongings, a list of tankers stores and a list of passengers. Also 1 copy of the cargo manifest for cargo in transit, and six copies of a cargo manifest whenever discharging is performed.

A certificate attesting the discharging of her total cargo in the port of discharge duly signed and legalised by the customs is requested by the Libyan Authority.

PILOTAGE: 72 hours before the Master expects to arrive at Es Sider to receive a Mooring Master on board, he shall notify the terminal by cable addressed to Oasisoil Pipeline Tripolibya, providing the following information:

(*a*) Name of tanker.
(*b*) Precise estimated time of arrival at Es Sider.

This information is to be repeated 24, 12, and 4 hours before arrival. Coastal landmarks in the area are as follows:

(*a*) The most prominent landmark is a water tower in the terminal area which is painted white and is 180 ft. above sea level. This water tower is located at 30° 38′ 00″ North Latitude and 18° 21′ 01″ East Longitude.
(*b*) A radio antenna tower which is 624 ft. above sea level is located at 30° 35′ 48″ North Latitude and 18° 24′ 12″ East Longitude. At night the tower is lighted with five red lights, vertically arranged. The top light and the fouth from the top flash simultaneously every second. Lights two, three and five are fixed.
(*c*) A radio antenna tower which is 770 ft. above sea level is located at 30° 36′ 30·5″ North Latitude and 18° 17′ 24″ East Longitude. At night the tower is lighted with four red lights, vertically arranged. The top light and the third from the top flash alternately every second. Lights two and four are fixed.
(*d*) Marble Arch is an archway along the coastal highway. It rises approximately 100 ft. above the roadway and its highest elevation is 171 ft. above sea level. Marble Arch is located at 30° 27′ 42″ North Latitude and 18° 24′ 12″ East Longitude.

Vessels to be moored, anchored or manoeuvred at Es Sider will be boarded within the recommended anchorage area. The Mooring Master will advise the Master on approaches to berths, mooring, unmooring, connecting and disconnecting the hoses and in all operations within the anchorage or berthing area.

ANCHORAGE: Recommended anchorages at Es Sider within the seaward perimeter of a circle having a radius of 3,000 ft. centred at 30° 40′ 00″ North Latitude and 18° 24′ 00″ East Longitude. The anchorage area has a sandy bottom with a depth ranging from approximately 70 to 100 ft.

MAX. SIZE:	*Length*	*Beam*	*Draft*
No. 1 Berth	900 ft.	None	52 ft.
No. 2 Berth	900 ft.	None	54 ft.
No. 3 Berth	1100 ft.	None	62 ft.

RADIO: Oasis maintains direct communication with Malta Radio, details of which are shown in publication 205 of the U.S. Hydrographic Office and are included in the Berne Lists. Oasis also maintains a VHF station at Es Sider Terminal.

Cables should be addressed to: Oasisoil Pipeline Tripolibya. Cables addressed in this manner will be received directly by the Oasis communications centre in Tripoli and relayed immediately by voice radio or teletypewriter to the terminal at Es Sider.

If the tanker is equipped with an FM radio-telephone in the 156–162 mc band, communications may be established with the Es Sider terminal dispatcher by calling on Channel 16, 156·8 mc. This frequency is monitored continuously. The range of the terminal station is approximately 100 miles. After initial contact, further conversation should be conducted on either Channel 12, 156·6 mc, or on Channel 14, 156·7 mc.

HEALTH: Tankers shall fly "Q" on arrival by day and display a red light over a white light at night to indicate quarantine conditions.
TUGS: Not required. Oasis maintains launches to assist in berthing tankers. These are under the direct supervision and control of the Mooring Master.

BERTHING: Three open roadstead submarine sea loading berths are available for loading crude oil at flow rates up to 40,000 barrels per hour. These berths are of the seven-buoy type. The berth headings are North and ships should pick up hoses on the port side.

The central spar buoy of the Easternmost loading berth at Es Sider is located at 30° 38′ 58″ North Latitude and 18° 22′ 43″ East Longitude. The middle of the three loading berths at Es Sider is located at 30° 39′ 06″ North Latitude and 18° 22′ 06″ East Longitude. The Westernmost loading berth at Es Sider is located at 30° 39′ 35″ North Latitude and 18° 21′ 53″ East Longitude. All berths are approximately one mile from shore and in approximately 65 ft. of water.

After the tanker is securely berthed, the submarine hose shall be lifted amidships on the port side. The base lift may weigh up to five tons. Hoses shall be lifted and connected by the tanker crew. The Mooring Master shall advise the tanker's officer-in-charge concerning lifting techniques; however, the responsibility for all operations shall remain with the officer.

BALLAST: A tanker shall have sufficient ballast for safe handling. Careful watch of the weather, frequent interchange of information between the tanker and the terminal and the knowledge of the behaviour of his tanker may permit the Master to bring his tanker to the terminal with a minimum of ballast and thereby reduce the possibility of violating sea pollution requirements.

There are no facilities at the port of Es Sider for the discharge of dirty ballast, and vessels arriving with dirty ballast will not be authorised to de-ballast in the vicinity of the port. Any tanker rejected because of dirty ballast or sea pollution will automatically nullify its notice of readiness and thereby relinquish any right to priority of loading position.

MEDICAL: Medical assistance shall be on an emergency basis only.
FRESH WATER: Not available.
FUEL: Not available.
REPATRIATION: No facilities exist for crew change or repatriation.
REPAIRS: When a tanker is in or near the berth, its engines shall remain ready with full power for immediate use. Engine repairs shall not be performed near any berth.
WATCHMEN: Not less than one capable deck officer and three able seamen shall be available on the deck at all times. No person under the influence of alcohol shall be allowed on deck. The Mooring Master's opinion on the sobriety of an individual shall be final.
CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco,, spirits, wines, beers, perfume, arms, ammunition, saccharine, and certain other items shall be placed under Libyan Customs seal from the time of arrival in port until such time as the tanker has left territorial waters. Each officer and crewman is allowed the following ration for each day the tanker is in port: (*a*) 25 cigarettes per day, or 25 grammes of tobacco or 25 grammes of cigars. (*b*) One litre of beer or one-half litre of wine. (*c*) Special provisions are sometimes made for the Master.
CONSULS: Consulates are located in Tripoli, which is approximately 650 kilometres by road from Es Sider. Some countries having consulates are: Denmark, France, Germany, Greece, India, Italy, Netherlands, Norway, Russia, Spain, Turkey, United Arab Republic, United Kingdom, United States of America, and Yugoslavia.
GENERAL: When a Mooring Master and his assistants (launch crews and possibly apprentice Mooring Masters) are assigned to a tanker, the tanker shall supply them with meals at the same time and in the same manner as comparable personnel of the tanker. No special meals or special foods shall be required. The terminal will keep this item to a basic minimum. The intent is that the furnishing of meals to Oasis personnel be kept to the minimum.
SHORE LEAVE: None of the officers and none of the crew of any tanker shall be permitted shore leave at Es Sider.
AUTHORITY: The Port of Es Sider is the marine terminus of the Sidrah Pipe-line System, which is operated by Oasis Oil Company of Libya, Inc. The terminal and port facilities of the Sidrah Pipe-line System are owned by Ameradapetroleum Corporation of Libya, Continental Oil Company of Libya, Marathon Petroleum Libya, Ltd., Esso Sirte, Inc., Libyan-American Oil Company, and W. R. Grace & Company.
AGENTS: See "Benghazi".

MARSA AL HARIGA: 32.04 N. 24.00 E.

LOCATION: Marsa al Hariga Oil Terminal is located on the South side of the harbour of Tobruk, approximately one mile Eastward of Marsa al Hariga.
OPERATORS: Arabian Gulf Exploration Company.
APPROACHES: Vessels bound for the terminal should approach the harbour of Tobruk from the North-east with the lighthouse on Tobruk Point bearing 238° (true). In daylight this lighthouse should be kept in line with the conspicuous German War Memorial on the South side of the harbour.

When about four miles from Tobruk Point, course should be altered to 224½° (true) to bring the leading lights on Marsa Umm esc-Sciausc in line. This course should be maintained until the vessel is close to the outer buoy, where one of the company's Berthing Masters will board.

Deep-drafted vessels sailing from the terminal should avoid navigating North-westward of the leading line from Marsa Umm esc-Sciausc, owing to the presence of shoal water off Tobruk Point.
DOCUMENTS:
A. Customs' Requirements. On the arrival of a vessel, the Tobruk Customs Authorities will require from the Master of the vessel:

4 copies of a Crew List.
2 copies of a List of Ship's Stores.
2 copies of a Declaration of the Crew's Personal Belongings, including currency, cigarettes, gifts, etc.
4 copies of a Passenger List.

B. Harbour Master's Requirements. On the arrival of a vessel, the Tobruk Harbour Master will require from the Master of the vessel:
1 copy of a Crew List.
1 copy of a Passenger List.
1 copy of the Ship's Manifest.
1 copy of a Port Declaration (form will be made available to each vessel on arrival).

PILOTAGE: Vessels coming to and departing from the Terminal will be berthed and unberthed by Berthing Masters provided by the company, subject to the understanding that in all circumstances the Master shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel.

Berthing Masters will board at the Outer Buoy.

ANCHORAGES: If a berth is not immediately available on a vessel's arrival off the harbour of Tobruk, the vessel will be advised by the company where she is to anchor.

MAX. SIZE: Two berths are located at the end of a T-head jetty which extends some 700 ft. from the shore. There is a minimum depth alongside of 60 ft. and approach to and departure from the berth can be made in not less than this depth of water.

A buoy berth is situated some 1,200 ft. from the shore approximately 1,800 ft. West of the Jetty Berth No. 2. There is a minimum depth in the buoy berth and its approaches of 49 ft.

PRATIQUE: The Libyan Authorities will grant clearance by radio of a vessel coming to the terminal. Radio messages requesting clearance should be sent not earlier than 48 hours prior to vessels arrival off the harbour of Tobruk and should give the details required in the Maritime Declaration of Health which must also be completed.

COURTESY FLAG: On entering the territorial waters of the Libyan Arab Republic which commence six miles off the coast of Libya, vessels should if possible, hoist the Libyan flag, and in any event the Libyan Flag must be hoisted before entering the harbour of Tobruk. Should a vessel arrive without a Libyan Flag on board, one may be obtained from the Company's Berthing Master when he boards at the Outer Bay.

ARRIVAL MESSAGES: In addition to their arrival messages to Agent, vessels must pass an arrival message to the terminal via the company's radio station giving at least 72 hours notice of ETA and advising their estimates of:
(*a*) the quantity of cargo (in long tons) to be loaded at the terminal.
(*b*) The cargo loading rate (in long tons) per hour.
(*c*) The quantity of ballast (in long tons) to be discharged shore at the terminal.
(*d*) The ballast discharge rate (in long tons).

If, subsequent to advice of their ETA there is any material change, a further ETA message must be passed via the company's radio station.

RADIO: Tobruk Radio 5 AL (MF & HF). Position: 32° 02′ N. 24° 00′ E. Frequency: 420, 500 Al, A2, 0–5 kW. 4241, 8480, 16963 A1 0–5 kW.

Note: Station owned by Arabian Gulf Exploration Company. Company telegraphic address: "Injaz Tobruk". All times given are GMT Station keeps watch on 500 kc/s during 24 hours.

TUGS: For berthing and unberthing at the terminal, vessels will be required to use the two diesel tugs which are available at the terminal. Each of these diesel tugs has a bollard pull of approximately 25 tons.

BERTHING: *Jetty:* Vessels will berth on the jetty either side alongside, depending on the prevailing weather conditions, though starboard side alongside is preferred. Each berthing head is "T" shaped and is protected by four breasting dolphins.

All moorings, exdept the backsprings to the outer breasting dolphins at Jetty Berth No. 1, attached to quick release hooks. In addition to the vessel's moorings, the permanent mooring wires provided by the company must, at the berthing master's discretion, be utilised and vessels must be moored to the satisfaction of the company.

Buoy Berthing: Berthing/unberthing in daylight only.

Vessels will berth heading East or West depending on the prevailing weather conditions, though head East is preferred. The moorings consist of four buoys, one buoy being on each bow and one buoy on each quarter.

In addition to the vessel's mooring of two ropes to each buoy, the mooring wires provided by the compny to each buoy must be utilised and vessels moored to the satisfaction of the company.

The company's Berthing Master will remain on board the vessel whilst the vessel is in the buoy, to supervise and co-ordinate the ballast discharging and loading operations.

HOSES: *Jetty:* Ship-shore connections, four flow booms with suspended rubber hoses, diameter of hoses 12 in. Flange size and rating 12 in. ASA 150, Full range of standard adapters available.

Buoy Berth: Ship-shore connections, three flexible hoses, two crude oil loading, one ballast discharging, diameter of hoses 12 in. Max. lift from ship's equipment 5 tons. Flange size and rating 12 in. ASA 150.

PNEUMATIC OIL BARRIER: Although it is emphasised that all precautions must be taken by vessels to avoid any leakage or spillage of oil into the harbour the berths are each protected by a pneumatic oil barrier to contain any oil which may, due to unavoidable circumstances, get into the harbour waters.

A pneumatic oil barrier consists of a pipe-line which is laid on the harbour bed around the berth. Through this pipe-line is pumped compressed air which escapes from the pipe-line via small holes in it. As a result of this escape, the surface of the water above the pipe-line is forced upward to form a "mound" of water which encloses the berth and prevents any spillage from spreading.

While vessels are berthing and unberthing the barrier will be kept in operation and the disturbance on the surface of the water will indicate the position of the pipe-line. To avoid damage to the pipeline, it is essential that vessels do not drop their anchors in this vicinity.

BALLAST: Vessels should make every effort to arrive at the terminal with clean ballast and with the minimum quantity for safe handling under prevailing weather conditions.

All ballast must be discharged into shore tanks provided by the company, unless it is clean ballast, carried in tanks which are completely isolated from the vessel's cargo system. However, the discharge of such ballast into harbour waters must not be commenced until the ballast has been inspected by a company official, and he has certified that it is in order to commence discharge.

Ballast can be accepted into the company's store tanks at rates up to 6,000 tons per hour from the jetty berths and 1,500 tons per hour from the buoy berth. Ballast is discharged ashore over the jetty by way of a loading boom. Ballast is discharged ashore from the buoy berth through a separate 24-in. ballast discharge line connected to a 12-in. flexible hose. Maximum quantity 35,000 tons.

LOADING: Cargo loading at each jetty berth is by means of four 16-in. flow booms to which 12-in. flexible hoses are attached. Cargo loading at the buoy berth is by means of a 34-in. submarine line to which two 12-in. flexible hoses are attached.

This system permits a maximum loading rate of approximately 8,000 tons per hour over each jetty berth, and 4,000 tons per hour through the buoy berth. The actual loading rate for a particular vessel will be determined prior to the commencement of loading by agreement between the Master and the Company.

The following signals will be exhibited by a vessel whilst in the buoy berth to indicate the nature of the operation taking place, and to provide a second channel of communication should VHF contact be broken between ship and shore.

	Day	*Night*
Deballasting	Code Flag N	1 green light
Slow Loading	1 red flag	1 red light
Full loading	2 red flags	2 red lights
Stop	flags lowered	lights out
Require launch	Code Flag L	signal lamp
Fire emergency	Continuous sounding of short blasts on whistle or siren	

These signals will also be repeated ashore from a mast situated on top of the main administration office building, which is situated opposite the buoy berth.

Jetty: Method: gravity loading, maximum head 360 ft. rate regulated to requirements. Loading rates: two lines each 4,000 tons/hour. Two 8,000 tons/hour maximum.

Buoy Berth: Method: gravity loading, max. head 350ft. rate regulated to requirements. Loading rate: 4,000 t.p.h.

SAFETY: A copy of the Regulations will be given to Master when Company's Berthing Master boards at outer buoy. Masters should make themselves thoroughly acquainted with these Regulations, strict observance of which is required by the Company.

In the event of any infringement of the Regulations, operations may be stopped and, if so, will not be recommenced until the Company is satisfied that appropriate action has been taken by the Master to comply with all the Regulations. The Company also reserves the right to unberth a vessel in the event of a continued or blatant disregard of any of the Regulations. Any loss or expense to the Company resulting from an infringement of the Regulations and, in particular, in the event of an infringement leading to an interruption of operations and/or unberthing of a vessel, will be for the account of the Owners.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No shore facilities for carrying out repairs to vessels either at the terminal or at Tobruk.

CONSULS: No Consulates at Tobruk and the nearest locations of Consular officials are as follows:

Benghazi – 445 kilometres from Tobruk: France, Germany, Greece, Italy, Saudi Arabia, Tunisia, United Arab Republic, United Kingdom of Great Britain and Northern Ireland, United States of America, U.S.S.R.

Derna – 175 kilometres from Tobruk: Turkey.

El Berda (Beida) – 260 kilometres from Tobruk: Belgium, United States of America.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and saccharine have to be locked up under Customs' seal from time of vessel's arrival in harbour of Tobruk until time of departure.

Whilst in harbour, each member of crew allowed following: 200 cigarettes (the Master will be allowed 400); ½ bottle spirits (the Master will be allowed 1 bottle); 4 bottles of beer or wine per man per day.

No fixed allowances for cigars and tobacco.

Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board on arrival in the harbour of Tobruk will be liable to a heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.

REGULATIONS:

1. *Ships' Garbage.* Whilst within limits of harbour of Tobruk the throwing overside of ships' garbage is prohibited.

2. *Ships' Radio.* Once vessel berthed at Terminal the use of her radio will not be permitted.

3. *Ships' Boats.* Use of ships' boats not permitted within limits of harbour of Tobruk.

AGENTS: Gulf Agency Co. (Libya) Ltd., POB 34, Tobruk, Libya. Telephone: 2417. Cables: "Gacship", Tobruk, Libya.

Gulf Agency Co. (Libya) Ltd., POB. 1444, Benghazi, Libya. Telephone: 2517. Cables: "Gacship", Benghazi, Libya.

Kindly address all correspondence and cables concerning your vessels' calls at Marsa Al Hariga Terminal to office in Tobruk with copies to office in Benghazi. Ships mail should be sent to the Tobruk office. Spare parts to be air-freighted to Benina Airport, Benghazi, and addressed to the Benghazi office, but marked with the vessel's name and also with "Ship's Spares in Transit".

MARSA EL BREGA: 30.25 N. 19.34 E.

DOCUMENTS: Customs and Immigration officials may not always board the vessel. All relevant documents are supplied by the Mooring Master and on completion of mooring the Master will fill in, sign and stamp the papers. These will be dispatched ashore and clearance granted by the officials on sighting all documents.

A. Port Declaration, Form PC7 (2 copies).
B. Inward Report (title in Arabic), Form CL128 (3 copies).
C. Cargo Manifest Inward, Form CL1 (3 copies).
D. Report Outwards, Form CL4 (3 copies).
E. Crew Manifest Inwards, Form CL31 (2 copies).

Required when ships clear inwards, lists each member of the crew and all goods held (e.g. liquor, cigarettes, cameras, money, etc.) with crew members' signature opposite name or rank. This form is ordinarily supplied in advance so that it may be completed prior to arrival at Brega.

F. Cargo ships also required Ship's Cargo Manifest Form (3) with same information as C.

Ships' forms required by Customs

A. Crew List, ships' form (6 copies).
B. Stores List, ships, form (2 copes).
C. Clearance from Last Port, port's form (1 copy).

Forms required of cargo ships

A. Report of Cargo and Ship's Ullages (original).
B. Tanker Time and Loading Report (original).
C. Certificate of Cargo Discharge (3 copies).

Master signs and stamps one copy at bottom of form. Other two copies are completed by Master at port of discharge, stamped and signed by Customs authorities, and then are mailed to Controller of Customs, Benghazi, Libya.

Information required by Esso Standard Libya Inc. prior arrival

The Owner, Charterer or Agent should airmail or cable following to Esso Standard Libya Inc., PO Box 385 (Field), Tripoli, cable address Essoship Tripoli:

(1) Name and flag of vessel.
(2) Dimensional characteristics, e.g. overall length, beam and maximum draft.
(3) Total tonnage, number and type of products or cargo on board.
(4) Number and size cargo hose connections on either side and distance in feet of each from the bow.
(5) Safe working load of derricks in vicinity those connections.
(6) Number of shackles of chain (90 ft. shots) on each anchor.

Information concerning dimensional characteristics need not be included in letter or cable after first call.

LOCATION: Marsa el Brega is located in the South-Eastern part of the Gulf of Sirte in Lat. 30° 25′ 0″ N., Long. 19° 34′ 3″ E. It is an open bay contained between Ras Magdar and an unnamed headland some 3 miles to the West.

The Brega sea buoy is located in Lat. 30° 27.55′ N., and Long. 19° 35.1′ E. A bow mooring oil loading fixed structure is located in Lat. 30° 26.0′ N., and Long. 19° 33.9′ E., with a fixed red light exhibited at a height 93 ft. above mean sea level. In addition, the structure is lighted by floodlights. Brega is radar controlled with the shore installation scanner in position 30° 25′ 02.5″ N., and 19° 34′ 55.6″ E. The height of the scanner tower is 112.2 ft. The Radio Beacon is located in Lat. 30° 25′ 00″ N., and Long. 19° 34′ 14″ E. The call sign is "M.B." and it operates continuously on a frequency of 403 kc/s.

A single point mooring is located in position Lat. 30° 26′ 45.26 N., and Long. 19° 34′ 01.40″ E. A single flare is located in position 30° 24′ 31.9″ N., and 19° 35′ 49.7″ E. Two other flares are located approximately 700 ft. to the West and South-West. The flares when burning can be seen at extreme distances. Numerous lighted and unlighted navigational and mooring buoys are located within the restricted area shown on BA Chart.

PILOTAGE: The services of a Pilot/Mooring Master are provided without charge. He will normally board the vessel in the vicinity of the Brega buoy and will advise the Master on approaches to the berths, mooring and unmooring, connecting and disconnecting cargo hoses, and all other operations within the berthing area. Vessels are cautioned not to enter the restricted area mentioned above without the services of a Brega Pilot/Mooring Master. Pilot ladder must conform to international safety standards.

PRATIQUE: Quarantine signals must be displayed upon entering Brega port limits in accordance with international practice and shall be continuously displayed until pratique is granted. The Libyan flag must be flown from the foremast when inside territorial limits.

ANCHORAGE: Anchorages located ½ mile East or South-east of Brega buoy in 12 to 18 fathoms. *Vessels should not remain at anchor in bad weather.* Vessels not permitted to anchor within ½ mile of the channels into the bay and inner harbour.

RADIO: Vessels bound Marsa el Brega not required call Tripoli for inward or outward clearance. Radio messages should be sent through Tripoli (via Malta if beyond communication range of Tripoli) and ETAs should be sent at least 48 hours but preferably 72 hours in advance. Master should state whether ETA in GMT or local time.

As cable office closed between midnight and 0800, allowance for delays in receipt of radio messages due to this and other causes should be made when sending ETAs and other urgent traffic.

Ships can communicate direct with Brega via the tug Simpson, call sign PHMV, operating on 500 kHz, range 200 miles. Berthing instructions and information concerning facilities and customs documents is available from tug Simpson.

Esso Standard Libya Marine Terminal equipped with short-range Radio/VHF Telephone Port Control System. The following procedure should be adhered to: Vessels approaching Brega and equipped with VHF should call Port Captain's office on Channels 16 and 12. Channel 16 is reserved for "Calling,", "Safety", "Emergency". When contact made, vessel will be allocated one of the four working channels: Channel 13, Channel 12, Channel,9 Channel 6. Esso Libya's Pilot launch is equipped operate on these channels. Portable radio sets available for vessels not fitted with VHF.

TUGS: Esso Standard Libya Inc. maintains tugs and mooring launches to assist vessels to moor and unmoor.

BERTHING: Tankers calling at Brega to load at the crude sealine berths should be equipped with a minimum of eight 10 in. circ. fibre or synthetic mooring ropes in good condition, not less than 120 fathoms in length. Mooring wires or equivalent strength are acceptable. A fibre or synthetic mooring rope in good condition must be available for towing vessels into berths by tug.

Crude Tanker Sealine Berths Nos. 1 and 4:

Berths 1 and 4 are now out of service. Ground chains and clumps for the mooring buoys, and the loading lines are still in position.

Crude Tanker Sealine Berth No. 2:

The least depth of water in this berth is 44 ft. The 30″ crude line is approx. 8,000 ft. long with two hose strings. Crude oil is loaded by gravity or pumps and rates up to 39,000 bbls. per hour can be obtained. When berthed the tanker is heading 330° true with both anchors out forward, and 6–700 ft. of chain on each anchor. The stern is secured to 5 mooring buoys fitted with quick-release hooks. The submarine hoses are picked up amidships on the port side of the tanker and the vessel's derricks should have a safe working load of 5 tons.

A naptha line with a single 12 in. connection will shortly be laid in this berth, the shore line being 24 in. In the event that a vessel loads naptha, then both crude hoses will be taken on board first before connecting the naptha hose. In good weather, Berth No. 2 can safely accommodate a 65,000 dwt tanker with the following principal dimensions: 65,000 dwt; length, 800 ft.; beam unrestricted, up to 42 ft. draft in good weather. Gravity of sea water about 1030.

Crude Tanker Sea-line Berth No. 3 – bow mooring

The bow mooring is located in approximately 95 ft. of water, and consists of a fixed pylon surmounted by a revolving boom from which hangs a submerged oil-loading pipe arm. The main structure has a diameter of 130 ft. and is 97 ft. above mean sea level at its highest point. The pylon is surrounded by a fender ring which is mounted on vertical steel piles. The revolving boom is 76 ft. in length from the centre of the pylon to the end. The loading arm hangs from a ball joint at the end of the boom and is approximately 560 ft. in length, terminating in a hose handling platform on the outer end. The hose platform is kept at the level of the ship's deck by means of a compressed air ballasting and deballasting system. Four 12 in. hoses hang from the platform. Vessels are normally berthed port side to the platform. Derricks should have a safe working load of 5 tons. A maximum loading rate of 65,000 bbls. per hour may be realised with the loading pump in operation.

Vessels are moored in position using two head ropes to the bollards on the boom and with a 6 in. nylon back spring mooring line to the hose-handling platform. In addition, a 4½ in. nylon snubber line is used to keep the platform alongside the ship. Vessels with the following principal dimensions can be accepted: 100,000 dwt., overall 1,000 ft., beam unrestricted, draft 48–49 ft., bow to manifold not to exceed 434 ft. Larger vessels may be accepted with prior approval.

Crude Tanker Sealine Berth No. 5 – Single Point Mooring:

No. 5 SPM is located in approx. 140 ft. of water and is in position 30° 26′ 47″ N., 19° 34′ 01.4″ E. The mooring consists of a monobuoy to which are attached 2×15 in. synthetic lines. These are shackled to a single 3 in. chain partly around which is a flotation cover. On the end of the chain is a 9 in. polypropolene line.

Mooring is effected by heaving the polyproplene through the bow as near the centre lead as possible until the chain is on board, and then shackling two 12 in. perlon strops to open links in the chain. The strops and shackles will be placed on board with the Pilot and vessels are advised to have the port derrick ready to hoist the gear on board at that time. The vessel is also required to have a good 3½ in. to 4 in. messenger line of at least 75 fathoms in length, ready for use on the fo'c'sle head.

The 48 in. pipe-line is approx. 11,850 ft. long, terminating at the underbuoy structure on the seabed. Crude is loaded through one string of self-floating 24 in. hose with one 16 in. over-the-rail hose to the ship's manifold. Vessel's derricks should have SWL of 10 tons and if necessary be double rigged. The weight of a normal lift for connection to the ship's manifold amounts to less than 5 tons. This is for a hose free of oil, which is usually the case. Vessels with the following principal dimensions can be accepted in this berth: 300,000 dwt. Length beam and draft unrestricted. Flow rate 48,000 bbls/hr.

Berths Nos. 3 and 5:

Vessels entering the restricted area on the approach to, mooring and leaving, these two berths must at all times have their anchors firmly secured. No anchor work may be carried out at any time whilst a vessel is in this area.

Product and Asphalt Tanker Berth

Small tankers delivering refined petroleum products and asphalt to Marsa el Brega will be berthed at the product dock. Products will be discharged through a number of small pipe-lines approximately 2,000 ft. long. 3 in. or 6 in. hoses are provided according to the grades of oil being discharged. Asphalt will be discharged through one 10 in. pipe-line. Vessels assigned to discharge at this berth must be suitably equipped with mooring ropes and have derricks capable of lifting 2 tons.

Vessels cannot be berthed or remain alongside the breakwater except in fine weather. The breakwater is equipped with resilient fendering and ample mooring points. Tankers will be berthed by an Esso Standard Libya Pilot/Mooring Master. Two tugs are available, and a launch will run the mooring lines. In good weather vessel with the following principal dimensions can be accepted: Overall 500 ft., beam unrestricted, draft 26 ft. maximum.

Dry Cargo Dock.

Vessels assigned to discharge dry cargo at Marsa el Brega will be berthed alongside the dry cargo dock by an Esso Standard Libya Pilot/Mooring Master. The minimum depth alongside and in the approach is 30 ft. Two tugs are available. A mooring launch will be available to run mooring lines. The dry cargo dock is fitted with resilient fendering and ample mooring points. During winter it may be necessary to leave the berth during bad weather, and the Master is responsible for requesting the removal of the vessel under his command. He will also be held responsible for any damage sustained by the jetty and/or his vessel. A Pilot/Mooring Master will be standing by at all times.

All mooring ropes should be in good condition and none should have more than one short splice in the useable length. Crew shall keep the moorings tendered and properly lighted day and night.

Ships shall provide their own gangways and the crew shall keep them lighted and tendered, day and night. Ships must be equipped with adequate unloading gear. All cargo will be offloaded with the use of ship's gear. When weather permits, derricks should be topped at sea prior to arrival.

The length of the dry cargo dock is 650 ft. The maximum size ship which can be accommodated is overall 500ft., beam unrestricted, *maximum draft 26 ft.* Slightly deeper drafts may be acceptable depending on weather conditions.

MEDICAL: There are limited medical and no dental facilities at Marsa el Brega. Personnel requiring urgent medical treatment may obtain it, but this will only be undertaken in serious cases. Masters of vessels arriving at Marsa el Brega who require medical treatment should give advance notice of their requirements by radio.

FRESH WATER: No fresh water is available.

FUEL: No bunkers are available.

REPAIRS: No repairs are allowed to ship's engines while vessels are moored in the berths. Ship's engines should be ready for use on short notice in case the vessel has to vacate the berth suddenly because of bad weather. There are no repair facilities for ships available at Brega.

REPATRIATION: Crew members cannot pay off or leave the vessel at Marsa el Brega except in cases of emergency. Even in an emergency, it should be noted that seamen's Books are not valid under the Libyan law. A valid passport is required, and with adequate notice by radio it is possible to obtain an exit visa for a crew member leaving in an emergency.

SHORE LEAVE: Passengers and crew members are not permitted to land for reasons other than emergencies.

AUTHORITY: Esso Standard Libya Inc.

AGENTS: See Benghazi.

RAS LANUF: 30.31 N. 18.35 E.

Sirtica Terminal

DOCUMENTS: Customs will require:

1 Crew List.
1 Crew Declaration of personal belongings (including cigarettes, etc.)
1 Store List.
1 Passenger List.

Crew Lists and Crew Declaration of personal belongings must be on the approved Libyan Government Documents. Vessels are advised on their initial visit to the port to obtain sufficient forms for future visits. Also required are:

6 copies of Cargo Manifest for Ras Lanuf Discharge.
1 copy of Cargo Manifest for transit cargo with a summary.
1 Copy of Passenger Manifest.

Clearance from the last port of call will be required by the Government authorities. The police will require 4 copies of a Crew List and a Passenger Manifest if any passengers on board.

PILOTAGE: It is most important that ships establish communications with the terminal not less than 72 hours prior to arrival, giving estimated time of arrival. Further ETA signals should be sent when the vessel is 24 hours, 12 hours and 4 hours distant or any time a change of one hour in original ETA occurs. These messages should state specifically whether ETA is given in GMT or local time. The 72-hour signal should include the following: ETA, last port of call, if any sickness on board and if vessel has clean bill of health. Cargo quantity and grades expected to be lifted in net long tons at 60°F. The 12-hour signal should include definite indication as to whether the vessel is ready to load or not and should also include information on the time she will require to discharge ballast after arrival. Precise time of arrival should be given when the ship is 4 hours distant from the terminal.

Vessels to be moored, anchored or manoeuvred at Ras Lanuf will be boarded by Mooring Master in the close vicinity of the suggested anchorage area mentioned below. The Mooring Master will advise the Ship's Master on approaches to berths, mooring, unmooring, connecting and disconnecting the hoses and in all operations within the anchorage or mooring area.

Terminal sea buoy, colour red with radar reflector and bell is located in approximately Latitude 30° 32′ 40″ North, Longitude 18° 34′ 38″ East. Vessels in the vicinity of the port should not navigate or anchor inside of a bearing 120°–300° running through this buoy position.

ANCHORAGE: Suggested anchorage area is within a 3,000 ft. radius of position Latitude 30° 33′ 00″ North, Longitude 18° 35′ 40″ East in approximately 90 ft. of water.

MAX. SIZE: Conventional berths: up to 60 ft. draft; up to 130,000 tons dwt.

Single Point Mooring: up to 75 ft. draft, up to 265,000 tons dwt.

HEALTH: By day – fly flag "Q" and by night display red light over white light for Quarantine Service.

Libyan Customs, Federal Police and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and "pratique" services. Libyan Government Regulations are strictly enforced. The vessel should have a clean Bill of Health or equivalent document from the last port of call. The vessel's Master and all members of the crew shall possess International Certificates of Health showing valid smallpox Vaccination Certificates.

RADIO: Direct communication by radio between ship and shore is by VHF International Maritime Mobile Radio-telephone Service to Ras Lanuf Oil Movements Control Centre. All communication between ship and terminal should be by way of this station. ETA messages to Mobilpro, Tripoli, Libya, via Malta Radio (call sign VPT). Ras Lanuf Oil Movements Control Centre keeps continuous watch on VHF Radio-telephone Channel 16 (156·80 mc/s), Channel 14 (156·70 mc/s) and Channel 11 (156·55 mc/s). Vessels approaching the port should make contact on Channel 16 when shore will request her to switch to Channel 14. This channel will also be used by terminal Marine Section for internal use and tanker mooring control. Channel 11 is reserved for communications between ships in mooring and Terminal Oil Movements Control Centre and should only be used for general purposes after obtaining clearance from Oil Movements Control on Channel 16. This is a safety measure since oil flow to ships is controlled through Channel 11 and therefore it must be clear at all times in case of need to stop oil flow for any cause. Channel 16 is for calling and safety use only.

TUGS: Not required. The company maintain launches to assist in mooring and unmooring vessels. These are under the direct supervision and control of the Mooring Master.

BERTHING: There are four submarine loading pipe-lines which terminate in the following approximate positions which are each marked by an unlit white spar buoy.

Berth No. 1: Latitude 30° 31′ 35″ North, Longitude 18° 34′ 37″ East, from which a submarine pipe-line runs to shore on a bearing of approximately 224°. Depth of water at spar buoy 70 ft.

Berth No. 2: Latitude 30° 31′ 55″ North, Longitude 18° 33′ 58″ East, from which a submarine pipe-line runs to shore on a bearing approximately 197°. Depth of water at spar buoy 70 ft.

Berth No. 3: Latitude 30° 32′ 18″ North, Longitude 18° 33′ 19″ East, from which a submarine pipe-line runs to shore on a bearing of approximately 198°. Depth of water at spar buoy 73 ft.

Berth No. 4: Lat. 30° 31′ 35″ N. Long. 18° 33′ 00″ E. – a Single Point Mooring buoy in 95 ft. of water.

Raising, lowering, connecting and disconnecting of submarine hoses, as well as all other labours and duties on shipboard, will be performed by the ship's crew under direction of the Mooring Master.

LIFTING HOSES: After the vessel is securely moored the submarine hose will be hoisted on the port side. Berths No. 1 and 2 are each equipped with 2×12 in. loading hoses, the weight of each hose lift being approximately five long tons. Berth No. 3 is equipped with 2×12 in. loading hoses the weight of each hose lift being approximately 5.75 long tons. Therefore, all lifting equipment and tackle should have a safe working load of at least 6 long tons. Hoses are lifted by ship's gear and crew, and all connecting of hoses will be done by them. The lifting derrick, equipment, tackle, etc., should be topped off and ready on arrival.

The SPM is equipped with two 16-in. loading hoses, ending in 12-in. reducers.

MEDICAL: No medical services (except in case of emergency and subject to a doctor being available) or other services are to be expected at Ras Lanuf.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: When a ship is in the moorings or vicinity, its engines must remain on standby with full power for immediate use. Deck machinery shall be kept in instant readiness. *Positively no repairs of any sort will be permitted in the moorings.*

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition, saccharin and possibly other items have to be locked up under Customs seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed 25 cigarettes per day of stay or 25 grams of tobacco or cigars in lieu. Each man is allowed one litre of beer or half litre of wine per day. Special allowances are made for Master under special circumstances.

CONSULS: The only Consulates are located in Tripoli which is 670 kilometres by road from Ras Lanuf. These consist of U.S.A., British, Danish, Dutch, United Arab Republic, French, German, Greek, Indian, Italian, Norwegian, Spanish, Russian (U.S.S.R.), Turkish, Yugoslavian.
REPATRIATION: Crew members cannot pay off or leave the vessel at Ras Lanuf except in cases of extreme emergency. Even in an emergency it should be noted that Seamen's Books are not valid under the Libyan law. A valid passport is required.
BALLAST: Positively no provision is made for dirty ballast. Any ship arriving with dirty ballast will be rejected and all costs accruing therefrom will be to the ship's account. Notice of readiness shall not be accepted until vessel returns with clean ballast and tanks fit to receive cargo. She will on second arrival tender a new notice of readiness to load.
TIME: Libyan local time is GMT plus 2 hours.
GENERAL: No stores, foodstuffs or goods whatsoever of Israeli origin may be on board any ship calling at Ras Lanuf.

Penalties: Fine, confiscation of goods and possibly more. The Libyan Government strictly enforces this law.

Whilst arriving fly the Libyan Ensign (red side up).

Due to the existence in these waters of the fish commonly called "Weaver" fish, ship's crews are urged to exercise extreme caution in fishing whilst lying off the port area. There have been several cases of poisoning by these fish, all of which were distressingly painful, caused by contact with the fins.

When a Mooring Master and his shore crew, which includes launch crews, are assigned to a ship on business, it is expected that the ship will supply them with meals at the same time and in the same manner as comparable personnel of the ship. No special meals or special foods will be required. The terminal will keep this item to a basic minimum. The ship will also provide shelter and smoking facilities in the same manner as meals. All communications between shore personnel assigned to a ship and ship's personnel should be through the Mooring Master.
SHORE LEAVE: Not allowed.
AUTHORITY: Mobil Oil Libya Limited, Sciara Giama al Magarba, PO Box No. 690, Tripoli, Libya. Telephone: 30081. Cable address: Mobilpro, Tripoli.
AGENTS: Refer to "Tripoli, Libya".

TOBRUK: 32.04 N. 24.00 E.

DOCUMENTS: A. Customs Requirements; on the arrival of a vessel, the Tobruk Customs Authorities will require from the Master of the vessel:
4 Crew Lists.
2 Ship's Stores Lists.
2 Declarations of Crew's Personal Effects, including currency, cigarettes, gifts, etc.
4 Passenger Lists.

B. Harbour Master's Requirements: on the arrival of a vessel, the Tobruk Harbour Master will require from the Master of the vessel:
1 Crew List.
1 Passenger List.
1 Ship's Manifest.
1 Port Declaration (form will be made available to each vessel on arrival).

BERTHING: Berths in Tobruk Harbour:
Quay No. 3: Length 82 ft. draft 11 ft.
Quay No. 4: Berth 1: Length 560 ft. draft 20 ft.
Berth 2: Length 395 ft. draft 28 ft.
Berth 3: Length 410 ft. draft 30 ft.
TANKERS: Refer to "Marsa Al Hariga".
FRESH WATER: Not available.
FUEL: Not available.
REPAIRS: No shore facilities for carrying out repairs.
CONSULS: No consulate at Tobruk and the nearest locations of consular officials are as follows:

Benghazi, 445 kilometres from Tobruk: France, Germany, Greece, Italy, Saudi Arabia, Tunisia, United Arab Republic, United Kingdom, United States of America, U.S.S.R.

Derna, 175 kilometres from Tobruk: Turkey.

El Berda (Beida), 260 kilometres from Tobruk: Belgium, U.S.A.

CUSTOMS ALLOWANCES: Cigarettes, cigars,tobacco,matches, spirits, wines, beer, perfume, arms, amunition and saccharine have to be locked up under Customs Seal from time of vessel's arrival in harbour of Tobruk until time of departure.

Whilst in harbour, each member of crew allowed following: 200 cigarettes (Master allowed 400), ½ bottle spirits (Master allowed 1 bottle), 4 bottles of beer or wine per man per day. No fixed allowance for cigars and tobacco.

Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board, on arrival in the harbour of Tobruk, will be liable to heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.
AGENT: Gulf Agency Company (Libya) Limited, POB 34, Tobruk, Libya. Tel. 2417. Cables "Gacship" Tobruk Libya.

Gulf Agency Company (Libya) Limited, POB 2444, Benghazi, Libya. Tel. 2157. Cables "Gacship" Benghaz! Libya.

TRIPOLI: 32.54 N. 13.13 E.

PORT LIMITS: The water area existing inside the actual breakwater and that which may fall within any new breakwaters eventually constructed in accordance with the Port Developments Project

The outer water area known as the navigational channel commencing as from the harbour entrance along the distinguishing marks of the channel for a distance of 2 kilometres.
DOCUMENTS:
Crew Lists, 7 copies.
Passenger Lists, 6 copies.
Documents required by Customs: Crew Declaration on Bonded Stores. Stores List. Provisions List. Currency List.
Health Documents required: Health Declaration. Cholera and Smallpox Certificates.
Manifests, 8 copies.
Bill of Lading – only for the Shipping Agent.
Ship's papers – Registration Certificate, Log Book, Health Certificate, Radio Certificate.
PILOTAGE: By cable or VHF or radio, half an hour notice of ETA required. Possible to contact by international radio frequency 500 kc. Harbour Master via (VHF) Channel 16 frequency 500 kc. Pilot boat flies "H" flag. Pilot boat could be requested by three continuous long whistles. Pilot boat will meet ships outside the harbour. Ships waiting Pilot anchor outside the harbour if weather is good. In case of bad weather ships could enter harbour at their own risk and anchor inside. In case Pilot could not board, vessel should contact Harbour Master via radio station for instructions.
RESTRICTIONS: All ships can enter the harbour between sunrise and sunset, otherwise, special arrangements should be made with the Harbour Master after 2300 hrs.
CLEARANCE: Master required radio Agent/Port Authority before arrival advising the loading port, Master's name, vessel's net and gross registered tonnage, vessel's length and draft fore and aft, ETA, quantity and quality of any dangerous cargo on board, number of crew and passengers, and health situation.
HEALTH: Quarantine Flag should be hoisted until the doctor has been onboard. There is no automatic 'free pratique' for a vessel arriving from another port of Libya.
MAX. SIZE: All types of ship of less than 27 ft. draft are safe in port. Tide does not exceed 2 ft.
RADIO: Malta Radio or Tripoli Radio, 5 AI/500 kc/s, 5 AI/476 kc/s, from 1700–1900 hrs. RT – 2182, 2662. All cables channelled through Harbour Master.
TUGS: Tugs are available immediately when the Pilot boards the ship.
BERTHING:
Main Port:
Quays no 6 to 14; depths alongside 22 ft.
Karamanli:
Berth no. 1; max. depth alongside 27 ft. 6 in.
,, no. 2 and 3; ,, ,, ,, 22 ft.
,, no. 4; ,, ,, ,, 15 ft.
Buoy Berth no. 4; depth 27 ft. 6 in.
Other buoys: depth 23 ft.
CARGO HANDLING: No special equipment for handling bulk cargoes beside mobile elevators owned by a private mill company for the discharging of their own wheat consignments.

No special berths equipped for containers or roll-on/roll-off traffic which is handled on the usual available quays.
MEDICAL: All facilities available. Doctors require 12 hours notice.
TANKERS: Berths at Karamanli Mole, 27 ft. draft.
FRESH WATER: Fresh water available. Should be obtained from the Port Authority.

Supplied alongside wharf, also supplied by barge.
FUEL: Suppliers need 24 hours notice of bunker requirements. Advisable for Chief Engineer to check what grades are available. before ordering.
OPENING/CLOSING HATCHES: This is required to be done by crew.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member. Wines and spirits, 1 litre for each crew member.

Captains are requested to declare on arrival all quantity of alcohol, cigarettes and money in the possession of each crew member by filling in the Crew Declaration Form put forth for that purpose. The Master and his crew are strictly forbidden to offer alcoholic drinks to workers, employees and authorities having any business relation with the vessel.

No extra alcoholic drink is to be kept exceeding the quantity legally restricted to each crew member.

No crew member is allowed to take gifts out of his restricted stuff.
IDENTIFICATION CARDS: Identity cards, Passport, Discharge Book or Seaman's Book required.
REPAIRS: No repairs are possible in Tripoli.
REPATRIATION: Crew changes are possible as a number of major air lines operate to and from Tripoli.
AIRPORT: Tripoli Airport is about 27 km. from the city centre. There is a daily service to Europe.
DEVELOPMENTS: Port extension project released for tender; expected draft increase up to 35 ft. Completion around 1975.
WATCHMEN: Available on request.
CONSULS:

Algeria	tel. 34631	Pakistan	tel. 40072
Belgium	,, 37797	Poland	,, 31768
Bulgaria	,, 35733	Saudia Arabia	,, 30486
China	,, 32300	Spain	,, 35463, 33275
Denmark	,, 39413	Sudan	,, 39181–39–82
France	,, 33526, 33527	Sweden	,, 32343
Germany	,, 33827, 30554	Switzerland	,, 32416

Greece	„ 36978, 36689	Syria	„ 31783
India	„ 41835	Tunisia	„ 31051/2
Iraq	„ 34235	Turkey	„ 37728
Italy	„ 34131	U.S.S.R.	„ 3054
Jordan	„ 32707	United Arab Republic	„ 33833, 33822
Kuwait	„ 40282, 40281	U.K.	„ 31191/5
Lebanon	„ 33733, 32289	U.S.A.	„ 34020 tp 34029
Malta	„ 38081, 38082	Venezuela	„ 36838
Morocco	„ 34239, 40188	Yugoslavia	„ 34114, 33392
Netherlands	„ 41549, 41550		

TIME: 2 hours ahead of GMT. No alterations.

HOLIDAYS: Revolution Day (1st September of each year); Evacuation Day (31st March of each year); Eid El-Fitr (3 days around January); Eid El-Adha (3 days around March); New Year (Heja) (1 day around April); Prophet's Birthday (1 day around June); Ashoura (½ day around April); Rajab (½ day around October); Shaban (½ day around November).

6th May, Sudan Revolution Day; 6th June, Libyan Evacuation Day (2nd Day); 23rd July, RAU Revolution Day.

POLICE/AMBULANCE/FIRE: Main Port call telephone 31808, 39111. Karamanli Wharf call telephone 30378.

GENERAL: Radio transmitters will be sealed by Port Authority whilst vessel in harbour. The Bond seals must remain unbroken if vessel is proceeding to another Libyan Port.

SHORE LEAVE: Allowed if ship berthed alongside a quay and after clearance from police. Shore passes delivered to vessel, in exchange for the Discharge Books and Vaccination Certificates of the crew members.

PORT REGULATIONS: Ship lifeboats are not to be used within harbour limits.

Wines and /or Spirits are not be taken ashore.

Foreign currency not to be taken on shore.

No engine repairs to be carried out in port whilst alongside without the prior authority of the Harbour Master.

DELAYS: Vessels usually have to wait 1 to 2 days for a berth.

AUTHORITY: Directorate General of Ports, PO Box 648, Tripoli, Libya. Telephone 33100.

AGENTS: Gulf Agency Co. (Libya) Ltd., POB 2252, Tariq Building, 17 Sc. Giama Magharba, Tripoli, Libya. Cables: "Gacship", Tripoli/Libya. Telephones: 415 34, 380 77; after office hours: 354 93, 327 26.

ZUEITINA: 30.51 N. 20.00 E.

LOCATION: The Terminal Light Float, moored in position 30° 56′ 00″ N. 20° 00′ 00″ E., has a red hull with a black and white vertically striped tower; it shows at night a white light flashing every ten seconds. A prominent landmark is the radio mast (height 451·5 ft. above sea level) in position 30° 49′ 57.6″ N. 20° 03′ 05.5″ E.; it displays at night three red lights in a vertical line – the top light flashing, the two lower fixed. The top light is on top of the mast (which is 400 ft. above the base), the middle light is 226 ft. above the base, and the lowest light is 133 ft. above the base. At night flares at the Liquid Petroleum Gas Plant, in position 30° 54.2′ N. 20° 05.4′ E., can be seen from a considerable distance; by day a column of smoke emanating from this position is also conspicuous. Fourteen large oil tanks, painted white, near the foot of the Radio mast, are prominent landmarks.

DOCUMENTS: Soon after vessel's arrival, a Custom's official will board, accompanied by a Company employee, who will act on behalf of the ship and it's Agent, as well as on behalf of the Company, in the execution of essential ship's business. The following documents, signed by the Master and stamped with the ship's official stamp, are required by the Customs official for the Customs and Immigration Departments and for the Port and Lights Authority:

2 Entering and Leaving Territorial Waters Certificates.
2 Report Inwards Certificates.
2 Crew Declarations of Dutiable Goods.
2 Report Outwards.
3 Boycott Certificates.
2 Stores Lists.
4 Crew Lists.
1 Clearance from Last Port of Call.
2 Tanker Characteristics Certificates.

With the exception of the Crew Lists and the Stores Lists and the clearance from the Last Port, the above forms will be provided by the Company's representative.

PILOTAGE: Es Zueitina Terminal is situated on the Libyan coast, in the Gulf of Sirte, 72 miles distant from Benghazi. The terminal sea buoy, painted black and white vertical stripes and at night showing one flash (white) every 10 seconds, is located in position Lat. 30° 55″ 39″ N. Long 19° 58′ 00″ E. A radio tower, in position Lat. 30° 49′ 57·6″ N. Long. 20° 03′ 05·6″ E., the height of which is 451·5 ft. above sea level, is a prominent landmark. It displays at night three red lights in a vertical line, the top light flashing, the lower two fixed.

A Mooring Master will board the vessel ½ to 1 mile W.N.W. of terminal sea buoy and advise Master on all manoeuvres relative to berthing, connecting and disconnecting the hoses.

Vessels of 40,000 tons or over are requested to have a pilot ladder long enough to reach Mooring Master's launch rigged alongside the accommodation ladder, in order that the Mooring Master may transfer to it after 7 or 8 ft. Adequate lighting should be provided and vessels should make a lee.

Vessels of 40,000 tons dwt. and upwards which are not fitted with a mechanical pilot hoist should have a pilot ladder long enough to reach the Mooring Master's launch rigged alongside the accommodation ladder, in such a manner that the Mooring Master can transfer to the accommodation ladder when about 10 ft. from sea level. Ladders must be strong, clean, and in good state of repair and well secured. A good lee should be made, to allow the launch to come alongside and the Mooring Master to board safely.

ANCHORAGE: Vessels awaiting the Mooring Master should heave to in the close vicinity of the terminal sea buoy. If they are obliged, or instructed to anchor, they should do so in the recommended anchorage, which is within the radius of a circle centred in position Lat. 30° 55′ N., Long 20° 01′ E. Under no circumstances should they anchor South of the 30° 54′ 00″ parallel.

RADIO: 72 hours prior to arrival at Es Zueitina, vessels should advise Occidental of their estimated times of arrival by cables sent via Tripoli Radio (Cable address: "Oxyport", "Oxylibya" Tripolilibya). They should also confirm or amend them when they are 48 hours and again when 24 hours distant from the port.

In addition to cabling via Tripoli Radio, vessels may inform "Oxyport Oxylibya" of their ETA by cables. Vessels equipped with VHF radio-telephone should contact "Zueitina Marine" on Channel 16 or 13 when they are within range and request berthing instructions.

PRATIQUE: Pratique will be granted by the Custom's official. He will examine the ship's logbook, and will inspect and seal the bonded stores rooms. Each member of the crew is allowed 25 cigarettes or 25 grammes of tobacco, one litre of beer or half a litre of wine for every day of the vessel's stay in port. Other tobacco and cigarettes, wines, beers and spirits, as well as matches, arms and ammunition and saccharine will be retained under seal whilst the ship is in Libyan waters.

TUGS: No tugs available to assist berthing.

BERTHING: The sea terminal consists of five berths, two of which – "Bravo" and "Delta" – are conventional buoy moorings, and the others – "Alpha" "Charlie" and "Echo" – are "single-point moorings", or "mono-buoys". Conventional buoy moorings "Bravo" and "Delta" are approximately 2½ miles off shore, with an average depth of 70 and 80 ft. respectively. 42 in. (ID) submarine lines connect the berths to the shore installations. Two 12 in. hoses connect the header at the end of the submarine line to the ship's manifold. They are taken up on the port side. The weight to be lifted on each string is approximately 6 tons.

Single-point Moorings "Alpha", "Charlie" and "Echo" are all approximately 3 miles off shore, in an average depth of 100 ft. of water. As in the conventional buoy berths, the hoses are always taken up on the port side, and the connection to the ship's manifold is by a 12 in. ASA flange. The weight of each string to be lifted is approximately 3 tons.

Single-point Moorings. The "Mono-buoy" is a large cylindrical buoy (weight 106 tons), divided by steel bulkheads into four watertight compartments, through the centre of which emerges the loading hose. The perimeter of the buoy, to which the buoy-to-ship moorings are attached, is a turntable which revolves on bogies round the centre – hose-supporting – section, in such a manner that the vessel berthed on the buoy will always lie head to wind. The minimum depth of water within the swinging radius of the largest ship envisaged at the buoy is approximately 95 ft.

The port approach rope, a 600 ft. length of 10 in. plaited polypropylene, is taken up first, and the ship is hove steadily towards the buoy. The starboard approach rope – 330 ft. of 10 in. plaited polypropylene – is also brought aboard when within range, and both lines are hove on until the chafing chains lie across the fairleads.

Loading. Rate of loading is between 32,000 and 50,000 bph.

Conventional Buoy Moorings. In berths "Delta" and "Bravo" the ship is berthed with two anchors ahead and seven mooring lines to buoys round the stern. As the mooring buoys are at distances of from 500 to 650 ft. when the ship is in position, vessels should have ropes of 200 fathoms ready for running out on each side of the after deck to warp ship into position. Where vessels are not so equipped, two ropes (of such length as to have the eye splice inboard when in position) should be married together and flaked out on deck clear of all obstructions and ready for running. Lifting, lowering, connecting and disconnecting hoses will be performed by ship's personnel under the direction of the Mooring Master.

In the conventional buoy moorings, in order that ships may be securely moored against beam winds and the chain sufficient leading ahead to ride out heavy swells, we recommend that they be equipped with ample chain on both bower anchors. Experience gained in sea berths suggests that the chain required should be more than the length of the ship. In vessels of 10,000 tons dwt., for which the berths were designed, we recommend that there should be 14 shackles (1,260 ft.) of chain on each anchor. A minimum acceptable amount of chain is 150 fathoms (10 shackles) for the safety of the ship and the company's installations. Anchor marker buoys should be used.

HOSES: Ship's derricks and deck winches should be capable of operating with a safe working load of 7½ tons and preferably 10 tons. Vessels with inadequate hose-lifting equipment will be rejected. All derricks should be fitted with "preventer-guys" in addition to normal guy tackles. The port derrick must be rigged and ready for use on arrival. In addition ships leaving SPM should have the starboard derrick ready, too, in order to facilitate the discharge of the mooring gear on the lee side.

CARGO: The principal cargo loaded at Es Zueitina Terminal is Occidental Field Blended Crude Oil, average API 40·0 – average loading temperature on board 108°F. Also loaded is Occidental Premium Crude Oil – average API 43·5, average loading temperature on board 108°F.

Care must be taken not to overload, as there is no provision whatsover for cargo to be pumped back ashore.

"Agip" Crude – Specifications and Characteristics:

At 160° Fahr., API Gravity= 44·0; specific gravity = 0·8063. At 150° Fahr., API Gravity = 52·0; specific gravity = 0·7711. Pour

Point = plus 104° Fahr. – could reach 115°. Cloud Point = 158° Fahr. Wax content = 37%.

If the temperature is allowed to fall below 130°F., it is anticipated that the wax will be deposited in the inner surfaces of pipes and tanks. Below 115° it will start to solidify, and below 100° F. it is solid.

LPG MARINE FACILITIES: *Arrival.*

The Mooring Master will board the LPG tanker in the vicinity of the Terminal Light Float. Pratique and Customs formalities will be completed prior to the vessel berthing.

The Mooring Master will leave the vessel when she is safely moored in the berth.

Berth: The LPG berth is S.S.W. of the Small Craft Harbour, inside the Tre Scogli reef. It is designed for vessels of approximately 550 ft. in length with a cargo capacity of 1,500 cubic metres; the maximum loaded draft permissible is 28 ft.

The berth comprises of loading platform and control tower, with a breasting dolphin 125 ft. on each side of the loading point. There are four mooring buoys, one on each bow and one on each quarter; the length between them is 1,090 ft. and the thwartship distance is 315 ft. In addition, there are two mooring dolphins, 190 ft. on each side of the loading point and 135 ft. on the centre line of the berth.

The berth heading is 285° (T).

The loading platform is of structural steel, supported on concrete piles. From a control tower, two continental Emsco Cema type II loading arms are operated, one for liquid petroleum gas and one for vapour return. Connections to the ship's manifold are 12-in. ASA.

The maximum loading rate is 10,000 barrels per hour.

Loading procedure: "Occidental" will advise the ship on the characteristics of the cargo such as temperatures, loading rates, etc. The Master must advise in writing the loading rates that can be accepted.

Inert gas is not provided at Zueitina Terminal. The vessel must provide inert gas for purging previous cargoes other than propane or butane. The ship will not be loaded if the air has not been purged until a maximum oxygen content of 5% has been reached.

MEDICAL: Medical facilities are restricted to treatment of emergency cases only.

FRESH WATER: No fresh water available.

FUEL: No bunkers available.

REPAIRS: There are no engineering repair shops.

REPATRIATION: Only in an emergency can any crew member be paid off. Seamen's discharge books are not recognised in Libya. Crew members are advised to have a valid passport in their possession in case of emergency.

CUSTOMS ALLOWANCES: Each member of the crew is allowed 25 cigarettes, or 25 grammes of tobacco, one litre of beer, or half a litre of wine, for every day of the ship's stay in port. Other tobacco and cigarettes, wines, beers, and spirits, as well as matches, arms and ammunition, and saccharine, must be locked under seal from the time of arrival until the time of departure from territorial waters.

CONSULS: There are consulates in Benghazi for most of the maritime nations. Those nations not represented in Benghazi are represented in Tripoli.

BALLAST: As there are no ballast discharging facilities at Zuetina, vessels must arrive at the terminal with clean ballast ensuring that all pipelines, pumps and strainers have been flushed out prior to arriving and not within 100 miles of the Libyan coast.

GENERAL: Vessels are advised not to have on board any articles whatsoever of Israeli origin. All ships must fly the Libyan flag when inside Libyan territorial waters. Being an open roadstead, vessels must keep engines on stand-by during their stay in the moorings. No repairs to main engine may be undertaken in berth. Steam must be kept on deck in case adjustments to anchor cables or mooring lines are found necessary.

SHORE LEAVE: No shore leave is permitted.

AUTHORITY: Occidental of Libya Inc.

AGENTS: See Benghazi.

Madeira

FUNCHAL: 32.38 N. 16.55 W.

DOCUMENTS:

Maritime Declaration of Health Form.
5 Crew Lists.
12 Lists of Passengers finally landing.
5 Lists of Passengers in transit.
1 List of Stores and Provisions, including Deck and Engine Stores.
1 List of Contents of shops on board.
6 copies of Manifest of Cargo for discharge.
2 copies of each B/Lading of Cargo for discharge.
1 copy of Manifest of Cargo in Transit.
1 List of Passengers finally landing, visaed by Portuguese Consul at original port.

All other entry and clearance documents are arranged by the Agents.

PILOTAGE: Vessels should radio their ETA to Agents who order Pilot. 24 hours notice requested. Pilot launch flies "H" flag during day. Exhibits bright white light over red at night. To request Pilot on approach by day fly international "G" flag, or give 2 long and 1 short blast on whistle. At night flash 2 long 1 short. For vessels berthing alongside Pilot boards in bay; for vessels anchoring Pilot does not board but pilot launch indicates where vessel should anchor. Pilot boat equipped with radio telephone on 2182 and 2341 kHz.

ANCHORAGE: Permitted anchorage within 800/900 metres East from end of breakwater or 300/350 metres South of breakwater within a limit of 400 metres from shore.

RESTRICTIONS: None.

SIZE OF VESSEL: No limit to size of vessels which can anchor, but all anchorage positions should be indicated by pilot launch. For vessels berthing alongside quay maximum permissible length 990 ft. maximum draft 36 ft. Oil carriers discharge at buoys at Praia Formosa 3 miles to West of Funchal. Maximum length of oil tankers that can berth at oil discharge buoys 665 ft. maximum draft 36 ft.

HEALTH: Free Pratique may be arranged by Master sending wireless message addressed "Port Doctor Funchal" – "Request free pratique arriving . . . from . . . sailing to . . . number passengers . . . landing . . . number passengers in transit . . . number of crew . . . all well. Master."

In event suspected disease or fever on board Master should wireless either Port Doctor direct or to ship's Agents, who will inform Port Doctor. The Master will then be instructed what further action he is to take.

When vessel other than of national flag arrives after calling at another port in same country usual procedure applies, i.e. Masters radio for free pratique or pratique granted by Doctor visiting in bay.

RADIO: Madeira Radio Station call sign CUB 500 k/cs. Same station normally used by Agent when communicating with vessel.

TUGS: Normally join vessel outside breakwater. Usually tug lines used, which are charged for each service. 1000 and 1100 HP bollard pull 18 tons.

BERTHING:

Quay No. 1 Length 139 metres, depth 6 metres.
Length 41 metres, depth 7 metres.
Length 19 metres, depth 8·5 metres.
Quay No. 2 Length 425 metres, depth 11 metres.
Quay No. 3 Length 347 metres, depth 11 metres.

STEVEDORES: When ships require labour, Agents must be notified before 4.00 p.m. on working days and on Sundays and holidays before 11.00 a.m. after these hours labour not available for last minute engagement. On Christmas Eve works stops at noon even if ships loading or discharging. No labour available Christmas Day, New Year's Day or Easter Sunday.

MEDICAL: Advance notice is required by Agents for any medical attention required. Hospital facilities available. No inoculations required.

TANKERS: Diameter of connection of discharge lines 8 in. into pipe-lines of 12 in. diameter for black fuel and 10 in. diameter for white fuel. 1 anchorage buoy berth with maximum draft of 36 ft.

DENSITY: Mean surface density 26, 22.

FRESH WATER: Available at anchorage and ex quay.

Four barges available, with total capacity of 580 tons. Delivery hoses ex barge or ex quay are of $2\frac{1}{2}$ in. diameter, and there are nozzles of various sizes. Rate of delivery ex barge – 50 tons per hour per barge. Delivery ex quay, said to be about 60 tons per lead per hour, but this can be slow, according to the number of ships being supplied, and the amount of water in the city storage tanks and may require to be supplemented ex barge in case of big quantities or supplies required within limited time.

FUEL: Fuel oil available from 3,500 seconds Redwood 1 to 200 seconds Redwood 1. Also marine diesel and gas oil. 12 hours (minimum notice) required.

FIRE PRECAUTIONS: At discharging buoys usual non-smoking precautions.

GANGWAY/DECK WATCHMEN: Gangway watchmen recommended.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: Tobacco, Wine and Spirits: Moderate supplies allowed for personal use during ship's stay.

CARGO GEAR: No specific local safety regulations. Vessels discharging must provide strops, slings and nets. Lifts over five tons must be effected by ships gear.

IDENTIFICATION CARDS: Required.

CONSULS:

Austria	21057	W. Germany	20338	Peru	21375
Belgium	20255	Greece	20824	Spain	20535
Brazil	20355	Guatemala	20824	Sweden	20121
Costa Rica	24888	Holland	20317	Switzerland	22101
Denmark	22031	Italy	23890	United Kingdom	21221
Dominica	21057	Monaco	20041	United States	23309
Finland	20596	Norway	20541	Uruguay	20535
France	21445	Panama	20091	Venezuela	24050

REPAIRS: Repair yard available which can carry out most engine repairs on board except removing or replacing main engines. Hull work limited to removing riveting or replacing hull plates above water line, electric and oxy-acetylene welding. Most electrical work can be effected but notice required in regard to materials necessary. Foundry where castings can be made up to one ton weight.

DRY DOCKS: None.

REPATRIATION: Limited facilities for crew changes. Necessary repatriations can be made.

AIRPORT: At Santa Cruz, 20 kilometres East of Funchal. Service between Funchal and Lisbon operated by national airline TAP, nineteen flights weekly Funchal/Lisbon/Funchal.

TIME: GMT maintained throughout year.

HOLIDAYS: New Year's Day (totally unworkable); Easter Sunday (totally unworkable); Municipal Holiday (local) (workable, 50% overtime); Camoes Day (workable, 50% overtime); Corpus Christi (workable, 50% overtime); The Assumption (workable, 50% overtime); Proclamation of the Republic (workable, 50% overtime); All Saints (workable, 50% overtime); Independence of Portugal (workable, 50% overtime); The Immaculate Conception (workable, 50% overtime); Christmas (totally unworkable).

Saturday is an ordinary working day. December 24 (workable up to 1500 hours only).
POLICE/AMBULANCE/FIRE: Police 22022; Ambulance 22122; Fire 21163.
SHORE LEAVE: All crew visiting shore must be in possession of special Landing Card, plus Identity Cards, Discharge Books or Passports, which must be shown to Immigration Officer at gangway. Crew Landing Cards must be stamped by Immigration Officer before Crew can proceed ashore.
AUTHORITY: Capitania do Porto, Ministeria da Marinha.

Malagasy Republic

FORT DAUPHIN: 25.02 S. 47.02 E.

DOCUMENTS:
Manifest of Cargo for discharge.
Manifest of Cargo in transit.
Ship's Stores List.
List of Passengers Landing.
Crew List.
Franchise Certificate (for mail-carrying vessels).
PILOTAGE: The port is an open roadstead and pilotage not required.
ANCHORAGE: In depths of 8 metres. Vessels anchoring are charged with port dues.
RESTRICTIONS: Port is normally used by coastal trading vessels. In case of liners handling cargo exceeding 150 tons, special permission required which is obtained by Agent.
HEALTH: Pratique should be requested from the Health Department, tel. 36.
RADIO: Fort Dauphin Radio, call sign 5RD, between 0400 and 1630 hours GMT on following frequencies: 458, 500, 2182 and 2712 kHz.
TUGS: None available.
BERTHING: There are no berths alongside. Vessels work cargo at anchorage.
STEVEDORES: Arranged by the Fort Dauphin Lighterage Company. Advance notice of ETA required to arrange gangs. Average loading/discharging rate is 10 tons per hold per hour.
MEDICAL: 2 hospitals available in the town.
TANKERS: One buoy berth for tankers.
FRESH WATER: No water barge. Only small quantities can be supplied in emergency.
FUEL: Not available.
WATCHMEN: Not necessary.
HATCHES: Opening and closing hatches carried out by stevedores.
CUSTOMS ALLOWANCES: One carton of cigarettes per man. No alcohol.
CONSULS: No local representatives.
REPAIRS: Only facilities available for repairing lighters.
REPATRIATION: No facilities for effecting crew changes.
AIRPORT: Situated 5 kilometres from the port, 4 regular flights per week.
TIME: GMT plus 3 hours all year round.
HOLIDAYS: Days on which work is normally carried out with overtime payment: Easter; Ascension Day; Whitsun; Assumption; Christmas.
Official holidays on which work can be arranged by special permission: 1st January; 1st May; 26th June (Independence Day); 14th October; Festival of the Republic.
FIRE/POLICE/AMBULANCE: Police Tel. 49; Fire 19; Ambulance 36.
SHORE LEAVE: Not permitted.
AUTHORITY: Service des Ports' Phares et Balises, Tananarive.
AGENT: SCAC Madascar BP 425, Tananarive. Tel. 228–64. Cables: "Freight Tananarive".

MAJUNGA: 15.44 S. 46.20 E.

DOCUMENTS:
List of Crew Members.
List of Passengers.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's papers.
PILOTAGE: Vessels requiring Pilot must apply by cable to Majunga Harbourmaster's office at least 24 hours before arrival. Pilot embarks at Narcissus buoy.
ANCHORAGES: Indicated to ship's captain by cable from Majunga Harbourmaster's office.
RESTRICTIONS: Ships can enter day and night. Maximum draft allowed 10 metres.
MAX. SIZE: No restriction except for maximum 10 metres draft.
HEALTH: Pratique automatic when vessel comes from a Madagascar port. Pilot is health agent.
RADIO: Radio Majunga.
STEVEDORES: Vessel informs Agent by telegraph 24 hours in advance of number of gangs needed.
MEDICAL: Hospital available.
TANKERS: One berth, maximum draft 10 metres.
FRESH WATER: Unlimited drinking water.
CERTIFICATES: See "Tamatave".
CUSTOMS ALLOWANCES: See "Tamatave".
CONSULS: French and Greek consulates.
REPAIRS: Minor repairs only.
REPATRIATION: All facilities available.
AIRPORT: Served by regular airlines; 7 km. from town.
TIME: GMT plus 3 hours.
HOLIDAYS: Catholic and official holidays. Commercial transactions possible on public holidays.
POLICE/FIRE/AMBULANCE: Police 24–85; Fireman 13; Hospital 29–15.
AUTHORITY: Harbourmaster: PO Box 79, Majunga. Tel. 23–28.
AGENT: See Tamatave.

TAMATAVE: 18.08 S. 49.22 E.

DOCUMENTS:
Health International Maritime Certificate of Health.
List of Passengers disembarking.
Crew List.
Police List of Passengers disembarking.
Crew List.
Customs Ship's Register.
Three sets Cargo Manifests.
Crew List.
Two Stores Lists.
Two Lists of Crew disembarking.
Two Lists of Crew transitting.
Two Lists of Passengers disembarking.
Port Two sets Cargo Manifests.
Agents One set Cargo Manifests.
List of Passengers disembarking.
Crew List.
PILOTAGE: No telegraphic address. Ships advise Agents hour of ETA. Pilots informed by Agents. Pilotboat is launch bearing usual marks of pilot boats, and waits for ships out of harbour entrance, at about one mile on South-pass range. If no pilot boat found outside, wait about three miles off South entrance. South entrance pass usually used, but if some captains choose Eastern pass, pilot-boat will wait one mile outside this pass.
ANCHORAGES: No special anchorage. If no berth available on ship's arrival, Pilots put ships at best anchorage, according to draft and length of ship, between Reef and shore.
RESTRICTIONS: No restrictions. Ships enter and sail day and night at any time. Maximum tide only 3 ft.
MAX. SIZE: For roads, max. length about 200 metres (concerns only passenger ships). For cargo vessels max. length 180 metres; max. draft 31 ft. 2 in. (9·5 metres).
For tankers, max. length 572 ft. (205 metres); max. draft 35 ft. (10·70 metres).
HEALTH: Quarantine message sent to Agents who inform health service. "Q" flag must be hoisted if health satisfactory. Captain presents maritime declaration of health.
RADIO: Tamatave Radio, call sign 5RS. VHF frequency (16) 156·80 – (26) 161·90 – 168·95.
TUGS: One tug of 1,750 h.p. and two tugs of 250 h.p. available to assist berthing.
BERTHING: Three berths for deep-sea ships and two berths for coastal ships. Ships moored at berth in order of arrival and according length and draft. Mooring has to be very strong, due to swell that may sometimes enter harbour when South-east trade winds are strong, or if cyclone in vicinity. Mooring by two chains and special nylon lines furnished by harbour. Swell is so dangerous that ships have to go to anchorage or put to sea until weather improves.
STEVEDORES: ETA to Agents must give hatches, tonnages, and all information about cargo.
MEDICAL: Preferable to inform Agents in advance. All hospital facilities available – smallpox vaccinations.
TANKERS: One refinery imports crude oil and exports fuel and refined oils. Tankers moored using anchors forward, and moorings aft.
Diameter of lines 12 inches. No slop discharge facilities. If tanks are to be washed, slops must be discharged outside harbour.
DENSITY: 1023·5.
FRESH WATER: Delivered by water-boats at rate of about 100 tons/hour.
FUEL: Available alongside. Gas oil and diesel oil at 70 tons per hour. Fuel oil at 110 tons per hour.
Vessels at anchorage may be serviced by fuel barge of 250 tons.
FIRE PRECAUTIONS: One fire-boat stationed near tankers.
GANGWAY/DECK WATCHMEN: Recommended. Very low cost.
OPENING/CLOSING HATCHES: Booms always operated by crew. If hatches are Macgregor type, by crew; otherwise by stevedores.
CERTIFICATES: Safety certificates (three), Derating or Exemption Certificate, Register, Load-line Certificate.
CUSTOMS ALLOWANCES: 200 cigarettes. Wine/Spirits. One opened bottle.
IDENTIFICATION CARDS: Only seaman's papers required.
CONSULS:

France 2721	Dutch 2632
Great Britain 2680	Swedish 2136
Norway 2549	Danish 2615

REPAIRS: Only small repairs possible.
REPATRIATION: Possible, arranged by Agents.
AIRPORT: Served by regular airlines. One flight a day by Air

Madagascar to Tananarive and 4 to 6 flights a week from Tananarive to Africa and Europe.
TIME: Local time GMT plus 3 hours.
HOLIDAYS: 13 holidays per year. Cargo work cannot be arranged on holidays but can be on about every second Sunday.
TELEPHONES: Two connections at two berths used for passenger ships, but may be requested by other ships.
GENERAL: Fourteen cranes of three tons each. One floating crane for maximum 120 tons weight. Small tugs and lighers for ships operating on roads. One port launch and some private launches for crews of ships at anchor.
SHORE LEAVE: Permitted.
DELAYS: Not fixed. When all berths occupied, ships wait at anchorage.
AUTHORITY: Port Autonome de Tamatave, POB 492, Madagascar.
AGENT: SCAC Madagascar, Rue du Capitaine-Shoel, BP 411, Telex: 55610. Tel. 320–48; 320–49; 326–80; 326–81. Cables: "Freight Tamatave".

Malaysia

DUNGUN, Malaya: 04.47.30 N. 103.27 E.

DOCUMENTS:
Register.
Last Port Clearance.
10 copies Crew List.
6 ,, Passenger List (if any).
6 ,, Stowaway List (if any).
2 ,, Stores List (including Firearms and ammunitions).
2 ,, Dutiable Liquor and Tobacco List.
2 ,, Crews Declaration List (cameras, radios, etc.).
2 ,, Cargo Manifests.
PILOTAGE: Extra charge for pilotage outside normal office hours and holidays. Ocean vessels should anchor about 0·8 miles S.E. of Tg. Dungun Lighthouse.
ANCHORAGE: On arrival vessels required anchor about one mile outside berthed ships to obtain pratique. Accommodation ladder must be rigged on lee side to allow Port Authorities to board.
CUSTOMS: Customs Office hours 0830 to 1630 (Thursday afternoons, Fridays and holidays excepted).
IDENTIFICATION CARDS: Every member of crew must produce Identity Document or Shore Leave Pass at Customs House when landing and again when returning to vessel.
SHORE LEAVE: No seaman may proceed more than three miles from Dungun Customs House. The Officer in Charge Customs, as acting Immigration Officer, has authority to limit or prohibit Shore Leave in all cases.

KOTA KINABALU, (Jesselton), Sabah: 06.00 N. 116.05 E.

DOCUMENTS:
1. To be produced on Arrival:

	Port Health	*Immigration*	*Customs*	*Harbour Master*	*Agents*
Inward cargo Manifests	—	—	2 (*b*)	—	2
Hatch Lists	—	—	—	—	2
Crew Lists	—	2	1	1	2
Stores Lists	—	—	2	—	—
Passenger Lists	—	2	1	1	1
Port clearance from previous port	—	—	—	1	—
Maritime Declaration of Health	1 (*a*)	—	—	—	—
Customs clearance if arrived from a Sabah Port	—	—	1	—	—

Notes: (*a*) = If vessel arrives from any port outside those declared infected.
(*b*) = These 2 copies (Inward Cargo Manifests) must be certified by the Master as follows: "I hereby certify that to the best of my knowledge and belief this manifest is complete and correct. . . . Master".

2. To be Supplied to Ship before Departure:
1 set Agents Outward Manifests.
2 copies Passenger Lists for Immigration.*
1 copy Passenger Lists for Customs.*
1 set Manifests for Customs.*
* To be supplied by Agent.

If vessel departs to a port outside Sabah, 2 copies outward crew list are also required for Immigration.
PILOTAGE: Pilot normally available between 6 a.m. and 6 p.m. only, Written application must be submitted 12 hrs. in advance.
ANCHORAGES (Also see "Health"):
Special Anchorages and Prohibited Areas
(1) *Prohibited anchorage:* No vessels shall anchor as to swing within 3,000 ft. of the F.R.G. light on the N.N.E. end of the Authority wharf in approximate position Latitude 05° 59′ 51″ N. Longitude 116° 04′ 30″ E. Vessels under 150 ft. in length may anchor within this area, East of a line joining the F.R.G. light and Gueritz shoal light beacon.
(2) *Prohibited Area:* Except with the previous permission in writing of the Authority, no logs or timber shall be allowed to lie afloat within the area – Eastward of a line drawn in a 172° direction from Grieve Reef Beacon.
(3) *Explosives and Dangerous Goods Anchorage:* Vessels having explosives and Dangerous Goods on board shall anchor within a line drawn from a position in Latitude 06° 01′ 21″ N. Longitude 116° 05′ 45″ E. thence in a 360° direction for 6·5 cables thence in a 270° direction for 10 cables thence in a 180° direction for 6·5 cables thence in a 090° direction for 10 cables to the starting point.
(4) *Dangerous Petroleum Anchorage:* A vessel having dangerous petroleum on board shall anchor within a line drawn from a position in Latitude 06° 00′ 42″ N., Longitude 116° 05′ 45″ E. thence in a 270° direction for 10 cables thence in a 360° direction for 6·5 cables thence in a 090° direction for 10 cables thence in a 180° direction for 6·5 cables to the starting-point.
(5) *Quarantine Anchorage:* A vessel which is required to proceed to a quarantine anchorage shall anchor within an area bounded by a radius of 3 cables from a position in Latitude 06° 01′ 34″ N. Longitude 116° 03′ 46″ E.
RESTRICTIONS:
1. Entering. Vessels with dangerous cargo such as benzene are not allowed to stay alongside wharf or to berth after 6 p.m. Vessels arriving from any port within hours of day-light not allowed to berth until they see the signals at the Customs House directing them. This applies equally to vessels arriving on schedule as well as unscheduled vessels and any infringement of these Customs regulations can have very serious consequences.
Master of ship not sailing within 48 hours after port clearance to report to Harbour Master reason for not sailing, and, if so required obtain a fresh port clearance.
2. Shifting. The Authorities must be informed prior to shifting.
3. Immigration. No person may leave ship before clearance has been given by Customs/Immigration officers.
4. Currency. There is no restriction on amount of currency which can be brought into this State but maximum amount allowed to be taken out is £25 stg. Foreign exchange must be conducted through recognised banks.
HEALTH: (Also see "Regulations"). (*a*) Sabah Government are signatories to W.H.O. convention on Quarantine regulations. Port Health Doctor will not board unless vessel comes from infected port. Instead, Maritime Declaration of Health to be filled-out and handed to Boarding Officer of Marine Department who will require one copy of crew list and one copy of passenger list. Vessels should cable Agent prior arrival advising last port of call and whether vessel is healthy. Pratique normally cabled to ship but if unreceived, vessel need not proceed to Quarantine anchorage unless coming from infected port.
(*b*) Vessels arriving from ports outside the State will anchor until boarded by Authorities unless previously instructed by telegram to come alongside.
RADIO: (Also see "Health"). Information required before ship's arrival: Manifest, stowage plan, number of gangs required, amount of water required, pilot requirements. Local radio call sign "Control K.K.".
TUGS: Tug 280 h.p. available to assist vessels berthing and unberthing without a pilot at inner berth. Ship's lines used.
BERTHING: Wharf T-shaped; outer berth 647 ft. long with minimum depth of 25 ft. Inner berth 475 ft. long with minimum depth of 21 ft.; 2 go-downs 28,000 and 30,000 sq. ft. floor area respectively. Sabah Ports Authority operates one 10-ton crane, 12 towing tractors, 18 6,000-lb. forklifts, one 7-ton forklift, 46 trailers of capacity ranging from 3 to 6 tons. Heavy Lifts up to 6 tons received into Sabah Ports Authority trailers, up to 17 tons could be received into railway wagons, beyond 17 tons overside discharge into landing craft. Sabah Ports Authority landing ramp capable of accepting loads of up to 30 tons. Bulk handling limited to petroleum and bitumen into private installation by pipe-line.
STEVEDORES: Stevedores provided SPA; labour supplied for working in ships' holds and on ships' winches (if required). For cargo delivered direct ex-wharf consignee provides labour; cargo for Sabah Ports Authority godown labour provided by Sabah Ports Authority.
Working hours/days: Ships can be worked on all days except for 11 state and national holidays when port closed completely. Working hours 07.30 to 11.30; 13.00 to 17.00; 18.00 to 22.00 hours. Work beyond these hours possible by application. Additional charges payable.
Deliveries 07.30 to 16.30 hours except Sunday.
Loading/discharging rate: General cargo excluding vehicles and liquid cargo 17.60 B/L tons per gang hour. Palletised (unit-load) cargo 27·4 B/L tons per gang hour.
CARGO: (Also see "Berthing").
1. Tally: The Agent can provide tally clerks at ship's expense.
2. Inward cargo: Ship's responsibility ceases as soon as consignees take delivery ex-sling.
3. Transhipment cargo: Transhipment cargo is handled via Port Authority Godown.
4. Outward cargo: All cargo is brought to the ship alongside wharf either by tractors and trailers.
5. Special cargo regulations:
(*a*) *Dangerous cargo.* Vessels carrying explosives as cargo: All vessels arriving at, or remaining within the limits of, any port with explosives on board shall fly the gunpowder flag at the fore mast.
No vessel having explosives on board shall, without the permission in writing of the Harbour Master, come or remain within 500 yards of the shore or of any other vessel:
Provided that such a vessel may, with the written permission of the Harbour Master, come and remain within such limit where:
(i) such explosives are wholly and exclusively of Class V (Ful-

minate) or Class VI (Ammunition) or both such classes in the second schedule; and

(ii) the total quantity of such explosives does not exceed two thousand pounds; and

(iii) such explosives are carried in a properly constructed magazine duly certified as such by a British Board of Trade Surveyor or by an officer fulfilling similar functions appointed by a Government of any British possession or the vessel has a certificate from one of Her Majesty's Inspector of Explosives or from an Officer fulfilling similar functions appointed by the Governments of Singapore, the Federation of Malaysia or Hong Kong and approved by the Governor that all the explosives on board such vessel have been properly stored and the Master of such vessel further certifies in writing that no other dangerous cargo is carried by the vessel; or where:

(iv) such explosives are wholly and exclusively explosives of one or any of Class III (Nitro-compound), Class IV (Chlorate mixture) or Class VII (Firework); and

(v) the total quantity of such explosives does not exceed three thousand pounds.

No such explosive shall be landed, shipped or transhipped between sunset and sunrise without the previous permission in writing of the Harbour Master. Any Master of a vessel offending against the provisions of this section shall be liable to a fine of one thousand dollars.

(*b*) *Livestock*. Pigs or cattle may not be loaded or discharged on any wharf without permission of the Harbour Master.

MEDICAL: Medical Officer of Health: Medical Services Department, tel. 2102. Vaccination and inoculation (incl. Yellow Fever) can be arranged via Agent at any time during working days. In case of death on board, Agent and Harbour Master as well as the Police to be informed.

FRESH WATER: Can be supplied from wharf. Supply rate is 25 tons per hose per hour.

FUEL: Not available.

CONSULS: Consul of Japan.

HOLIDAYS: Working on Sundays/holidays is possible against overtime payment. No work will be done on Chinese New Year's Day, Hari Raya Puasa and Christmas Day.

POLICE: OCPD (Police), tel. 2435.

GENERAL: Ship Chandlers: All kinds of stores and provisions available.

Recreation Facilities. Two cinemas in town which show English films frequently. Three tennis courts available and football matches may be arranged. Sports Club is next to town Padang, about half a mile from wharf and golf and yacht clubs situated on beach at Tanjong Aru, 4 miles from town.

Surveyor: Harrisons & Crosfield (S) Ltd. are Lloyd's Sub-Agents and can arrange a surveyor provided prior warning is given.

Fumigation. No facilities.

SHORE LEAVE: Crew members allowed ashore after inspection by Immigration Officer.

REGULATIONS: (*a*) Arrival and Departure. 1. The owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

(*c*) Priority. First come first served.

AUTHORITY: Sabah Ports Authority, PO Box 1430, Kota Kinabalu. Tel. 55233.

AGENT: Harrisons & Crosfield (Sabah), Limited. Telegraphic address "Crosfield". Tel. Shipping Department 2458; Vessels at wharf 2300–4400.

KUCHING, Sarawak: 01.34 N. 110.21 E.

DOCUMENTS:

Port Clearance to be surrendered to Customs when boarding.

Crew Lists and Passenger Lists, 2 copies for Immigration Department, 2 copies for Kuching Port Authority, 2 copies for Customs, 1 copy for Port Health Officer.

List of Ship's Stores (2 copies for Customs).

List of Ammunition (2 copies for Customs).

Health Documents (Vaccination Certificates and Cholera Inoculation Certificates to be examined by Health Inspector.

Manifests (2 sets for Customs, 3 sets for Kuching port Authority).

PILOTAGE: Pilot can be applied for through Agents or by direct cable Marine Dept. giving at least 24 hours notice of ship's arrival time at Tanjong Po. Telegraphic address, Shipping, Kuching. Location of anchorage for vessel awaiting Pilot at 045°, one mile from Tanjong Po. Pilot boat "Alor" equipped with VHF.

In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement.

ANCHORAGES: (*a*) Tanjong Po Anchorage: 045° one mile from Tanjong Po line. Area of safe anchorage is ¼ mile radius. Depth 6 fathoms. (*b*) Sijinkat Anchorage: For vessel up to 550 ft. long with maximum draft 25 ft. (*c*) Pending Anchorage: For vessel up to 350 ft. long with maximum draft 17 ft. See "Developments".

RESTRICTIONS: Tide restriction and maximum draft 17 ft. at high tide. Not advisable to enter port at Tanah Puteh at night.

MAX. SIZE: Maximum permissible length overall for vessel entering port at Tanah Puteh is 435 ft. and maximum draft 17 ft. Maximum overall length for oil carriers proceeding to oil installation at Biawak Wharf, Pending Point, is 435 ft., and maximum draft 22 ft.

RADIO: ETA cable to ship's Agent can be sent to Department of Communications, Kuching. Code words, Kuching Radio.

VHF direct communication with Port Authority, Channel 16, calling and safety, Channel 20 port operations, Channel 26 public correspondence. Pilot boat and Marine Department also equipped with VHF. Range 25 to 30 miles from Kuching port.

TUGS: Two 1000 h.p. tugs will be available end 1973.

BERTHING: Application for berth must be made by Agents at least 24 hours before berthing.

STEVEDORES: Gangs required for working vessel for weekdays must be ordered by Agents before 3.30 p.m. prior to ship's working the following day. Gangs required for working vessel on Sundays or public holidays must be ordered before 10.00 a.m. prior to ship's working on Sundays and public holiday.

MEDICAL: Necessary for Agents to receive advance notice of required medical attention at least 24 hours before arrival. Hospital facilities available. Crew should possess Cholera inoculation and Vaccination Certificates.

TANKERS: Tankers berth at Biawak Wharf, Pending Points, for discharge of their oil. Diameter of pipe line 6 in. Only one tanker can berth at a time and maximum draft is 25 ft.

DENSITY: 1008 oz. per cubic ft.

FRESH WATER: Available and can be supplied to vessel alongside Authority's Wharf by hose about 25 tons per hour.

FUEL: High-speed diesel fuel oil can be supplied to vessel by making arrangement with either Shell or Esso Oil installation at Biawak.

DEVELOPMENTS: Port expansion project at Pending Point, to accommodate vessels up to 25 ft. draft. Facilities include one wharf 800 ft. long, designed for mechanised systems of cargo handling. Due for completion end of 1973.

GANGWAY/DECK WATCHMEN: Not usually available. Ship should provide own watchmen.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES: Ships should possess all relevant certificates on board in case required for reference.

CUSTOMS ALLOWANCE: Tobacco: 1 oz. tobacco or 25 cigarettes permitted for each crew member daily. Up to three days ration in port. Wines and/or Spirits, ⅛ qt. bottle is permitted for each crew member daily. Up to three days ration in port.

CARGO GEAR: Ship provides own gear especially for handling heavy lifts, vehicles, etc. Rope slings, pallets and safety nets, etc., will be provided by the Authority at Tanah Puteh Wharf.

IDENTIFICATION CARDS: Required.

CONSULS: British, American and Norwegian.

REPAIRS: Minor repairs to vessels only.
DRY DOCKS: Not suitable for sea-going vessels. Coastal vessels up to 220 ft. long.
REPATRIATION: Facilities available.
AIRPORT: Airport about 6½ miles from port at Tanah Puteh. It is served by regular airlines which operate two flights daily except on Tuesday, Thursday and Friday when one flight only.
TIME: Local time eight hours ahead of GMT.
HOLIDAYS: Port work can be arranged on all official holidays on overtime rates except Chinese New Year Day, Hari Raya Puasa Day, International Labour Day, (1st May), Dayak Festival Day (1st June), and Christmas Day, during which port at Tanah Puteh will be closed.
POLICE/AMBULANCE/FIRE: For emergency call, tel. 999 is applicable to all these three services. Individual call: Central Police Station, 21222; General Hospital, 23151; Fire Station, 21033.
TELEPHONES: Telephones can be provided free of charge on board vessel occupying Authority's berths at Tanah Puteh Wharf.
SHORE LEAVE: Crew members are allowed ashore provided permission is granted by Immigration Department.
REGULATIONS: Refer to Sarawak Merchant Shipping Ordinance and Kuching Port Authority's Ordinance and By-laws.
DELAYS: Wating for wharf berths when Port is congested, up to 3 days.
AUTHORITY: Kuching Port Authority, Tanah Puteh, Kuching, Sarawak, East Malaysia. Tel. 22291 (five lines).
Cables: "Kuport Kuching."

KUNAK, Sabah: 04.41 N. 118.15 E.

Sabah Government Requirements

(*a*) Customs will treat port as sufferance wharf as defined in Section 2 of Customs Ordinance (Cap. 33), with control from Lahad Datu. Agent will be required to make application to Customs for sufferance facilities in respect of each vessel, on appropriate form. Officer-in-Charge of Customs, Lahad Datu will arrange to send a supervising officer with ship; this officer will attend vessel's inward and outward Customs clearance. Transport, food and shelter of Customs officer are for vessel's account, though it is envisaged that his transport can be concurrent with boarding and departure of the Pilot, i.e. per Marine Department launch.

(*b*) Immigration requires that vessel shall be cleared inwards and outwards in Lahad Datu. As Marine Department launch will be required to run mooring lines at Kunak, it will not be available to transport Immigration Officer who will *not* accompany vessel. His transport will therefore be a matter for Agent to arrange.

(*c*) Medical will grant pratique by radio by Medical Officer, Lahad Datu: whose right to carry out full inspection is not affected thereby. This will only be exercised, it is anticipated, when vessel has called at an infected port within prescribed period. Radio messages should therefore give this information, e.g. "Malay Maru Hongkong Twentieth Tokyo Thirtieth Manila Second All Well Request Pratique Master".

(*d*) Marine Dept. in the case of a vessel arriving from foreign ports will ultimately place a Pilot on board in Lahad Datu, if requested.

(i) Pilot will receive vessel's arrival report and sight her last port clearance. Pilotage will commence at any such point on route as Master may request, at rates laid down in the Merchant Shipping (Fees) Regulations, 1961. The pilot launch carrying berthing crew will arrive in advance of vessel at Kunak and assist in making fast.

(ii) As there is no accommodation available at Kunak, the Pilot it is hoped, can be accommodated on board ship during her stay.

(iii) Return to Lahad Datu will follow as in sub-para (i) with the Pilot issuing Port Clearance on completion of Immigration formalities.

(iv) Requests for Pilot should be made *at least* 24 hours in advance to Marine Sandakan via Sandakan Radio, 9WHZ1. Initially this service will be offered from Sandakan, and ships proceeding Kunak from there will retain the Pilot on board. Ships from foreign ports will be served by air; charges to their account. There is now a Pilot based at Tawau, who will berth vessels at Kunak.

For information the port limits of Lahad Datu are "a line drawn from Tanjong Melandong on the South-west point of Darvel Peninsula to the most Westerly point of Sakar Island and thence to the mainland, etc." From this it can be seen that large vessels need not enter the narrow waters of the inner bay.

BERTHING: 1. Wharf consists of,

(*a*) A raised cement platform 30 ft. × 30 ft. on wooden piling.
(*b*) Three lazy piles with rubber fendering situated 20 ft. from the front edge of the platform and 125 ft. in each direction from the centre of the platform.
(*c*) Two cement mooring dolphins 20 ft. × 20 ft. situated 350 ft. each side of the platform and 50 ft. from the rear edge of the platform.
(*d*) A metal jetty approach 10 ft. wide × 350 ft. long.
(*e*) A coral bund 24 ft. wide at the base and approximately 16 ft. wide at the top.
(*f*) Mooring Buoy placed 600 ft. off head of jetty.

2. Depth of water alongside: Minimum depth of water outside the lazy piles is in excess of 35 ft. datum.

3. Bulk oil will be pumped from installation along a metal pipe via coral bund and metal jetty. At a point approximately 15 ft. before cement platform the pipe bifurcates and the two terminals are situated two-thirds the way along each side of platform. To these terminals will be attached a flexible steel hose for connection with ships. Hose will be provided by shippers, and is 400 ft. long if required.

4. Pumping capacity. Maximum overall rate of pumping palm oil will be 100 tons per hour. Palm oil pipe is of 6 in. diameter.

AUTHORITY: Port Manager, Tawau.

AGENT: Harrisons & Crosfield (Sabah) Ltd., PO Box 131, Sandakan, Sabah, Malaysia. Telegraphic address "Crosfield Sandakan". Tel. 2141. Code Bentley's Second Phrase.

LABUAN, Sabah: 05.17 N. 115.15 E.

Island of Labuan is 12 miles long and 7 miles wide lying off North-west coast of Borneo at entrance to Brunei Bay. It is part of State of Sabah and is only 4½ miles from mainland and some 77 miles from the State Capital of Kota Kinabalu.

DOCUMENTS:

(*a*) On arrival, when vessel has arrived from ports outside Sabah, Health Officer, Boarding Officer, Customs and Immigration or their representatives will board vessel. Agent cannot board until ship has been cleared.

(*b*) Health Officer will require Maritime Declaration of Health duly completed together with one copy of passenger list and one copy of crew list whenever vessel's last port or call has been outside State of Sabah.

(*c*) Boarding Officer will require one copy of Boarding Report, one copy of passenger list and one copy of crew list. He will also inspect various Certificates such as Load-line, Life Saving Equipment, etc.

(*d*) Following is summary of documents required:

	Customs	*Immi-gration*	*Boarding Officer*	*Agent*	*M.O.*
Passenger List	2	2	1	1	1
Crew List	2	2	1	1	1
Store List	2	—	—	1	—
Maritime Declaration of Health	—	—	—	—	1

(*e*) To be supplied before Departure:
Manifests as necessary.
Captain's copies of Bills of Lading.
Port Clearance.
Customs Clearance.
Certificate of (*a*) Buoys and Lights Dues and (*b*) Port and Harbour Dues.

PILOTAGE: Pilot available if adequate notice given but pilotage not compulsory. Vessels normally berth between 0600 and 1800, unberthing at any hour, day or night, provided that notice of such movements received between 0800 and 1600.

ANCHORAGES: Good anchorage for large vessels in a least depth of five and three-quarters fathoms South and South-east of No. 7 Beacon.

Quarantine. Vessels arriving from an unhealthy port should proceed to quarantine anchorage for pratique. This anchorage is bounded on North by a line drawn 090° from Harbour Shoal Beacon to Eastern Harbour Limit; on South by a line drawn between South-west point of Papan Island and Enoe Beacon; on West by Eastern Boundary Limit of Explosives Anchorage (as under). If vessels arriving from healthy port and healthy themselves, they need not proceed to Quarantine Anchorage.

Explosives. No vessels having explosives on board may come or remain within 500 yards of shore or of any other vessel; such vessels shall fly Gunpowder Flag at foremast, and should anchor in Explosives Anchorage which is within a line drawn from Enoe Beacon to Harbour Shoal Beacon thence in 090° for 6 cables thence in 180 degrees direction until it joins line between South-west point of Papan Island and Enoe Beacon.

Dangerous Petroleum. A vessel having dangerous petroleum on board shall anchor within a line drawn from Harbour Shoal Light beacon in a 360° direction for 2,500 ft., thence in a 090° direction for 3,600 ft., thence in a 180° direction to join Northern boundary limit of Explosives Anchorage.

Prohibited Anchorage. No vessel shall anchor within 1,700 ft. from F.R.G. Light – Liberty Pier.

RESTRICTIONS: Tides. Subject to diurnal inequalities but usually one high water and one low water a day. Average high water is 6·5 ft. and low water 3 ft. above datum of soundings.

Clearance. Port is open from 0600 to 1800 although vessels can be cleared later than 6 p.m. on application provided they are sighted from Papan Lighthouse at 1800.

HEALTH: See "Regulations" and "Anchorages".

RADIO: Information required before ship's arrival. ETA Labuan, with as much prior notice as possible. Number of gangs required. Quantity of fresh water required. Whether Pilot required for berthing.

Labuan has no radio facilities and messages are received via Kota Kinabulu, Miri, Singapore, etc.

Port VHF Service operates on Channels 16 and 12, between 0600 and 2000 hours.

TUGS: No tugs available.

BERTHING: 1. Wharves.

(*a*) Liberty Wharf – A wharf with wooden piles and concrete decking measuring 400 ft. with dolphins 100 ft. off each end,– least depth of water is 26 ft.
(*b*) Victoria or Small Ships' Wharf (marked on Chart as H. & C.'s Wharf). A wooden structure – length 270 ft. with minimum depth of 12 ft. No longer usable except by kumpits. No vehicles allowed on wharf.
(*c*) New Shell Installation Wharf. Concrete jetty 170 ft. long with two

dolphins at each end with a total length between of 700 ft., least depth of water 31 ft.

2. Buoys: No mooring buoys in Labuan.

3. Monsoons. North-east monsoon prevails from December to April and South-west monsoon from middle of May to middle of October. Harbour is well sheltered from both monsoons.

4. Flags and Berthing Signals:

(*a*) When entering port vessel should fly Signal Letters, Mail Flag if applicable, and G flag if requiring Pilot, and also Quarantine Flag.

(*b*) Berthing Signals. Following berthing signals will be used at Labuan and will be displayed from Flagstaff in Harbour Office in vicinity of Liberty Wharf, Victoria Harbour. A red and white chequered flag and International Code numbered pendant will indicate berth number allocated. Berth numbers have been allocated as follows:

(*c*) Berth and Pendant No.

1. Liberty Wharf S.E. section of seaward frontage.
2. " " N.W. " " "
3. " " S.E. " inside frontage.
4. " " N.W. " " "
5. Repair and Slipway Wharf. (Marine jetty.)
6. Victoria Wharf (small ships) S.E. Section.
7. Landing Craft Hard (New Beach) (300 ft. N.W. of Victoria Wharf).
8. Landing Steps Liberty Wharf.
9. Shell Installation Jetty.
0. Anchor.

On receipt of berthing signal, vessel should acknowledge in the usual manner with the answering pendant and proceed to berth.

(*d*) Tidal Signal. A tidal signal consisting of a cone and ball is hoisted in conjunction with berthing signal showing state of tide at berth indicated. A cone point down signifies flood tide (West-going), a cone point up ebb tide (East-going), a ball slack water.

(*e*) Facilities. Maximum single load without special precautions on Liberty Wharf is 25 tons. Any load over this figure will require to be distributed over two or more panels of 10 ft. by 10 ft., each according to weight. However, special arrangements must be made prior to discharge, and Agent should be consulted in advance.

STEVEDORES: Supplied by Contractors as arranged by Agent. Working hours 0800–noon, 1300–1700. Working outside these hours on Sundays and Public holidays is overtime.

CARGO: 1. Inward. Inward cargo is tallied out of ship on to wharf or into lighter. Damaged cargo is surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge is carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of shortlanded cargo, reasonable proof must be given to Customs that the cargo has not been landed. A shortlanded Memo certified by the Chief Officer is usually accepted as proof.

2. Transhipment. After discharge of cargo from the 1st carrier, transhipment cargo is placed under supervision of Customs, unless it is possible to arrange direct transhipment into small coastal vessel. Customs do not accept responsibility for cargo in Customs Bond.

3. Refrigerated. Only small quantities of refrigerator cargo loaded or discharged.

4. Explosives. Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from the police prior to arrival of cargo, and harbour and police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

MEDICAL: Hospitals. Not possible for Government Medical Officer to visit ships but patients can be sent to Cottage Hospital. 4 1st class beds, 10 2nd class beds, 46 3rd class beds.

Dentist A Government Dental Clinic, located in town area. In addition, a Chinese dentist is available in town.

TANKERS: See "Berthing".

FRESH WATER: Only available in small quantities (usually 30 tons maximum) and at restricted hours.

FUEL: Bulk furnace oil and high speed diesel usually available but 48 hours notice of requirements must be given.

FIRE PRECAUTIONS: In case of fire, the Harbour Master, OCPD' and Agent should be telephoned immediately. A mobile gas turbine fire pump is available.

CONSULS: None.

REPAIRS: Slipways of up to 500 tons displacement, and Marine Department can undertake minor repairs.

POLICE/AMBULANCE/FIRE: Medical Officer 224; Asst. Commissioner of Customs 201; OCPD 400; Police Station 297; Hospital 222.

GENERAL: *Surveyors.* Harrisons & Crosfield are Lloyd's Sub-Agents in Labuan and may appoint a surveyor as necessary.

Ship Chandlers. Fresh fruits, vegetables and fish available and price list can be obtained from ship chandler through Agent. Cold storage with limited supplies.

Recreation Facilities. If owners pay a monthly subscription to the Labuan Recreation Club, ships crew are automatically members. Football and cricket, etc., can usually be arranged on application to Agent. Two cinemas in town which show American, English, Chinese, Malayan and Indian films.

Good beaches all round island, however, it is strongly recommended that bathers should remain in shallow water. It is not considered safe to bathe from the ship.

Victoria Hotel situated in town. All rooms air-conditioned and have private bathrooms or showers attached. Lodging house accommodation available in town for Chinese crew members.

REGULATIONS: (*a*) Arrival and departure. 1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessels shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals.

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

AUTHORITY: Harbour Master, Tel. 251;

AGENT: Harrisons & Crosfield (Sabah) Limited, PO Box No. 7, Labuan, Sabah, Malaysia. Telegraphic Address "Crosfield". Tel. 218, 219.

LIMBANG, Sarawak: 04.48 N. 115.05 E.

Limbang is the principal town of the Fifth Division and is situated eight miles above the entrance of the Limbang River. There is an anchorage for ocean-going steamers, five miles below the Limbang bar buoy with a least depth of 26 ft.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the Port Clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any. Whilst under way.

MALACCA, Malaya: 02.15 N. 102.15 E.

DOCUMENTS:

1. *Harbour Master's Office or Marine Department*

(*a*) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.

(*b*) One copy Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths

that have occurred during the voyage to the passengers, crew, ship or cargo.

(*c*) Port Clearance from last port and copy of Manifest of Cargo to be discharged.

(*d*) List of all arms and explosives on board.

(*e*) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port produce to Port Officer the Certificate of Registry and ship's Articles.

(*f*) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load-line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Deratting Certificate and all Certificates of Competency of all Officers on board.

(*g*) Crew List.

2. *Immigration Authorities*

(*a*) Crew List (3 copies).

(*b*) Passenger List (3 copies).

(*c*) Produce all passengers passports/visas.

(*d*) Produce all seamens cards.

(*e*) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.

3. *Port Health*

(*a*) Crew List showing last date of vaccination.

(*b*) Passenger List, showing the last date of vaccination.

(*c*) Produce all seamen and passengers' vaccination cards.

4. *Customs Department*

(*a*) Crew List (2 copies).

(*b*) Passenger List (2 copies).

(*c*) Personnel Effects List (2 copies).

(*d*) Cargo Manifests (2 copies).

(*e*) Last Port Clearance.

(*f*) Bonded Stores List (2 copies).

(*g*) Full and correct statement of dutiable goods carried as ship's stores (2 copies).

(*h*) Customs Form CD 15 obtainable from Customs Department on arrival.

APPROACHES: No difficulty from North or South. No sand bar at river mouth. Harbour open all year round.

PILOTAGE: None.

ANCHORAGES: For ocean-going and costal vessels anchorage between 1–1½ miles off Malacca harbour. Between 3–6 fathoms depth. No specific prohibited anchorage.

TUGS: None.

BERTHING: None. Discharging into lighters at anchorage.

STEVEDORES: Discharging cargo capacity per day – 1,000 tons.

MEDICAL: Modern Government hospital. All surgical and medical facilities available.

FRESH WATER: None.

FUEL: None.

DEVELOPMENTS: Proposed provision of deepwater berths.

CUSTOMS ALLOWANCES: Tobacco, cigarettes 25 in number per man per day, or cigars, 8 in number per man per day, or Tobacco, 1 oz. per man per day, or snuff, 1 oz. per man per day.

Wine and/or Spirit, Spirit, *8* qt. per man per day, or wines, 1 qt. per man per day, or beer or stout, ⅛ qt. per man per day.

REPAIRS/DRY DOCKS: None.

HOLIDAYS: Official holidays in the state as follows: New Year's Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Year's Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 day; Prophet Mohammad's Birthday, 1 day; His Excellency Governor's Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Raya Huji, 2 days; Christmas Day, 1 day. No cargo is worked on any of the above gazetted public holidays – port closed.

AIRPORT: Batu Berendam, 6 miles from port – commercial airlines daily.

AUTHORITY: Marine Department, Office of the Harbour Master, Malacca and Port Dickson, Melaka, Malaya.

MIRI, Sarawak (incl. Lutong): 04.26.30 N. 113.55.30 E.

Miri Roads is an open roadstead in a shallow bay, bounded at North by Tanjong Baram and at South by Tanjong Lobang.

PORT LIMITS: Outer: within an area to Northward of Lat. 04° 22′ N., Eastward of Long. 113° 55′ 30″ E. and Southward of Lat. 04° 31′ N.

DOCUMENTS: (*a*) *Health*. Vessels exempted from inspection (see "Health") should deliver to Berthing Master on arrival, a Declaration of Health, Last Port Clearance and 2 Crew and Passenger Lists.

(*b*) *Inward Clearance* (also see "Anchorage"). All vessels calling Miri Roads for passengers or cargo must be cleared by Immigration and Customs and, if necessary, by Port Health.

Inward clearance effected only between 6 a.m. and 6 p.m. and following signals must be shown: if passengers carried, flags "3" and "4"; if no passengers carried, flags "2" and "5"; if free pratique requested, flag "Q".

Following papers will be required on arrival for inward clearance:

Port Health:

Declaration of Health.

1 Crew List.

1 Passenger List, inward and through.

Customs Boarding Officer:

as above, if not boarded by Health Officer, and 2 Inward Cargo Manifests.

(*c*) *Outward Clearance*. For vessels that have called to lift bunkers only at Lutong Moorings, clearance will be issued by Berthing Master.

Other vessels will be issued a Port Clearance by Customs Officer on board who will require: 1 Outward Manifest and, if any embarked, 1 Outward passenger list.

APPROACHES: The loom of gas flares on Seria Oilfields thirty miles North-eastward of Miri are a general guide at night but should not be used as a bearing because flares movable within area of oilfield and liable to be extinguished at any time. Following bearings exist. By night, three lighthouses:

(*a*) *Tanjong Baram* 04° 35′ 47″ N. 113° 58′ 25″ E. white single light 680,000 candle power, visibility 17 miles, elevation 120 ft. in grey steel lattice tower, group flash three every twenty seconds.

(*b*) *Lutong* 04° 28′ 30″ N. 113° 59′ 46″ E. white single light, 13,500 candle power, visibility 10 miles, elevation 80 ft. in grey steel lattice tower, group flash two every ten seconds.

(*c*) *Tanjong Lobang* 04° 21′ 48″ N. 113° 57′ 36″ E. white single light 20,150 candle power, visibility 18 miles, elevation 155 ft. in grey steel lattice tower, 60 ft., flash one every ten seconds.

By day, above lighthouses difficult to distinguish and following may be used for day-time bearings:

(*a*) Lutong radio mast FR 210 ft., position 04° 26′ 25″ N. 113° 59′ 54″ E.

(*b*) Tanjong Lobang radio masts as marked on chart.

PILOTAGE: No official Pilot stationed at Miri but Shell Company provide Berthing Masters to moor vessels at their Lutong Moorings (see "Tankers").

ANCHORAGE: For cargo, passengers or clearance. It is recommended that vessels anchor close inshore directly opposite Miri River Mouth, but caution must be exercised as sudden squalls and swell up to 4 ft. can occur, for which allowance should be made.

Cargo usually worked into or from wooden lighters of 30 to 35 tons capacity. Swell often restricts work to landward side only and swell or wind often make it difficult to work Hatch No 1 in some vessels. Accommodation ladder should be lowered on landward side to enable shore personnel to board.

Prohibited Anchorage and Berthing Area. From (*a*) 4° 30′ 54″ N.; 113° 56′ 19″ E. in a 090° direction to the shore; and from (*a*) to (*b*) in 4° 27′ 30″ N.; 113° 47′ 01″ E., thence in a 090° direction to the shore.

HEALTH: Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

Free pratique granted without health inspection to vessels calling to lift bunkers only at Lutong Moorings, provided ship healthy. Vessels with unclean bill of health or vessels which have not declared themselves healthy in their arrival notice telegram are subject to normal Port Health inspection procedure. Therefore of utmost importance that arrival notice is sent not less than 24 hours before arrival and contains all information requested (see "Radio") in order to prevent unnecessary delay.

RADIO: Miri Radio call sign 9 WW21, frequency 500 kc/s., operates at following hours local time: 0900–0930, 1300–1330, 1700–1730, 2100–2130. Present station has a limited range and if difficulty is experienced making contact, vessels should pass messages through other stations, such as Singapore radio, or through other ships in close vicinity of Miri.

Arrival notice must be telegraphed at least 24 hours before arrival and should contain following information:

All vessels

(*a*) expected time of arrival (local time GMT plus 8 hours);

(*b*) name of last port of call and next port of call, if not previously advised;

(*c*) whether or not ship is healthy.

For bunkers

(*d*) quantity of bunkers required, in long tons at least 48 hours notice is required;

(*e*) provisions or medical attention required, if any.

For cargo

(*f*) tonnage to discharge, if any;

(*g*) number of gangs required to load;

(*h*) number of winchmen required to load.

Passengers

(*i*) number of passengers to disembark.

BERTHING: Cargo vessels – see "Anchorage", oil carriers – see "Tankers".

MEDICAL: Treatment of urgent cases available on shore subject weather conditions. Early notice should be telegraphed of medical requirements.

TANKERS: Lutong Terminal position 04° 30′ N. 113° 57′ E. (approx.). Open sea berths lying about 3 miles offshore just Northward of Lutong River mouth. Berthing any hour day or night. Await Berthing Master in area bounded by lines joining following positions: 04° 25′ N. 113° 56¼′ E.; 04° 25′ N. 113° 55′ E.; 04° 26¼′ N. 113° 55′ E.; 04° 26¼′ N. 113° 56¼′ E.

Pilot ladder should be rigged for Berthing Master, and starboard derrick near fuelling connection should be topped-up and rigged to lift heavy equipment required for mooring and connecting pipe-lines and which has to be taken on board before proceeding to mooring berth.

Moorings are in a prohibited area which must not be entered without a Berthing Master of Sarawak Shell Oilfields Limited on board.

Berth	*Max. length*	*Max. draft*
SBM 1	600 ft.	40 ft.
SBM 2	750 ft.	40 ft.
SBM 4	820 ft.	44 ft.

No slop discharge facilities.

FRESH WATER: No fresh or boiler water available.

FUEL: No ex-barge facilities but bunkers obtainable from Lutong Terminal.

Nos. 1, 2 and 4 Sealines. Available for bunkering dry-cargo vessels.

Ship's spring wire will be used to haul ends of mooring wires on board and mooring winches should be double gear and in all respects ready for use. Both ship's anchors will be used. All other gear for mooring and connecting pipes is brought on board with Berthing Master at Pilot Station. Bunkers will be supplied through 8-in. flexible hose brought up on starboard side amidships and appropriate flange on ship's connection should be removed in advance. Berthing Master will remain on board throughout bunkering operation and will leave after vessel has unberthed. Mooring and unmoring operations each require about 1½ hours and bunkering rate usually 45–75 tons per hour.

CUSTOMS ALLOWANCES: Bonded Store on vessels other than those berthing at Lutong Moorings for bunkers only and exempted from formal clearance, sealed by Customs after allowing a daily ration for duration of stay in port.

One Customs Officer will remain on board all vessels anchored in Miri Roads and accommodation, if necessary, should be arranged for them. The Agents' staff will remain on board throughout all cargo operations and it would be highly appreciated if meals could be supplied to them and to the Customs Officer in view of the long time occupied travelling by launch between ship and shore.

AIRPORT: Distant 10 miles. Daily flights.

TIME: GMT plus 8 hours. Permanent.

SHORE LEAVE: It is regretted that both passengers and crew must be dissuaded from coming ashore other than for medical attention, owing to weather and tidal restrictions.

REPAIRS: No facilities for repairs.

LUBRICANTS: Generally, lubricants not available but in emergency certain grades sometimes obtainable in very limited quantities.

PROVISIONS: Limited fresh provisions and ex-bond stores available for which vessels should give 72 hours notice of requirements so that arrangements can be made to secure the required supplies.

REGULATIONS: The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(i) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any whilst under way.

POLICE/AMBULANCE/FIRE: Tel. 999.

AUTHORITY: Marine Officer, Marine Dept., Miri.

AGENT: Lloyd's sub-agents in Miri. The Borneo Company (M) Sdn. Bhd. Postal address PO Box No. 60, Miri, Sarawak. Tel. office: 3365, 3366, 3367; out of office hours: 3261, 3344. Telegraphic address "Borneo Miri".

The Borneo Co. (M) Sdn. Bhd. operate their own launches and a representative will board vessels as soon as possible after arrival.

PENANG, Malaya: 05.25 N. 100.21 E.

DOCUMENTS:

The report of arrival (provided in Marine Shipping Ordinance, 1952).
A copy of Passenger Statistics on prescribed forms.
A List of Crew Members.
A List of Passengers.
Evidence of last port clearance.
All Ship's Documents (safety equipment, deratisation, radio, load line and register).

For oil tankers, a copy of Ship's Manifest to be submitted. Ship carrying explosives, Captain required to fill prescribed form "D" stating quantity of explosive cargo ship is carrying together with copy of Ship's Manifest.

PILOTAGE: Vessel approaching port has to send telegram to Pilot Office direct (cable address "Pilots Penang") or to ship's Agent stating "ETA North Channel Light Float" or in case of South Channel "ETA Pulau Rimau". Draft of vessel to be given. Pilot Office may be contacted through Penang Telephone Exchange on VHF Channel 16 to local telephone No. 63313. At least six hours' advance notice should be given before arrival at Pilot point.

Pilot boats have a blue hull varnished upperworks with "Pilot" written in bold letters on both sides of boat.

Pilot is usually taken on board, for North Channel, in vicinity of North Channel Light Float and for South Channel, in vicinity of Rimau Wreck Buoy one mile South of Pulau Rimau Lighthouse.

Vessels awaiting tide can anchor, in case of North Channel, in area shown by picked lines marked anchorage area in Chart No. 1366. For South Channel ship can anchor in vicinity of Rimau Wreck Buoy. During bad weather, provided draft suitable, vessels sometimes requested enter and take on Pilot at Erskine Buoy.

ANCHORAGES: The anchorage for foreign going steamers (other than those carrying dangerous cargo or quarantine ships) is Southward of the South Western corner of the Man of War Anchorage (shown on Admiralty chart by peckel lines) and eastward of a line drawn from this pcint to the Northern white mark buoy and thence 180°. Vessels must moor so as to swing clear of these lines at all states of tide.

The anchorage for coasting power vessels is Southward of a line drawn 270° from the Northern white mark buoy and Westward of a line drawn 180° from this buoy. Vessels must swing clear of these lines at all states of the tide.

RESTRICTIONS: No entry restrictions imposed other than those dictated by state of tide and draft of vessel.

MAX. SIZE: No limitations of size of vessel except for draft. North Channel chart datum 26 ft. South Channel chart datum 22 ft. Vessels of up to 32 ft. can use port but must wait for high water.

RADIO: Penang Radio, call sign 9–MG.

TUGS: May be required to berth vessel at Butterworth Wharves in Port Penang. Tug joins vessel when at close proximity to wharves. Usual for tug's lines to be used.

BERTHING: There are two wharves, viz. Swettenham Pier on the island of Penang and Butterworth Wharves on the Mainland.

Swettenham Pier: Two ocean berths of 1,200 ft. length with 32 ft. of water alongside. There is 168 sq. ft. of covered storage accommodation.

Butterworth Wharves: Five ocean berths of 2,928 ft. length with 32 ft. of water alongside. There are five transit sheds of 148,000 sq. ft., 5 storage godowns of 171,000 sq. ft. and a timber shed of 60,000 sq. ft. and 140,000 sq. ft. of open storage area. Seven godowns of 303,000 sq. ft. near the port area are leased to private companies.

SPECIALISED CARGO-HANDLING FACILITIES: No special berths for handling bulk cargo. Two of the berths at Butterworth Wharves are designed to handle containerised cargo when such facilities are required. At Swettenham Pier and Butterworth Wharves there are vegetable oil bulking installations. Pipe-lines are connected from the installations to the wharves.

STEVEDORES: Stevedores can be provided by stevedore contractors at short notices but normally a minimum of 12 hours will be required. Shipping Agents normally make these arrangements with stevedoring contractors.

MEDICAL: Advance notice is necessary if medical attention is required so that arrangements can be made with Medical Department by Agents.

TANKERS: Two tanker berths. Esso Wharf, 28 ft. at low water. Caltex Wharf, 35 ft. at low water. Mud bar approach to Caltex Wharf is 29 ft. at low water. Tankers also occasionally call at Swettenham Pier to deliver oil to City Council Power Station.

FRESH WATER: Available at all times. Delivery can be by means of hydrants at berths or by water-boats to vessels anchored in Roads. Rate of delivery is approximately 40 tons per hour.

FUEL: Fuel available from private oil companies at 24 hours notice.

GANGWAY/DECK WATCHMEN: Services of a watchman recommended.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

IDENTIFICATION CARDS: Needed only when a crew member is discharged after hospitalisation or when he is repatriated.

REPAIRS: Minor repairs can be undertaken.

DRY DOCKS: Dry docks not available for ocean carriers. Slipways available for vessels of 700 tons NRT with dimensions of 190 ft. × 40 ft.

REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriation.

AIRPORT: Distance from port to airport approximately 11 miles. Served by both international and local airlines.

TIME: 7½ hrs. ahead of GMT. No alteration to clocks during year.

HOLIDAYS: Three port holidays a year: Hari Raya Puasa, Hari Raya Haji and National Day.

POLICE/AMBULANCE/FIRE: Dial 999.

TELEPHONES: A telephone is placed on every ship that berths alongside. This is one of services provided under a common charge known as the wharf service charge.

SERVICES: All types of minor marine servicing is available. Provided by private firms. Some of the services are draft survey, general conditioning of ship, valuation of ship, accident survey, inspection of refrigeration, radar adjusting service, compass adjusting and tank-cleaning facilities.

SHORE LEAVE: Allowed.

REGULATIONS: Free port, and as such, when a vessel calls at port, Customs search party may go on board vessel to search for contraband goods.

DELAYS: Rain is only factor that may delay a ship's discharging or loading operations.

AUTHORITY: The Penang Port Commission, PO Box 143, Penang, Malaysia. Tel. 63571. Telegraphic Address, "Wharves, Penang".

PORT DICKSON, Malaya: 02.31 N. 101.47 E.

DOCUMENTS:

1. *Harbour Master's Office or Marine Department*

(*a*) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.

(*b*) One copy, Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths that have occurred during the voyage to the passengers, crew, ship or cargo.

(*c*) Port Clearance from last port and copy of Manifest of Cargo to be discharged.

(*d*) List of all arms and explosives on board.
(*e*) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port, produce to Port Officer the Certificate of Registry and ship's Articles.
(*f*) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load-line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Deratting Certificate and all Certificates of Competency of all Officers on board.
(*g*) Crew List.
2. *Immigration Authorities*
(*a*) Crew List (3 copies).
(*b*) Passenger List (3 copies).
(*c*) Produce all passengers passports/visas.
(*d*) Produce all seamens' cards.
(*e*) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.
3. *Port Health*
(*a*) Crew List showing last date of vaccination.
(*b*) Passenger List showing the last date of vaccination.
(*c*) Produce all seamen and passengers' vaccination cards.
4. *Customs Department*
(*a*) Crew List (2 copies).
(*b*) Passenger List (2 copies).
(*c*) Personnel Effects List (2 copies).
(*d*) Cargo Manifests (2 copies).
(*e*) Last Port Clearance.
(*f*) Bonded Stores List (2 copies).
(*g*) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
(*h*) Customs Form C.D.15 obtainable from Customs Department on arrival.

APPROACHES: Deep water approach channel from North-west, marked by four light buoys, presents no difficulties and is clear.

Leading lights also exhibited which when in line bearing 070°, lead up to harbour over a sand ridge in depths of about 3½ fathoms.

PILOTAGE: The Port Dickson area does not constitute a Compulsory Pilotage District under provisions of Merchant Shipping Ordinance, 1952. Private pilotage services are, however, operated by Shell and Esso for vessels making use of their respective marine installations. Mooring Master boards tankers at Banbeck Shoal Buoy.

ANCHORAGES: (*a*) Good anchorage may be obtained in depths from 15 to 20 fathoms, Westward and South-westward of Tanjong Kamunin. Small vessels may obtain anchorage in depths from 4 to 5 fathoms North-eastward of Pulau Arang Arang, but holding ground is poor.

(*b*) Quarantine Anchorage is Westward of 10 fathoms line with leading light beacons of Port Dickson in line, bearing 070°, and within 15 cables of front leading light beacon situated on Railway Jetty.

(*c*) Prohibited Anchorage Area indicated by pecked lines on chart and described under Port (Negeri Sembilan) (Amendment) Rules, 1963. This area contains a tanker mooring buoy, with extensive ground tackle and floating hose attachments, which is connected to the shore by a submarine pipe-line. Passage between the buoy and the shore is also prohibited.

TUGS: No tug-boats available.

MAX. SIZE: Up to 47 ft. draft at S.B.M. terminal.

BERTHING: Port installations at Port Dickson comprise the following:

A small boat harbour contained in the curve of the stone approach to the Railway Jetty which affords little shelter against Southerly winds and dries out at low water.

The Shell Jetty – property of the Shell Refining Co. (Malaysia) Ltd. (Private.) Reinforced concrete jetty 700 ft. with "T" head 170 ft.×36 ft.

The Esso Jetty – property of the Esso Standard Malaya Ltd. (Private). Reinforced concrete island jetty 200 ft.×24 ft.

The Railway Jetty – property of the Malayan Railway Administration. Stone pier 600 ft. length terminating in a crosshead 150 ft. long with steel piling and wooden deck.

The Joint Shell/Esso single-buoy Tanker Mooring and Crude Oil Discharging Terminal.

Stone ramp on foreshore usable by lighters at high water.

MEDICAL: District hospital with 150 beds.

TANKERS: Shell/Esso Single Buoy Mooring for crude discharge into submarine pipe-line. Refineries produce petroleum products for export. Deballasting facilities up to 35,000 barrels capacity.

FRESH WATER: Available at Shell and Railway jetties.

FUEL: Bunker fuel-oil available. No diesel.

DEVELOPMENTS: Proposal to enlarge facilities and to provide deep-water berths.

CUSTOMS ALLOWANCES: Tobacco, cigarettes 25 in number per man per day, or cigars 8 in number per man per day, or tobacco 1 oz. per man per day, or snuff 1 oz. per man per day. Wine and/or spirits, spirit ⅛ qt. per man per day, or wines 1 qt. per man per day, or beer or stout 1 qt. per man per day.

REPAIRS/DRY DOCKS: None.

HOLIDAYS: Official holidays in the state as follows: New Year's Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Year's Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 day; Prophet Mohammad's Birthday, 1 day; His Excellency Governor's Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Raya Huji, 2 days; Christmas Day, 1 day. No cargo is worked on any of the above gazetted public holidays – port closed.

AIRPORT: None.

AUTHORITY: See "Malacca".

PORT KELANG, formerly Port Swettenham, Malaya: 03.00 N. 101.24 E.

PORT LIMITS: All the waters in the Klang Straits, Klang River, Sungei Aur, Selat Lumut, Sungei Langat and other waterways contained within the parallels 2° 58′ N. and 3° 05′ N. and the meridians 101° 20′ E. and that passing through Connaught Bridge i.e. 101° 28′ 30″ E. approximately including all piers, jetties, landing places, wharves, quays, docks and other similar works whether within or without the line of high water mark, any position on the shore or bank within 50 yards of high water mark subject to any rights of private property therein.

APPROACHES: Ships from and to Penang enter and leave the port by the North Klang Straits; and ships from and to Singapore enter and leave by the South Klang Straits. The entrance channel at the North Klang Straits has a natural depth of 32 ft. below datum. A very large deep water anchorage for ships is available at the North Klang Straits. For ships entering the Old Port, the permissible draft is 26 ft. and 22 ft. plus the height of tide through the North Klang Straits and South Klang Straits respectively.

DOCUMENTS: (*a*) *For Agent.* Vessels required to fill in arrival report which may be obtained from Agent at Singapore or Penang or Boarding Agent on arrival. This should be completed and handed to Boarding Agent together with last Port Clearance and one copy each of Crew List and Passenger Lists for submission to Marine Department.

Vessels should have ready and hand to Boarding Agent on arrival the following:
Arrival Report.
Last Port Clearance.
Two copies of Crew List.
Two copies each of Disembarking and Transit Passenger Lists (if any).
List of Explosives, dangerous cargo on board.

Following documents should also be handed to Boarding Agent on arrival and will be returned to vessel after perusal by Marine Department:
Malaysian Light Dues Receipt (if any).
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Deratisation Certificate.

Port Health Officer now requires all vessels arriving from foreign ports to submit an "Entry Declaration" on form Health 43, on the International "Maritime Declaration of Health" form or on a similar copy, and this should be handed to Boarding Agent, together with copy of crew list, in cases where vessels are not in Quarantine, in which case doctor does not attend on board.

Note: Endorsement of Port Clearance must be obtained from Port Office at Marine Office before a fresh Port Clearance can be issued by local Customs Authorities and handed to vessel before sailing.
(*b*) *Immigration*
2 copies Crew List.
2 copies Passenger List (Disembarking and Transit).
(*c*) *Customs*
2 copies Customs List (CD.15).
1 Crew List.
1 Passenger List.

FLAGS: The Malaysian Flag. Flag Q meaning Health Clearance required. * Flag 2/5 meaning No passengers on board, or * Flag 3/4 meaning Passengers on board. Pennant Zero is not required since Boarding Officers do not board the ship on arrival. Flag H meaning Pilot on board. (* Applies only to vessels arriving from foreign ports, which now includes Singapore.)

Note: Except for vessels under way, no vessel in port may use its siren except in case of an emergency when no other means of communication is available. The Authorities strictly enforce this rule and vessels infringing it become liable to heavy fine.

PILOTAGE: Available 24 hours a day.

(*a*) Application. Piloting carried out by Kelang Port Authority. Masters to cable "Pilots Port Kelang" giving ETA and point of arrival, i.e. Pintu Gedong, Pulau Angsa, Kapar Buoy, Tanjong Bakau, or Deep Water Point, and draft at least 6 hours before arrival, as Pilots will not leave shore until confirmation received from vessel. Both North and South Channels are well marked and Pilots consider it quite safe to arrive and depart at any hour.

Vessels approaching this port normally apply through Agent, giving ETA Pintu Gedong, Pulau Angsa or Deep Water Point, together with draft and port of departure.

(*b*) VHF. If vessels wish to communicate direct all pilot boats are fitted with VHF for use between pilot office, pilot boats, pilot boat to pilot boat and where necessary to vessels arriving at this port. Operated on Channel 12 of International Maritime VHF radio telephone bands, and of a range of 20–25 miles.

(*c*) Recognition. Pilot boats painted black with white horizontal band all round and have white superstructure.

(*d*) Boarding. Unless advised otherwise Pilots will be ordered to board vessels at Pulau Angsa (North Channel), or Pintu Gedong South of the Seaward Bar Buoy, or, Deep Water Point between Tanjong Sarang Lang and Tanjong Bakau.

Pilot ladders should be of approved Standard pattern internationally used.

(*e*) Waiting a Pilot. Location for a vessel awaiting Pilot is at Pintu Gedong 5 cables South of Seaward Bar Buoy, at Pulau Angsa 1 mile East of Pulau Angsa Island, and at Deep Water Point where

anchorage is available according to number of vessels already anchored.

(*f*) Regulations. Master may bring his vessel into Deep Water Point Anchorage without a Pilot and if this is the case the Pilots are to be informed accordingly. It is compulsory to take a Pilot when berthing or unberthing at a wharf and to take a Pilot to and from the buoys. Pilotage is not compulsory to the anchorages Nos. 6 and 7, to the North Shore Anchorage or to Deep Water Point. Vessels will be berthed port side to on ebb tide and starboard on flood.

ANCHORAGES: Per latest Admiralty charts. Vessels may load timber and ore from privately owned junks at Deep Water Point Anchorage. In exceptional cases and with permission of Port Authority it is also possible to work with Authority Lighters at Deep Water Point.

RESTRICTIONS: (See "Max. Size"). Pintu Gedong, the Southern Channel Pilot Station, there is a restrictive bar of 20 ft. at Chart Datum. Otherwise draft is the only restriction, of which vessels will be advised when giving their ETA.

MAX SIZE: Max. length of vessels using South Port (old port) is: dry cargo vessels, 565 ft. LOA with draft of 32 ft.; tankers, up to 560 ft. LOA and draft 30 ft. Tidal conditions govern movements of all vessels over 500 ft. LOA in the South Port but not at the North Port (new port). Vessels of up to 621 ft. can be berthed under any conditions at the North Port but only under special tidal conditions at the South Port.

HEALTH: Port Health Officer will board vessels arriving from infected ports, or carrying deck passengers at Deep Water Point between 0700 and 1800 hours. All ships arriving from foreign ports should ensure that all on board hold valid smallpox vaccination documents.

All vessels should include in arrival cables confirmation that all well on board and also that all health papers in order. It should be understood that the health papers referred to include deratisation, or deratisation exemption Certificate.

RADIO: ETA cables normally routed via Singapore or Penang as no radio station in Port Kelang. Such messages when received are transmitted by telephone to Agents/and or Pilots at Port Kelang.

VHF: (See "Pilotage"). Ship to shore telephones available at ail berths at North Klang Straits, and VHF sets available for ships in moorings. Klang Exchange keeps a 24-hour watch on Channel 16 and will connect the vessel to any telephone receiver ashore. For local calls the cost is $1.92 for 3 minutes (approx.).

TUGS: Supplied by Port Authority and normally "stand by" vessels berthing at wharves as and when required. Tugs towing use ships lines, tugs pushing use their own lines. 3 tugs available to assist in berthing and unberthing and are equipped with fire-fighting appliances and radio communications system. When vessels berth or unber that wharf tugs ordered by Agent in consultation with Pilots and once in attendance are charged for whether used or not. Tugs also used to swing vessels in stream which are stemming ebb tide on departure. In addition 3 smaller tugs used to tow lighters to and from vessels.

BERTHING: There are two ports viz: the South Port or Old Port and the North Port. Vessels berthing in the South Port (Old Port) are governed by tidal conditions which vary considerably. Vessels over 525 ft. LOA are usually berthed port side to on the ebb and then only when tides are favourable. There is usually no objection to vessels unberthing from the wharf at night although generally speaking vessels will not be berthed at night. As a general rule discharging vessels will berth at North Port (North Klang Straits) and loading vessels in the stream in the South Port (Old Port).

(*a*) South Port. Three ocean wharves of 1,640 ft. length with 30 ft., 32 ft. and 35 ft. of water alongside, two coastal shipping wharves of 950 ft. with 20 ft. of water alongside, 5 swinging buoys, and two anchorages. Three to four vessels of not more than 250 ft. in length and with drafts up to 18 ft. can be accommodated at North Shore anchorage. Also two lighterage wharves. There is 441,064 sq. ft. of covered storage accommodation provided in the area of which approximately one-third has been leased out to private firms. All transit and storage sheds are rail and road served. There are also very extensive privately owned bulk storage and warehouses within the port premises. The South Port has 120,000 sq. ft. of open storage plinths served by 10-ton and 5-ton gantry cranes.

(*b*) North Port (North Klang Straits) Wharves. Four ocean wharves with total length 2,490 ft. Each berth 580 ft. long, width 202 ft. Concrete wharves with a safe working load of 4 cwt. per square foot and a maximum point load of 10 tons. Draft alongside all four wharves 30 ft. Rail track on wharf apron.

(*c*) General.

Facility		*Depth* (ft.)
North Klang Straits Approach		30
Pintu Gedong Bar		20
Labohan Garap Bar		25
No. 1 Wharf	400 ft. length	20
No. 2 Wharf	350 ,, ,,	20
No. 3 Wharf	480 ,, ,,	30
No. 4 Wharf	580 ,, ,,	32–35
No. 5 Wharf	580 ,, ,,	32–35
No. 6 Wharf, No. 7 Wharf (North)	580 ,, ,,	30
No. 8 Wharf, No. 9 Wharf (Port)	580 ,, ,,	30
No. 1 Buoy on 600 ft. swing		23
on 500 ,, ,,		32
No. 2 Buoy on 600 ,, ,,		23
on 500 ,, ,,		29
No. 3 Buoy on 600 ,, ,,		17
on 500 ,, ,,		26
No. 4 Buoy on 600 ,, ,,		20
on 500 ,, ,,		25
No. 5 Buoy on 600 ,, ,,		24
on 500 ,, ,,		24
No. 6 Mark on 600 ,, ,,		30
on 500 ,, ,,		30
No. 7 Mark on 600 ,, ,,		30
on 500 ,, ,,		40

Distance between buoys is as follows:

Distance between No. 1 buoy and No. 2 buoy 1,200 ft.
Distance between No. 2 buoy and No. 3 buoy 1,200 ,,
Distance between No. 3 buoy and No. 4 buoy 1,200 ,,
Distance between No. 4 buoy and No. 5 buoy 1,300 ,,

The above distances allow for slackness in pendants at low water. The depths listed combined with tidal predictions for current year give actual depth of water.

STEVEDORES: Almost all timber loaded from private junks for which no lighter gangs needed. Average working rate, subject to stow, for timber in loose pieces is 4–6 tons per hour, and in bundles 6–8 tons per hour. Not more than two lighters or "tongkangs" may lie alongside any vessel abreast of each other and not more than two lighters shall be moored astern of a vessel.

Rubber, latex in drums, etc., loaded by Port Authority and lighter/wharf gangs are required. Average working rate for these commodities is 14 tons per hour.

The average rate of discharge at North Port (North Klang Straits) wharves is 14–16 tons per hour.

On-board stevedores provided by Messrs. Seng Lee & Co., Eu-Lee & Co. or The Cargo Handling Corporation Limited who also supply all necessary stevedoring equipment. Lighter/Wharf gangs provided by Port Authority. While labour is plentiful and both stevedores and Port Authority are very helpful in obliging late ordering and cancelling of gangs, requirements for the 1st shift should be made known by 1430 hours the previous day and for 2nd shift by 1030 hours same day.

Working hours throughout port: first shift 0700 to 1500 hrs. (meal break 1100–1200 hrs.). 2nd shift 1500 to 2300 hrs. (meal break 1900–2000). 3rd shift 2300 to 0700 hours (meal break 0300 to 0440).

MEDICAL: A number of private doctors in Port Kelang and it is often not necessary to give any advance notice of medical attention being required. In event of vessel requiring urgent medical attention on arrival, advisable for Master to cable Agent in advance. At present 2nd class medical facilities available in Kelang and 1st class facilities only available in Kuala Lumpur. As vessels arriving at Port Kelang normally do so after calling at Penang or Singapore no inoculation, vaccination or fever certificates are required unless either Singapore or Penang is declared an infected port.

TANKERS: Tankers always berth port side to on ebb and near slack water. Vessels with bulk liquid cargoes to load or discharge will berth at wharves 3, 4, or 5. When a number of pumping vessels in port, vessels will usually occupy these wharves only for the time it takes to complete pumping and may then have to shift to stream or another wharf. Three of the ocean wharves are provided with facilities for handling liquid cargo. Liquid cargoes now being handled are: latex, palm, coconut oil, petroleum products, alkane, tallow and fuel oil.

Shell Company has a private jetty on which vessels up to 420 ft. in length with drafts not exceeding 20 ft. can be berthed.

DENSITY: Varies considerably with state of tide and heavy monsoon rains.

FRESH WATER: Waterboat, capacity 200 tons, available to supply vessels in South Port (Old Port) and at Deep Water Point with fresh water. As much notice as possible should be given if waterboat required. At North Port (North Klang Straits) water available from wharf. Pumping rate about 20–25 tons per hour.

FUEL: Bunkers are available.

FIRE PRECAUTIONS: In respect of tankers loading or discharging inflammable cargo, necessary to have wharf cordoned off and "No Smoking" signs exhibited prominently. Port Fire Brigade required to be on stand-by at wharf whilst operation in progress. Vessel may not disable engines whilst alongside wharf and shall have axes ready in event has to leave wharf urgently and necessary to cut ship's lines. Port Fire Service on duty 24 hours a day throughout year. Service is capable of fighting all types of fire whether on land or on sea. Fire service has following equipment: 3 fire engines, 1 Land Rover fire engine, 2 trailer pumps, 3 fire fighting tugs.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS/IMMIGRATION: Customs Officer will board vessel soon after arrival to seal the "Bonded stores". For vessels staying in port some time it is usual to issue 3 days supply – a further issue may be made on request after 3 days.

Immigration Officer will clear vessels arriving from foreign ports on all days between 0700 and 2100 hours. No one may board or leave or approach within one cable length of such vessel without special permission until vessel has been cleared by Immigration Officer and Immigration Signal is hauled down. No Immigration formalities required for vessels arriving from or leaving for other West Malaysian ports (Malacca and Penang).

IDENTIFICATION CARDS: Advisable that members of crew carry identification cards when leaving ship.

CONSULS: Consulates/Embassies/High Commissions in Kuala Lumpur (28 miles from Port Kelang).

Embassy of the United States of America.

Australian High Commissioner's Office
Belgian Embassy
Consulate of Brazil
British High Commission
Burmese Embassy
Canadian High Commission
Ceylon High Commission
Consulate of the Republic of China
Royal Danish Embassy
Consulate of Finland
Embassy of France
West German Embassy
Indian High Commission
Embassy of the Republic of Italy
Embassy of Japan
Embassy of the Republic of Korea
Royal Embassy of Netherlands
New Zealand High Commission
Consulate of Norway (at Penang only)
Consulate of Panama (at Penang only)
Pakistan High Commission
Embassy of Philippines
Singapore High Commission
Royal Swedish Embassy

REPAIRS: Slipping facilities for repair of lighters and smaller tugs available. No facilities for major repairs to ships.

DRY DOCKS: None.

REPATRIATION: Crew changes and repatriation must be arranged by Agent. Harbour Master attends signing-on and signing-off of the crews on ship's articles.

AIRPORT: Subang International Airport approximately 20 miles from port on main trunk route to Malaysian capital of Kuala Lumpur and served by regular domestic flights and international flights.

HOLIDAYS: Port Closing Days. *Hari Raya Puasa; * Chinese New Year; Malaysia Day (31st August); * Deepavali; Christmas Day (25th December). * Dates subject to changes as festivals coincide with Mohammedan, Chinese and Hindu calendars.

TELEPHONES: At North Port (North Klang Straits) Wharves telephones installed on board if required. At wharves in South Port (Old Port) there is always a telephone within easy reach at Wharf Office.

GENERAL: (*a*) Ship-Shore Communication. When vessels are berthed in stream or at Deep Water Point a 24 hour launch service can be supplied. Arranged by Agent in consultation with Master to suit requirements of ship.

Vessels permitted use own boats with proper navigation lights at night.

(*b*) Seamen's Club. "Mariner's Club" for officers and seamen outside No. 3 Gate of South Port. Club has swimming pool and bar.

(*c*) Diving. Diving services available for salvaging lost cargoes, examining underside of ships, etc. Divers capable of deep-sea diving down to 120 ft.

AUTHORITY: Lembaga Pelabohan Kelang, Port Kelang.

ROMPIN (Kuala Rompin); inc. Pahang, Malaya: 02.43 N. 102.30 E.

DOCUMENTS:

Register.
Last Port Clearance.
7 copies Crew List and 4 for Agent.
5 copies Passenger List (if any).
5 copies Stowaway List (if any).
2 copies Stores List (including firearms and ammunition).
2 copies Dutiable Liquor and Tobacco List.
2 copies Crews Declaration List (cameras, radios, etc.).
1 copy Vaccination List.

Masters of vessels to fly the necessary following flags on arrival as required under Section 448 of the Merchant Shipping Ordinance and Sub-Section (9) of the Federation Port Rules, 1953.

(1) The Federation of Malaysia Flag.
(2) The Pennant "O" Flag (Request Port Officer).
(3) The "Q" Flag (Request Port Health Officer).
(4) The Pennant "2"; "5" Flags if no passengers and "3"; "4" Flags if there are passengers on board (Immigration).

PILOTAGE: Compulsory to the loading berths. Extra charge for pilotage outside normal office hours and holidays.

ANCHORAGE: On arrival, vessels required to anchor about one mile outside berthed ships to obtain pratique. An accommodation ladder must be rigged on lee side to allow Port Authorities to board.

READINESS: Notice of readiness cannot be accepted until vessel is in free pratique, Customs Inward Examination completed, and in all respects ready to load.

LOADING. (*a*) Ladders. Masters particularly advised to see that a sound and adequate ladder provided at each lighter to allow labourers engaged in loading to pass to and from ship with no undue risk. Regulations are provided in the Merchant Shipping Ordinance, Section 445, Sub-Section (O) which takes care of this requirement and failure to take adequate precaution in seeing regulation is observed may result in serious consequence to those responsible.

Masters requested to ensure that in addition to ladders for labourers, an extra ladder, preferably a clean pilot ladder, be made available at all times for the Agent for boarding. This ladder should be made fast on lee side, just forward of any scuppers in vicinity, and a heaving line from ship's rail made fast to bottom rung. When ladder not in use, bottom of ladder can be pulled up a few feet with heaving line to prevent labourers from using it or damage from lighters.

(*b*) Winches. All winches must be in single gear at all times.

(*c*) Derricks. Practice to work two sets of derricks to one lighter where practicable.

(*e*) Trimming. No manual trimming undertaken.

(*e*) Damages. In the event of your vessel sustaining damage by stevedores during loading, you are requested to inform the clerk and foreman on board immediately and as soon as practicable confirm same in writing to the Eastern Stevedoring Co. Ltd., Kuala Rompin, with copies to Hong Kong & Eastern Shipping Co. Ltd., Hong Kong, and Malay States Shipping Ltd., Kuala Rompin. It is important that full details of damage are given, together with measurements whenever possible.

Minor damage has occurred on vessels due to hatch beams not being bolted or lashed. Masters therefore requested ensure all beams adjoining working parts of hatches either bolted or lashed, otherwise stevedores will repudiate liability for any damage incurred.

OPENING/CLOSING HATCHES: Removal and replacement of hatch beams and covers must be done by ship's crew. Ship's Officers should see that any tween-deck beam removed is replaced before ore reaches that height.

CUSTOMS: Customs office hours 0830 to 1630 Monday to Friday, 0830 to 1300 Saturday.

IDENTIFICATION CARDS: Every member of crew must produce Identity Document or Shore Leave Pass at Customs House when landing and again when returning to vessel.

HOLIDAYS: New Year's Day; Hari Raya Puasa, 2nd day; Chinese New Year, 2nd day; Hari Raya Haji, 2nd day; First Day of Muharram; Vesak Day; Birthday of Sultan of Pahang; Birthday of H.M. The Yang Di-Pertuan Agong; Birthday of Prophet Muhammad; Malaysia Day; Deepavali; Christmas Day.

Note: Where a holiday falls on a Sunday, the following day will be observed as a holiday, and if such latter day is already a holiday, then the day following shall be a public holiday.

GENERAL: (*a*) *Scrap Iron.* Steel mills in Japan complain from time to time of finding pieces of scrap iron in the iron ore cargoes. If this scrap is not found it will cause serious damage to the plant and occasion considerable delay to production; furthermore, should scrap iron enter the machinery there is always the possibility of it endangering life, and several fatal accidents have been attributed to this cause.

The assistance of officers and crew is requested in reporting any scrap iron they see being loaded, advising shippers into which hold it went and number of the lighter it came from to enable us to take appropriate action.

(*b*) *Whistle, Radio.* Wireless Transmitters, Whistles and Sirens, etc., must not be used by vessels at anchor off Kuala Rompin.

(*c*) *Stores.* Bonded stores can be obtained from Kuala Lumpur and Kuantan at prices roughly same as Singapore. Essential, view Customs formalities, that Masters give Malay States Shipping Ltd., Kuala Rompin six days prior notice of requirements.

SHORE LEAVE: No seaman may proceed more than three miles from Kuala Rompin Customs House. The Officer in Charge Customs, as acting Immigrating Officer, has authority to limit or prohibit shore Leave in all cases.

AGENT: Malay States Shipping Sdn. Berhad, PO Box 2, Kuala Rompin, Pahang.

SABAH: including Kudat, Lahad Datu and Semporna.

DOCUMENTS: Eight copies all usual documents.

PILOTAGE: Applications normally made by Shipping Agents with advance notice of 24 hours prior to actual time that Pilot services required. Pilot boats between 30–40 ft. length and equipped with VHF/AM Sets – 80·4 Mc/s. frequency. Pilot station at Port Office and location for vessel awaiting Pilot is within port limit.

ANCHORAGE: All ports within bays, therefore provide safe anchorages.

RESTRICTIONS: No restrictions for vessels entering port at night.

MAX. SIZE: All ports unlimited, cargo worked at anchor.

HEALTH: To obtain pratique, arrange with Shipping Agent. Pratique for vessel entering, after calling at another port in same state, is not required. Anchor in quarantine anchorage if vessel is suspect and display following signals: *By Day:* International Code Signal "Q.Q.". *By Night:* A Red light over a White light and a separate hoist of Red light over a Green light. Hoisted vertically 6 ft. apart where best seen.

RADIO: Singapore Radio recommended.

BERTHING: Application for berthing has to be made within 24 hours prior to actual time that berthing is required. *Details and Requirements:* Name of vessel, gross and net tonnage, length overall, draft (fore and aft), ETA at berth, ETD from berth, nature and tonnage of cargo to be discharged/loaded. No priority for berthing ships and the turn is, first come first served.

STEVEDORES: Arrangement of stevedores should be made with 48 hours notice to Shipping Agent. Average load/discharge rate: General cargo, 15–20 tons per hatch per hour; cement 20–30 tons per hatch per hour.

MEDICAL: Arranged on arrival by Shipping Agent.

DENSITY: Average density in the ports 1020.

FRESH WATER: Available at Government General Cargo Wharves

at a rate of 20 tons per hour.
DEVELOPMENTS: Lahad Datu, having new port installation and wharves facilities.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally by stevedores.
CERTIFICATES: Registry, Loadline, Radio, Safety Equipment and Deratting Exemption.
CUSTOMS ALLOWANCE: Tobacco, wine and/or spirits: no control and up to discretion of Officers of Customs and Excise.
CARGO GEAR: Ships gear used.
IDENTIFICATION CARDS: Not needed.
CONSULS:

British,	Kota Kinabalu (Jesselton),	tel. 4169
Japanese	,, ,,	,, 4698
Indonesian,	,, ,,	,, —
French,	,, ,,	,, 2008
Norwegian, Sandakan		,, —

REPAIRS: Marine Department operates engineering workshops at Labuan and Sandakan. Some private firms also undertake small engine and deck repairs.
DRY DOCKS: No dry docks available in the State. Marine Department has three slipways in Labuan which are capable of shipping vessels of 60 tons, 200 tons and 500 tons displacements. One in Sandakan for vessel up to 120 tons.
REPATRIATION: Normally arranged by Agents.
AIRPORT: Most airports in State between 2–5 miles from the town.
TIME: Local time is 8 hours ahead of GMT. No alteration to clocks.
HOLIDAYS: Cargo work can be arranged if necessary during official holidays, but not for Hari Raya Puasa, Chinese New Year and Christmas Day.
POLICE/AMBULANCE/FIRE:

	Fire/Police	*Hospital*
Kudat	333	335
Lahad Datu	599	522
Semporna	599	

SERVICES: No services available for cleaning tanks, but compass adjusting can be arranged with officers of Marine Department, Labuan.
SHORE LEAVE: Allowed.
DELAYS: Due to weather conditions only.
AUTHORITIES:

	Telephone Numbers		
	Kudat	*L'Datu*	*Semporna*
Port Officers (Marine Dept.)	370	697	523
Customs Officers (Customs & Excise)	336	531	532
Immigration Officers (Immigration Dept.)	296	686	533
P. Health Officers (Medical Dept.)	373	693	511

SANDAKAN, Sabah: 05.50 N. 118.07 E.

FLAGS: Signal letters, Mail flag (if any mail on board for discharge); "Q" flag is essential if Sandakan is the first Sabah port at which a vessel calls. If ship carrying passengers it should fly immigration signals Nos. 3 and 4; if no passengers Nos. 2 and 5.
DOCUMENTS: Two sets of Inward Manifest in the prescribed form to be airmailed to Agent to arrive at least 48 hours before the vessel.
(*a*) *To be Produced on Arrival:*

	Total
Sabah Lights and Harbour Dues form	1
Manifest in the prescribed form	2
Crew List	3
Last Port Clearance	1
Stores List	3
Passenger List	3
Arms List	2
Narcotics List	3
Parcels List	2

(*b*) *Required by Agent:*
2 sets of Inward Manifests for all inward cargo.
5 sets of Transhipment Manifests for all cargo to be transhipped at Sandakan.
2 copies of hatch list.
1 copy of Passenger List.
1 copy of Crew List.
1 copy of List of Arms and Ammunition.
1 copy Narcotics List.
1 copy Stores List.
(*c*) *To be Supplied to Ship before Departure:*
Manifests, as required by vessels.
Captain's copy of B's/Lading.
Port Clearance and Customs Clearance.
Sabah Lights and Harbour Dues form.
(*d*) *Immigration:* Immigration Officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration require 2 copies of crew list and 2 copies of passenger list. Vessels cleared inward until 1800 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.
(*e*) *Marine Department:* Shipping Arrival Report to be signed by Master of Vessel.
PILOTAGE: Pilotage not compulsory but if required the Harbour Master acts as Pilot. At least 24 hours notice should be given and position where Pilot is required to embark (i.e. the bar buoy or within harbour limits) should be included in the message. Pilot station tel. 3128.
ANCHORAGES: For loading timber: A black and white conical buoy situated 1·2 miles South-westwards from Government Wharf indicates the anchorage. It is important that vessels should anchor as close to this buoy as possible, when anchored further from shore it may take up to an hour longer for launches towing rafts of timber to reach ship and in addition there is less shelter from wind and weather and consequently raftsmen have to cease work earlier.
For discharging: Unless it is intended to come alongside the wharf, vessels discharging should anchor 4 cables due South of wharf. Wharf is 750 ft. long with dolphins placed 100 ft. from each end giving a total length of 950 ft. If discharging into lighters and loading log timber simultaneously vessels should proceed to Timber Anchorage.
RESTRICTIONS: (*a*) Shifting: Vessels may not berth alongside after dark without special permission, but they may leave the wharf, having given prior notice.
(*b*) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset, except at discretion of Harbour Master. No dangerous cargo may be discharged simultaneously with general cargo except with permission of the Harbour Master. Livestock: subject to approval of Veterinary Authority. Certain animals, including cattle, are prohibited imports and exports except under licence.
MAX. SIZE: Draft restriction is 25 ft. on the Bar plus the height of tide, mean high water being about 6 ft.
HEALTH: (Also see "Radio" and "Regulations"). If Sandakan is first port of entry into Sabah a vessel must proceed to quarantine anchorage until cleared by Health and Immigration Officials.
The Sabah Government are signatories to the WHO convention on quarantine regulations. If vessel comes from outside State of Sabah then Port Health Authority will require to board in quarantine anchorage before vessel can proceed to wharf or timber anchorage. If, however, vessel is not coming from an infected port pratique may be granted providing vessel cables Agent prior arrival advising last port of call and whether vessel healthy. Pratique normally cabled to ship but if unreceived, vessel must proceed to quarantine anchorage.
Port Health Authority require completed copy of Maritime Declaration of Health, and copies of Crew, Passenger and Narcotics Lists.
RADIO: (Information required before ship's arrival). ETA; number of passengers, health situation. Manifest, stowage plan, number of gangs required, (loading and discharging gangs to be specified separately). Amount of water required. Vessels not allowed to use their radio in port.
Marine signal station keeps watch on VHF Channel 16, from 0530 to 2000 hours.
TUGS: A tug of 650 h.p. will be stationed at Sandakan in 1973.
BERTHING: (Also see "Anchorages"). (*a*) Mooring: The numbers of a vessel which is berthing alongside will be shown from signal station on Eastern end of Customs House. In addition, a cone indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines, a mooring boat will be provided by Marine Department if it is necessary to send lines to dolphins. Government Wharf, least depth 31 ft.
(*b*) Buoys: No mooring buoys.
(*c*) Lighters: No lighter fleet. The timber companies have their own lighters and scows which can sometimes be hired if not being used by these companies.
STEVEDORES: Stevedoring in hands of Port Authority who supply gangs as required.
(*a*) Working hours, 0730–1130 also 1130–1300 (overtime), 1300–1700 also 1700–2200 (overtime). Gangs ordered at least 12 hours before a vessel arrives.
(*b*) Overtime. When working in stream, overtime usually from 1100 to 1200 and 1800 to 2200. Application for permission to work overtime must be made to Customs not later than 1500 hours on the afternoon that overtime is to be worked or 1100 hours on Saturday for weekend overtime.
(*c*) Working Sundays and holidays. Work is normally carried out Sundays and it is sometimes possible to arrange for work on some public holidays, principal exception being Chinese New Year. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.
(*d*) Rate. Log loading is good, comparing more than favourably with other Borneo ports. Rate of loading about 800 cu. ft. hoppus (20 B/L tons) per gang hour for logs, and 6 B/L tons per gang hour for sawn timber. Discharging general cargo about 10 tons per gang hour.
CARGO: (*a*) Tally: Tally clerks supplied by Agent if required. Sawn timber tallied on to scows by timber companies' clerks and tallied into ship by ship's tally clerks. Ship responsible for total number of pieces of timber shown on Mate's receipts. Letters of Credit do not allow the clause: "A quantity said to be" to be inserted on the B/Lading. Log timber tallied into ship by checking against specifications supplied by timber companies.
(*b*) Inward Cargo: Is tallied out of ship on to wharf or into lighter. Local watchmen can be supplied by Agent if necessary but it is generally found to be more satisfactory if these duties are carried out by crew. Damaged cargo is surveyed on the spot, otherwise no liability of vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees

against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(*c*) Heavy Lifts: Usually landed overside on flat-top scows for delivery to private jetties, where they are man-handled to required site. Occasionally consignees provide low-loaders.

(*d*) Transhipment Cargo: After discharge of cargo from first carrier, transhipment cargo placed under supervision fo Ports Authority, unless it is possible to arrange direct transhipment into small coastal vessels.

(*e*) Outward Cargo: Main export is log timber and is towed out to loading vessels in rafts, each one accompanied by two raftsmen. Loading is on a single swinging derrick with gun tackle; the other derrick being used for pulling the logs into position in the holds. Vessels should have, if possible, two snatch blocks available at each hatch where log timber being loaded. Sawn timber loaded in normal manner from scows and lighters. Documents required are shipping order issued by Agent and list of specifications supplied by timber companies. Other exports are rubber, copra, coconuts, palm oil, jungle and sea produce.

(*f*) Refrigerator Cargo: Only small quantities of refrigerator cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs regulations. Inward fridge cargo is confined to foodstuffs, meat, etc., and outward to frozen prawns.

(*g*) Explosives: Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior to arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

(*h*) Damaged Cargo: Ship's survey should be carried out at ship's side on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

MEDICAL: (*a*) Hospitals: Duchess of Kent Hospital will receive sick seamen or officers. Three classes of wards, also isolation wing. Hospital equipped to carry out normal surgery.

(*b*) Inoculation: PHO will vaccinate or inoculate crew members at Duchess of Kent Hospital.

(*c*) Death on Board: PHO and police to be informed immediately. They will then make an investigation into cause of death. If satisfied that death was due to natural causes, a certificate will be issued, and arrangements may then be made for interning the body. Harbour Master must also be informed in the case of seamen.

TANKERS: Two bulk oil installations at Karimunting (Pavitt Point). Esso, with storage capacity of 2,080 tons and Shell, with storage capacity 15,730 tons.

Jetty extends 550 ft. from shore, is 128 ft. long with mooring dolphins 125 ft. from each end. Minimum depth alongside 24 ft.

New oil berth, 1,000 ft. length between dolphins, with central discharging pier. Least depth alongside 30 ft. This berth also used for loading palm oil in bulk.

FRESH WATER: Can normally be supplied from wharf at rate of 20 tons per hour. No water boat. Occasionally water is not available and, at such times, Agent warns Principals in advance.

FUEL: No facilities for supply of fuel oil bunkers. Limited quantities of lubricants can be obtained in drums and bulk diesoline available at Shell jetty.

FIRE PRECAUTIONS: No fire-floats and in case of a vessel alongside, fire brigade should be summoned by dialling 999. The OCPD should be informed also.

WATCHMEN: No regulations regarding use of watchmen, who, however, can be supplied if required. There have been only very isolated reports of pilferage in Sandakan.

CONSULS: None.

DRY DOCKS/REPAIRS: No dry docks and very limited repair facilities. Marine Department slipway on Berhala Island is capable of taking ships up to 300 tons. Castings, forgings, welding, etc., can be done at this slipway. Before repairs are carried out to the main engines of a vessel which would prevent her from shifting, the Harbour Master must be informed in writing.

POLICE/AMBULANCE/FIRE: Ambulance: Duchess of Kent Hospital, tel. 2111; Police/Fire: Police Station Emergency, tel. 999.

GENERAL: (*a*) *Surveyors:* Harrisons & Crosfield (Sabah), Sdn. Bhd. are Lloyd's Agents, neither Bureau Veritas nor the American Bureau of Shipping are represented.

(*b*) *Fumigation:* No facilities.

(*c*) *Ship Chandlers:* All kinds of stores and provisions can be supplied at reasonable prices.

(*d*) *Call Signals and Call Flags:* (i) Continuous watch kept by signal station during day-light hours. In emergency such as serious injury or fire a ship should hoist appropriate International Code signal and blow whistle or siren to attract attention. Apart from these circumstances and for purposes of navigation vessels are prohibited from using sound signals for any other reason.

(ii) Signals for attracting Public Service Launch: By day: International Code Pendant No. 8. By night: three red lights vertical. Owing distance of anchorage from jetty these signals often indistinguishable by hire launches unless they are cruising in the harbour. Regular launch services can be arranged if required by Master. No restrictions against a vessel using its own launch or motor lifeboat but it must not land anywhere other than at Customs wharf.

(*e*) *Recreation Facilities:* Three cinemas in town which show English-language films. Cricket, football, and hockey matches can be arranged with local teams and several tennis courts available. Only suitable swimming beaches at Berhala Island at mouth of harbour. Yacht Club and Golf Club for members only, but several Shipping Companies pay Corporate Membership fee which enables all officers and first-class passengers to use club. Recreation Club offers facilities for large variety of sports and entertainment; visitors must be accompanied by a member. Churches in town for Anglican, Catholic and Lutheran worship.

REGULATIONS: 1. Arrival and Departure. 1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

2. Special signals.

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

AUTHORITY: Sabah Ports Authority. Tel. 3255.

AGENT: Harrisons & Crosfield (Sabah), Sdn. Bhd. Telegraphic address "Crosfield". Tel. 2141 ext. 231–234 (Shipping Department). Code – Bentley's Second Phrase.

SARAWAK COASTAL PORTS

Coastal anchorages at Sibuti, Niah and Suai, 28, 30 and 47 miles S.W. of Miri respectively are being used increasingly for the export or round logs, good holding ground is to be found approximately 3½ miles offshore in 30 ft. of water. Caution should be observed in the event of sudden wind squalls from the West.

Vessels destined for coastal ports should report to Miri for Customs and Immigration Clearance.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The Port Clearance shall be in the form of an endorsement on

the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any. Whilst under way.

SEJINGKAT (Sungei Sarawak), Sarawak: 01.35.10 N. 110.26 E.

Anchorage off Kampong Sejingkat approximately 10 miles from mouth of river and three miles below Pending Point. (See "Kuching".)

Main timber loading point for the First Division of Sarawak. Loading used to be seasonal due to log rafts having to be towed from felling areas along coast. Since this is not possible during North-east monsoon season shippers now stockpile during favourable weather and loading continues throughout monsoon period.

Vessels up to 500 ft. length and 25 ft. draft regularly use anchorage. No facilities for obtaining fuel or fresh water.

Pilots may be picked up off Tanjong Po in the area marked "Pilots" on Admiralty Chart 1822 or at Pending. In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement. The Kuching Pilot launch "Alor" is fitted with "Hague Plan" VHF radio for ship to pilot communication.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The port clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

SIBU, Sarawak (incl. Binatang and Sarikei): 02.24 N. 111.56 E.

Sibu is the major town in the Third Division of Sarawak. There are two inward routes (*a*) via Paloh River and (*b*) via Rejang River. Sibu is 51 miles from the sea via Paloh, and 70 miles via Rejang.

(*a*) Paloh Entrance: This route to Sibu is almost exclusively used by overseas vessels and the use of a Pilot is recommended, they having knowledge of other ship movements in the river (see "Pilotage").

The Outer Bar limits the draft to 17 ft. during the Landas (N.E. monsoon) or to 20 ft. during the summer months. The depth on the axis of the channel is now 11·5 ft. chart datum. The two buoys are fitted with radar reflectors and the Fairway Buoy is visible for a distance of 10 miles. Care should be taken transiting the channel against being set to the Northward by the ebb tide as there is a 7 ft. patch in position 2° 29·2′ N. 111° 10·5′ E. The entrance to the Kuala is marked by a light beacon at Tanjong Sedi on the North bank of the river.

Strong cross currents and swell especially during the North-east monsoon period (November to March) necessitate caution when entering.

An inner bar with a least depth of 14 ft. exists where the Paloh joins the Seredeng at Tanjong Gelang. This crossing is marked by unlit transits and being sheltered no allowance is necessary for swell.

Vessels can cross the Outer Bar at night then anchor off Tanjong Sedi to await day-light.

(*b*) Rejang Entrance: Draft for crossing Outer Bar is governed by state of tide with an allowance for swell together with depth of 19 ft. below ACD. Vessels drawing 29½ ft. have successfully crossed this Bar. However, this draft will only give access to the Deep Water Anchorage at Tanjong Mani and vessels proceeding further up river are restricted as follows:

(i) Deep water anchorage in Rejang River situated at Tanjong Mani. Has a capacity for about 6 large ships (500 ft.) and 4 small ships (300 ft.), it is normally used for loading logs. (See separate information for "Tanjong Mani".)

(ii) From Tanjong Mani inwards there is a Bar situated about 3 miles below Sarikei with a least depth of 13 ft. below ACD thus limiting drafts to 23 ft.

(iii) From Sarikei to Binatang, the next port, the river is winding with some shallow patches with depths of 15 to 18 ft. below ACD.

(iv) Proceeding from Binatang towards Tanjong Pendam and thence to Sibu vessels are limited to 13 ft. draft and 200 ft. length.

(v) Leba'an corner, 15 miles below Sibu is the junction of the two routes used by sea-going vessels bound for Sibu. A certain amount of shoaling has taken place here at the approach from the Rejang channel and it has been found necessary to restrict the length of vessels using this route (Rejang) to 200 ft. with a draft of 13 ft. This route is generally used by the smaller overseas vessels trading from Singapore, etc. There is an obstruction off Tanjong Ensurai approximately six and a quarter miles up river from Leba'an bend which has a least depth over it of 15 ft. Caution should also be exercised when rounding Tanjong Bindje due to three shoals across the river, one of which has a least depth over it of 11 ft.

Note: River Igan and Sungei Kut. The River Igan affords access to Sibu from the North. It is approximately 60 miles long and depth over the bar is 4 ft. with an average rise of 5 ft. Ocean-going oil tankers of up to 2,000 tons displacement entering the river from the Sibu end discharge at Sungei Meral Oil Wharf about three miles from Sibu.

The largest vessel to use this wharf was the Japanese vessel *Nisso Maru* of 1,566 gross tonnage, 264 ft. overall length with a draft of 16 ft. Larger vessels using this wharf are not envisaged due to the wharf position and structure.

DOCUMENTS: Port Clearance to be surrendered to Customs when boarding.

Crew lists and passenger lists, 2 copies for Immigration Department, 2 copies for Rajang Port Authority, two copies for Customs, 1 copy for Port Health Officer.

List of ship's stores (2 copies for customs).

List of ammunition (2 copies for customs).

Health Documents (Vaccination Certificates and Cholera Inoculation Certificates to be examined by Health Inspector).

PILOTAGE: (*a*) Kuala Paloh. Pilots usually embarked off Tanjong Sedi, however, if Master requires a Pilot to board at Fairway Buoy he should indicate this in his ETA telegram.

Ship Masters wishing to use Paloh channel should state this clearly in their ETA messages.

(*b*) Rejang River (Tanjong Mani, Sarikei, Binatang and Sibu). Pilots normally embarked, weather permitting in buoyed channel West of Jerijeh lighthouse but it may be necessary for a ship to follow the pilot launch to sheltered water inside turning buoy. This applies mainly to larger ocean ships calling at Tanjong Mani and smaller vessels on a first visit, but a Pilot may be picked up anywhere to suit provided clear and precise information is given in the arrival telegram. A few of the more frequently requested points are off South Jerijeh Beacon, Rejang Village and for upriver berths, Tanjong Mani itself, or even as far up as Tanjong Delima. The Rejang pilot launch Layang Laut, is fitted with "Hague Plan" VHF radio for ship to Pilot communication.

Application for Pilots should be made giving 24 hours' notice of arrival to "Shipping", Sibu or to "Shipping", Sarikei, for Sibu and Tanjong Mani ports respectively. Ships proceeding to Sibu and requiring a Pilot should indicate positively in their arrival telegram which channel they wish to use by adding "Paloh" or "Rejang" in the text, bearing in mind the maximum length via Rejang is 200 ft.

ANCHORAGES: (*s*) See "Tanjong Mani".

(*b*) Sibu Anchorage. Some foreign-going vessels load, with Customs permission, at the mid-stream anchorage when Customs wharf is congested.

(*c*) Restricted Anchorages.

(i) Abeam of Loba Selemit on the true right bank of the Rejang River in position 02° 08′ 22″ N.; 111° 16′ 35″ E. for loading and discharging dangerous goods.

(ii) The Anchorage defined by a line running 045 degrees 2·6 cables from position 02° 16·89′ N. 111° 49·28′ E. on Pulo Kerto, thence 135 degrees 8 cables to position 02° 16·5′ N. 111° 50·4′ E. thence 225 degrees 1·9 cables to shore on Pulo Kerto. For loading and discharging dangerous goods other than petroleum.

(iii) The berth alongside the Sungai Merah Wharf in position approximately two miles downstream from the junction of the Rejang/Igan River on the true right bank. For loading and discharging petroleum.

MAX. SIZE: Largest vessel to berth Sibu was 7,372 gross tons and overall length 450 ft.

Deepest drafted vessel to berth Sibu was 22 ft. 6 in.

HEALTH: Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

BERTHING: (*a*) Principal wharves at Sibu

1. Main wharf 486 ft. long with minimum depth alongside 20 ft.
2. Lighterage wharf 156 ft. by 24 ft.
3. Kubu wharf 83 ft. long. Dries at 1 ft. Used mainly for small passenger craft.
4. Burong Apu wharf 250 ft. long with a least depth of 17 ft. Used for larger coastal craft.
5. Floating landing stages 576 ft. long with least depth of 4 ft. Used for smaller coastal and river craft.
6. Upstream of the public wharves several private wharves are used for timber and general cargo.
7. Sibu-Sungei Merah oil wharf is "T"-shaped with a berthing face of 64 ft. and a least depth alongside of 15 ft. This is a "common user" wharf at present used by the Shell and Esso Oil Companies. It can accommodate vessels up to 245 ft. long and 15 ft. draft.

(*b*) Sarikei. Customs wharf consiting of 2×60 ft. long floating pontoons, can accommodate vessels up to 2,000 tons deadweight up to 23 ft. draft. There is a Customs Godown on shore.

(*c*) Binatang. Customs Wharf 179 ft. long by 20 ft. wide with a least depth alongside of 15 ft.

A signal mast has been erected near the wharf which shows tidal signals, i.e. "E" flag for Ebb, "F" for Flood, and "S" for slack water.

STEVEDORES: The Rejang Ports Authority provide all labour necessary for loading and discharging.
REPAIRS: 5 shipbuilding (up to 100 gross tons in size) and repairing yards near Sibu. These deal mainly with repairs to wooden or steel coastal and river craft. One yard has a slipway capable of taking vessels up to 500 gross tons.
DEVELOPMENT: Construction of a further one thousand feet of concrete jetty, in a Westerly direction, following the river bank from the existing jetty. Completion by 1974. Also to be built are godowns and other buildings and ancillary services.
GENERAL: Small quantities of diesel oil bunkers available, also provisions and fresh water. Principal exports rubber, pepper, timber and sago. Average delay time per ship varies from 10 to 25 hours.
REGULATIONS: The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the Port Clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.
AUTHORITY: Rajang Port Authority, Sibu, Sarawak, East Malaysia. Cables: "Raport Sibu". Tel. 8898 and 8899.

TANJONG MANI, Sarawak: 02.09 N. 111.21 E.

Rejang River entrance. The least depth on the bar remains at 19 ft. The entrance is well lit by two lighthouses and one light beacon and the bar is marked by two light buoys.

Tanjong Mani. This is a deep water anchorage 16 miles from the river entrance, mainly used by vessels loading timber.

Size of vessels using Tanjong Mani limited only by depth on bar. Ten ships can be safely accommodated at anchorage at any time, roughly six large (500 ft. length) and four small (300–400 ft.). So far no ship has been delayed awaiting a berth though eight or nine ships anchored there at the same time is now a regular feature. Vessels up to 29½ ft. draft have crossed the bar.

Pilots are normally embarked, weather permitting in the buoyed channel West of Jerijeh lighthouse but it may be necessary for a ship to follow the pilot launch to sheltered water inside the turning buoy. This applies mainly to the larger ocean ships calling at Tanjong Mani and smaller vessels on a first visit but a Pilot may be picked up anywhere to suit provided clear and precise information is given in the arrival telegram. A few of the more frequently requested points are off South Jerijeh Beacon, Rejang Village and for upriver berths, Tanjong Mani itself, or even as far up as Tanjong Delima. The Rejang pilot launch Layang Laut, is fitted with "Hague Plan" VHF radio for ship to Pilot communicaton.

Application for Pilots should be made giving 24 hours' notice of arrival to "Shipping", Sarikei.

Anchorage. Abeam of Loba Selemit on the true right bank of the Rejang River in position 2° 08′ 22″ N. 111° 16′ 35″ E. is restricted to loading and discharging any dangerous goods.

TAWAU, Sabah: 04.15 N. 117.53 E.

PORT LIMITS: A line drawn from Batu Tinagat on the Mainland to the boundary mark on Sebatik Island between Indonesian Borneo and Sabah (Malaysia) and thence through the island to Burs Point on the Mainland, and thence intersecting all waterways to the West of Burs Point, entering the Serudong River.
DOCUMENTS:
(a) *To be Produced on Arrival:*

Customs	
Manifest in prescribed form	2
Crew List	2
Last Customs Clearance	1
Stores List	2
Passenger List	2
Arms List	2
Marine	
Marine Dept. Boarding Report, required to be completed	1
Last Port Clearance	1
Crew List	1
Passenger List	1
Agent	
Manifest in the prescribed form	2
Crew List	1
Passenger List	1
Immigration	
Crew List	2
Passenger List	2
Travel Control Office	
Crew Lists and Passenger Lists	2 each.

(b) *To be Supplied to Ship before Departure:*
Manifests, as required by vessel.
1 Port Clearance and 1 Customs Clearance.
3 copies of Passenger List.
PILOTAGE: A Pilot is available from 0600 to 1800 for berthing vessels given reasonable notice (48 hours). Not compulsory.
ANCHORAGES: Good anchorage in 8 fathoms 1,000 yd. to 1,300 yd. W.N.W. of wharf; and 350 yd. South there is an anchorage in 8½ fathoms.

Petroleum Anchorage. An area bounded by parallels of 04° 15′ N. and 04° 16′ N. and meridians of 117° 15′ E. and 117° 52′ E. This area is to be marked "Petroleum Anchorage".

Explosives Anchorage. An area bounded by parallels of 04° 12′ N. and 04° 13′ N. and meridians of 117° 52′ E. This area is to be marked "Explosives Anchorage".

Quarantine Anchorage. An area bounded by parallels of 04° 12.5′ N. and 04° 13.5′ N. and meridians of 117° 54′ E. and 117° 55′ E. This area is to be marked "Quarantine Anchorage".
RESTRICTIONS: (a) Communication ship/shore when lying on roads: Regular launch services difficult to arrange if required by Master. No recognised signals for summoning a launch, as distance between small boat jetty and anchorage is too great for flag signals to be recognised. No restrictions against a vessel using its own launch or motor life-boat apart from fact that it must not land anywhere other than at Ports Authority Wharf.

(b) Explosives: No vessel carrying explosives shall come within 500 yards of shore or any other vessel except with written permission of Port Manager which will be given provided that:
(a) quantity does not exceed 2,000 lb. of explosives of Class V and VI and are carried in a certified magazine, and there is no other dangerous cargo on board as certified in writing by the Master.
(b) quantity does not exceed 3,000 lb. and are exclusively of one of the following classes III, IV or VII.

Danger flag must be flown by day and a red light by night.
HEALTH: (a) Quarantine. The Sabah Government are signatories to WHO convention on Quarantine regulations. Port Health Doctor will not board, unless vessel comes from an infected port. Instead Maritime Declaration of Health is to be filled out and handed to Boarding Officer of Marine Department, who will require one copy of crew list and one copy of passenger list. Vessels should cable Agent prior arrival advising last port of call and whether vessel healthy.

(b) Immigration. Immigration officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration will require 2 copies of crew list and 2 copies of passenger list. Vessels are cleared inward until 18.00 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.
RADIO: Information required prior arrival, ETA Tawau with as much prior notice as possible. Number of gangs required. Quantity of fresh water required.
TUGS: No tugs available.
BERTHING: (a) Wharf Light at Tawau in position on North-west end of wharf, 04° 14′ 32″ N. 117° 52′ 56″ E.

(b) Tides/Linesmen. The numbers of a vessel which is berthing alongside will be flown from signal station. In addition a cone, indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines; a motor boat can be hired to assist in berthing if prior advice is given.

(c) New Wharf. Consists of a 300 ft. long approach causeway extending from a reclamation area and a 550 ft. long wharf, 50 ft. wide with a dolphin in line ±100 ft. off each end. Least depth 20 ft.

(d) Monsoon. During strong wind from S.E. and S.W. ships are liable to range alongside wharf, and during S.W. monsoon sea breeze may make it difficult for ships to leave wharf in the afternoon.

(e) Buoys: No mooring buoys in Tawau.

(f) Lighters: No lighters available except a few wooden and steel lighters owned by Bombay Burmah Trading Corpn. Ltd. and Borneo Abaca Limited. Hire of these lighters can be arranged when they are not being used by owners, which is seldom.
SPECIALISED CARGO-HANDLING FACILITIES: None. Can handle palletised cargo only.
STEVEDORES: (a) No stevedoring company in Tawau. Work is undertaken by stevedoring contractors. Stevedores in sufficient numbers usually available.

(b) Working hours 0730–1130 hours, 1300–1700 hours, 1800–2200 hours.

(c) Overtime: Overtime working hours are from 1800 to 2200 hours. Application must be made to Customs one day in advance; double rate charged.

(d) Sundays and holidays: Work normally carried out on Sundays and holidays, the only exception being Chinese New Year. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

(e) Rates: General cargo about 8 tons per gang/hour (loading/discharging).
CARGO: (a) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset except at discretion of Port Manager. No dangerous cargo may be discharged simultaneously with general cargo except with permission of Port Manager.

Heavy lifts usually landed overside on to flat-top scows. Customs bonded store is available with about 4,000 sq. ft. of space including Customs Liquor and tobacco store. There are no private bonded warehouses to date. There are no facilities for handling or storing bulk cargoes in any quantity.

Livestock: subject to approval of Veterinary Authority, certain animals including cattle are prohibited imports and exports except under licence.

(*b*) Damage. Ship's survey should be carried out on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign, certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

(*c*) Tally: Tally clerks can be supplied by Agent if required, on receiving advance notice.

(*d*) Inward. Inward cargo is tallied out of ship onto wharf or into lighter. Damaged cargo surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side, but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(*e*) Transhipment. After discharge of cargo from first carrier, transhipment cargo is placed under the supervision of the Customs, unless it is possible to arrange direct transhipment into small coastal vessel.

(*f*) Outward. When vessels berth alongside, packages are brought by motor transport and lighters; when in roads, by lighters.

(*g*) Refrigerator. Only small quantities of refrigerator cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs regulations. Inward refrigerator cargo is confined to foodstuffs, meat, etc., and outward to frozen fish.

(*h*) Explosives. Explosives must be discharged into lighters or immediately on arrival onto wharf under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge, or as through cargo.

TANKERS: Shell jetty, least depth 14 ft.

MEDICAL: (*a*) Hospitals. Government General Hospital is only hospital in town, and will receive any sick seamen or officers. Three classes of wards, but first class ward can only accommodate two persons. Hospital is equipped to carry out normal surgery.

(*b*) Inoculation. Port Health Officer will vaccinate or inoculate crew members at General Hospital.

(*c*) Port Health Officer. General Hospital, General Office 2234; Medical Officer-in-Charge 2333; M.O.'s Residence 2239.

FRESH WATER: Can only be supplied at wharf. Twenty-four hours notice should be given of a vessel's water requirements. Usual rate of supply is about 15 tons per hour. A water barge is available but no guarantee of availability.

FUEL: Not available except diesoline in drums.

FIRE PRECAUTIONS: No fire floats and in the case of a vessel alongside catching fire, the fire brigade should be summoned by dialling 2999. The OCPD should also be informed.

CONSULS: None.

REPAIRS: No facilities.

POLICE/AMBULANCE/FIRE: (*a*) Police/Fire, tel. 2999; Hospital 2234.

(*b*) Accidents: Hoist a two-flag signal and give a blast of the whistle to call attention of signal station. Police and the hospital should be informed immediately of any untoward incident.

GENERAL: (*a*) *Surveyors:* Harrisons & Crosfield (S) Ltd., as Lloyd's sub-Agents, may appoint a Surveyor if a survey is requested.

(*b*) *Fumigation:* No facilities.

(*c*) *Ship Chandlers:* Main suppliers of frozen foods are Lee Foh Co. Fresh vegetables obtainable in limited quantities early every morning from vegetable market.

(*d*) *Priority:* Vessels are berthed on a "First come first served" basis. Vessels with palletised cargo get priority.

(*e*) *Watchmen:* These can be supplied if required.

REGULATIONS: (*a*) Arrival and Departure. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

AUTHORITY: Port Manager, Sabah Ports Authority. Tel. 2852.

Customs. Assistant Commissioner tel. 2342 (Office); 2256 (House).

Office hours 0800 to 1200 hours, 1330 to 1600 hours, week-days; 0800 to 1200 hours, Saturdays.

AGENT: Harrisons & Crosfield (Sabah) Ltd., Dunlop Street. Telegraphic address: "Crosfield". Tel. Manager 2624; Shipping 2262; Airways 2261. PO Box No. 5. Code – Bentley's Second Phrase.

Malta

VALLETTA: 35.54 N. 14.31 E.

DOCUMENTS: Pratique deposition to be filled by Master on arrival, form supplied by the boarding Customs Officer. 3 Crew Lists. 2 Bonded Store Lists and 1 list of dutiable items belonging to crew on arrival. 3 Passenger Lists.

PILOTAGE: Compulsory. Pilot boards at Fairway Buoy weather permitting. Pilot available at all hours for small ships, daylight hours for large vessels. Sea Pilot berths vessel for civil berths. Berthing Pilot boards in Bighi Bay for Malta Dry Docks or Buoy Berths. In bad weather Pilot boards inside entrance. Vessel's ETA should be given to Agent at least 12 hours' prior arrival to order Pilot. Pilot boat located near Customs House. Pilot boat not equipped with VHF.

ANCHORAGES: Sea anchorage off Grand Harbour. To East of line, Fairway Buoy to entrance, medium to poor holding ground. To West of line, holding ground excellent.

RESTRICTIONS: Minimum depth entrance channel (over wreck) 52 ft. Harbour channels – Bighi Bay 58 ft., French Creek 43 ft., Marsa 32 ft. Nature of bottom entrance channel rock and mud. Harbour channels mud. Harbour entrance and approaches affected by current – in North-west winds there is a set of up to ½ knot from North-west to North-east. Port is subject to closure in gregale (North-east gale) conditions – winter months occasionally, not more than 4 times a year.

SIZE: Discharging Berths – New Quay.

Berths 1, 2, 3. Min. water depth alongside berth 32 ft. Max. length acceptable 350/400 ft. Max. draught acceptable 32 ft.

Berth 4. Min. water depth alongside berth 32 ft. Max. length acceptable 550 ft. Max. draught readily acceptable 32 ft.

Maximum so far handled 1,000 ft. length, with draught 35 ft.

HEALTH: Port Medical Officer grants pratique when boarding on arrival. Accelerated pratique can be granted through Pilot provided crew all in good health and ship has not called any infected port during last 15 days, and is coming from a European port.

RADIO: Radio call sign 9HD. Radio telephony working frequency 2625 KHZ. Listening watch 2182 KHZ.

RADAR/VHF: No radar service available. VHF facilities available by Malta Dry Docks. Frequency 156·8/156·55/157·9 Mc/s. Call sign Malta Dry Docks. Range 10 miles. Master can call signal station on VHF channel 16 or 12.

TUGS: Join vessel just inside harbour entrance. Lines at discretion of ship's Master.

BERTHING: No specific requirements necessary. Can berth at any time but subject size of vessel and weather conditions.

STEVEDORES: Ordered by Agents. At least 24 hours notice required.

MEDICAL: Notice must be given to Agent soon as possible to make necessary arrangements. Hospital facilities available. Crew must be in possession of inocculation/vaccination certificates, etc.

TANKERS: Vessels must be gas-free except at tank-cleaning berth, where ships with not more than 2 tanks gas free are allowed. Slop (residue) discharging facilities available. No. of tanker berths: Parlatorio Wharf (Navy) Max. draught 35 ft.; max. length 650 ft. Marsaxlokk – has Saptan Dolphin (Navy) max. draught 34 ft.; max. length 650 ft.

FRESH WATER: Unlimited amount ex barge between 20 to 80 tons per hour.
FUEL: Bunker Berth – Shell (Malta) Ltd. at new quay. Grades handled include MFO. MDO. TFO. GO. Max. draught 32 ft. 48 hours notice required. Bunkering berth also used for discharging cargo and available when not occupied by discharging vessel.
FIRE PRECAUTIONS: Precautions according to Petroleum Ships Regulations. Civil tugs partly equipped with fire fighting equipment but not well trained. Admiralty tugs and salvage tug well trained and well equipped.
GANGWAY/DECK WATCHMEN: Not compulsory but recommended.
OPENING/CLOSING HATCHES: Opening by stevedores. Closing of hatches by crew. Stevedores can close hatches at extra cost.
CERTIFICATES: Ship's Register; Load Line Certificate; Derat Certificate.
CUSTOMS ALLOWANCES: 200 cigarettes allowed for each crew member. Wine and/or Spirit, None to crew except Captain, at Customs' discretion.
CARGO GEAR: Factory Act Book for Cargo Gear. Cargo work cannot commence unless certificates valid.
IDENTIFICATION CARDS: Not needed.
CONSULS:

American	Tel.	36411	Netherlands	Tel.	24373
Austrian	"	26407	Norwegian	"	25488
Belgium	"	25071	Panamanian	"	24741
	"	28180	Peruvian	"	24687
Danish	"	26429	Polish	"	24306
Finnish	"	21788	Portugal	"	24400
French	"	31107	Principality of		
German Federal	"		Monaco	"	25488
Republic	"	25634	Spain	"	25071
Greek	"	25192	"	"	28180
Haiti	"	24713	Swedish	"	26429
Imperial Ethiopian	"	24713	Switzerland	"	24159
Italian	"	30068	Turkish	"	24373
Liberian Republic	"	25349			

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Malta Dry Docks Corp. operates five dry docks up to 861 ft. length, 130 ft. 6 in. wide.
SERVICES: Tank clearing and underwater hull cleaning undertaken by Malta Dry Docks Corp.
REPATRIATION: Facilities exist for crew changes and repatriation by air.
AIRPORT: Four miles from port. Served by BEA/Alitalia daily to London and Rome.
TIME: GMT plus 1. No alterations made during year.
HOLIDAYS: New Year (1st January); Epiphany (6th January); St. Paul's Shipwreck (10th February); St. Joseph's Day (19th March); Good Friday (no work performed at all on this holiday and in the afternoon of Tuesday Carnival); St. Joseph the Worker (1st May); Ascension Day (date changes); St. Peter and St. Paul (29th June); Assumption of B.V. Mary (15th August); National Day (8th September); All Saints Day (1st November); Immaculate Conception (8th December); Christmas Day (25th December) (no work performed at all).
POLICE/AMBULANCE/FIRE: Police 26934; Ambulance 21251; Shore Fire Brigade 24001.
TELEPHONES: Can be arranged in Dry Docks berth, and on buoys. Cost approx. £1 per week.
GENERAL: Important that tankers are gas-free before entering, and that cargo vessels do not carry explosives.
AUTHORITY: Superintencdent of Ports, Custom House, Valletta.
AGENT: Lambert Brothers (Malta) Limited. 38 Lascaris Wharf, Valletta, Malta. Telegraphic address: "Lambert, Malta." Tel. 24360 or 20771. After office hours 32776. Telex 241. Ship agents, Insurance and Travel Agents.

Marianas Islands

GUAM, (Apra Harbour): 13.26 N. 144.39 E.

DOCUMENTS: Guam is part of the American Trust Territories in the Western Pacific and official documentation is as for mainland U.S. ports, including visaed crewlist completed at port of departure prior to Guam. Vessels should have a stock of American Crew Lists Form I-148 and Form I-95A. The American Alien Crewman Landing permit is acceptable and preferred. This is the plastic identification card previously issued on the U.S. coast.
Required on arrival:
Vaccination Cards.
Visaed Immigration Crew List.
4 Crew Lists.
4 Passenger Lists.
1 Store List.
Clearance from last port.
Cargo papers.
Have ready Immigration Form I-94 for each passenger and Form I-95A for each alien unless they have I-184 plastic Identification Card. Shore Passes not required. Crew Customs Declaration not required.
RESTRICTIONS: The U.S. Navy is in complete control of the approaches to Guam and it is essential to obtain clearance and permission to enter Guam from "Commanding Officer U.S. Naval Station Guam", call sign NRV (this is the U.S. Coast Guard Station) at least 24 hours prior to arrival. Permission is readily granted with the condition to request permission again two hours prior to arrival at Guam. This time from Guam control, same station NRV. Depth of water not less than 100 ft. on the 084° True range of the Leading lights/beacons at the entrance to Apra and Outer harbour – 55 ft. at the berth. In day time, the beacons on the 084° range are visible from sea at a distance of at least ten miles.
PILOTAGE: It is advisable to have on board U.S. charts for Guam: C & GS 4197 Apra Harbour. 4198 Guam Approaches.
Pilot usually boards at Quarantine anchorage, or just inside breakwater. When requested will board outside, weather permitting. Vessels may enter Outer Harbour and anchor after dark, but pilots are furnished daylight hours only. Pilot mandatory in Inner Harbour. Navy tugs available and normally used.
ANCHORAGE: Harbour – range 084° True, two green lights. Strong set across harbour entrance, Navy recommends 10 knots entering. Quarantine anchorage at Middle ground, Outer Harbour, depth 45 ft.
RADIO: No commercial ship/shore radio. Use USCG Station "NRV" for best service, also U.S. Navy Station "NPN". If unable reach Guam, route messages via San Francisco, Japan, Honolulu, or Manila. Prior to arrival, call "Guam Control" on 2716 Kc/s for entry permission, advising ETA and any explosives aboard. Note distress frequency 2182 kc/s. not normally monitored on Guam. Within 24 hours of arrival contact "Guam Control" giving ETA (account harbour traffic).
HEALTH: If from suspect port, Inspector boards at anchorage or at pier for thorough check. Grants Pratique.
BERTHING: Port side to, one large tug and one small tug normally used. Ship's gangway is required. Local information from pilots states that after completion of this oil berth a submerged wreck was discovered, said to be a five hundred foot long cargo vessel, and lies across and below the vessel in this berth, on the eastern side of the jetty. It is advisable not to drop anchors – should they have to be used – until vessel has passed over the wreck. There have been instances of forward springs or breastlines becoming fouled in this wreck during operations.
HOSES: Four 10 in. flexible hoses connected by ship's crew. Two 20 in. lines.
IMMIGRATION: Prior to Departure for Guam:
A. Visaed Crew List: Prepare one Crew List on U.S. Form I-418 and have it visaed by a U.S. Consulate at a port prior to Guam. Without this, crew shore leave may be denied.
B. Passengers must have a valid passport and also must have an appropriate U.S. Visa whether landing or not on Guam.
C. Intransit passengers do not need U.S. Visa if the Owners of the vessel have signed a contract called "Immediate and Continuous Transit Agreement" with the Commissioner of Immigration at Washington, D.C.
D. Obtain a supply of U.S. Form I-84 for passengers and U.S. Form I-95 for Crew.
2. Prior to Arrival at Guam:
A. Passenger List, Form I-418 prepare 3 copies of passenger List on U.S. Form I-418 for Immigration, Customs and Agent.
B. Passenger Landing Card Form I-94 these to be presented by passenger with passport.
C. Crewmen's Landing Permit Form I-95A prepare or have on hand, one U.S. Form I-95A for each alien crew member. Not required if crew member is a permanent resident with U.S. I-184 laminated "*Crewmen's Landing Card*", not required of U.S.A. Citizens. Please present Form I-95A in appropriate Seaman's passport or identification book. Form I-95A can be used repeatedly for future arrivals of same crewman on same ship.
3. Upon Arrival at Guam:
A. U.S. Federal Immigration Inspector boards upon arrival at pier, must see all passengers with their passport and Form I-94 and all crew members with their passport or identification books and Form I-94A or Form I-184.
B. Passengers and crew are required to be ready for inspection immediately upon docking at Guam.
C. No shore leave and no mail distributing and no visitors or stevedores may board until this immigration inspection is complete. The inspector will advise Master when he has completed his inspection of passengers and of crew.
4. Prior to Departure from Guam:
A. *Intransit Passengers:* pick up from intransit passengers the Form I-94 and hand to Agent before departing from Guam. These must be returned by Agent to U.S. Immigration as passenger departure records.
B. Alien Crewmember joining at Guam pick up from them the Form I-94 which they used to enter the U.S.A. These must be returned to U.S. Immigration by Agent as permanent records.
PORT SECURITY: Guam Government Official usually boards at pier, examines vaccination cards (smallpox vaccination required) and inspects Steward's stores and slop chest. Also represents U.S. Customs. Requires 1 Crew List, 1 Passenger List, 1 Store List, Clearance from last port, later issues new clearance from Guam which Agents bring to ship. Normally does not seal stores or slop chest.
MARINE GUARD: Required when docked at Ammo pier, requires 1 Crew List.
U.S. COAST GUARD: Marine Inspection and Shipping Commissioner Services. Requires 1 Crew List. Checks official log book and arrival draft.
FUEL: Mobil Petroleum can supply black oil or truck diesel, but no marine diesel. Requires ship move to their pier, no commercial fuel barge. Unable supply fuel while Ammo vessel or Bulk Cement vessel working. Possible to supply by truck/trailer to other piers. Navy

special (Black Oil) and marine diesel available from Navy on emergency basis only, sufficient to reach next bunkering port. Cash payment required in advance of delivery. Will not normally supply commercial vessels. Navy barge available.
FRESH WATER: Very good, available any quantity, meter service. No water barge.
STORES: No ship chandler, order through Agent. Available but considered expensive. Produce from U.S.A., Milk is recombined in quart cartons, White, Chocolate or Buttermilk. Order milk day prior to delivery. Tropical fruits seldom available. Ice in blocks or cubes. Prices wholesale, except under one case lots when at retail. Delivered to ship's gangway or hook.
LAUNDRY: Also dry-cleaning available, U.S.A. prices. One-day service extra. Delivered to ship's gangway or hook.
MEDICAL: Foreign ships use Guam Memorial Hospital or Catholic Medical Centre or other clinics in town. American ships use U.S. Naval Dispensary in Harbour area, or in emergency U.S. Naval Hospital near Agana, 10 miles distant. Certificates required signed by Master. Patient returns to vessel by taxi at vessel's expense. Dispensary hours for merchant seamen Monday to Friday 1800–1500. At other times, if emergency, use the U.S. Navy Hospital. Doctors will not normally visit ships.
Dentists: Private dentists only. Usual hours 0900–1700, Saturday to 1200.
REPAIRS: Commercial Yard, Dillingham Maritime Services Yard available. Navy Yard, repairs by U.S. Naval Ship Repair Facility (SRF), subject to prior Navy commitments, and requires cash deposit in advance. Payment to be made for work done successfully or not. "No Cure No Pay" does not apply.
TIME: G.M.T. plus 10 hours. When on Daylight Saving Time, G.M.T. plus 11 hours.
POLICE/FIRE/AMBULANCE: Ambulance U.S. Naval Dispensary, Harbour Area, 339–4224/4227; Fire, 22222; Police – Naval Station Security, Harbour Area, 333–2968; Police – Guam Civilian Police, Agana 777–9611

Martinique

FORT DE FRANCE: 14.36 N. 61.04 W.

PORT LIMITS: The straight lines joining Pointe des Negres, the South extremity of Fort St. Louis and Pointe d'Alet.
DOCUMENTS:
Maritime Declaration of Health.
4 Crew Lists.
2 Provisions Lists.
2 Lists of Passengers in Transit.
5 Lists of Passengers Disembarking.
2 Lists of Crew Personal Effects.
2 Vessel's Particulars Declarations.
2 Cargo Manifests.
PILOTAGE: Call Pilot by International Code flag "G" or by sounding "G" on whistle. Pilot launches are painted black. The Pilot joins vessel on arrival at Pointe des Negres. If Pilot not available, vessel must anchor in the Baie des Flamands East of Point des Negres to await Pilot.
ANCHORAGE: In Baie des Flamands in front of the town. Depths of 10–40 metres.
MAX. SIZE: Length 190 metres. Draft 10 metres. Tankers: See below.
HEALTH: Request free pratique by radio or can be obtained on arrival when Master completes Health Declaration and presents Health Certificates.
RADIO: Fort de France Radio, call sign FFP. ETA message to Agent required 24 hours before arrival on working days or 48 hours on holidays. Message to include number of crew on board.
TUGS: None available.
BERTHING: Alongside quay. Maximum depth 10 metres.
MEDICAL: Doctor and hospital facilities available.
TANKERS: *Petrol Pier:* depth alongside 17 metres, can accommodate tankers up to 65,000 dwt. Crude discharge through two 12-in. Chicksan Arms, capacity 4,500 tons per hour.
Vessel's displacement is limited by strength of the dolphins.
Refinery Berth: depth alongside 7·50 metres, for loading products, fuel, gas oil, kerosine at a rate of 150 tons per hour.
DENSITY: About 1028.
FRESH WATER: Available from quay in unlimited quantity. Rate 50–80 tons per hour.
FUEL: All grades available subject tp 12 hours advance notice.
GANGWAY/DECK WATCHMEN: Recommended. Performed by crew members.
OPENING/CLOSING HATCHES: Can be performed by crew.
CUSTOMS ALLOWANCES: 200 cigarettes per man. All alcohol to be declared.
IDENTIFICATION CARDS: Not necessary.
CONSULS:

Belgium	Italy	Spain
Denmark	Netherlands	Sweden
Germany	Norway	U.S.A.
Haiti	Portugal	Venezuela

REPAIRS: Minor repairs possible.
DRY DOCK: One, 200 m. length, 21 m. wide. Equipment restricted.
REPATRIATION: Facilities for crew change and repatriation.
AIRPORT: 7 miles from the port, served by regular airlines.
HOLIDAYS: 1st January, Shrove Tuesday, Ash Wednesday, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 25th December.
POLICE/FIRE/AMBULANCE: Police, tel.: 17 and 43–06; Fire/Ambulance, tel. 18 and 22–64.
AUTHORITY: Capitainerie du Port, tel. 20–73.

Mauritania

NOUADHIBOU (Port Etienne):

POINT CENTRAL: 20.49 N. 17.03 W.

PILOTAGE: Pilotage is compulsory only for vessels berthing. Pilots normally board vessel at No. 2 Channel Buoys. Pilots may be ordered by VHF before arrival through Agent.
ANCHORAGE: Ships waiting for a berth should anchor about ¾ mile to the South-east of wharf. North-east of wharf is a turning area in which ships are forbidden to anchor.
RESTRICTIONS: Controlling depth in channel is 17 metres, and alongside mineral berth 16 metres at maximum LW. Depth alongside oil berth (south part of the wharf) 11.50 metres.
Water density is 1025. Loading is completed during flood tide, and vessels sail at high water.
HEALTH: Free pratique is given only after vessel has berthed.
TUGS: None available.
BERTHING: The ore-loading terminal of Société des Mines de Fer de Mauretanie (MIFERMA) is located in position 20° 49′ N., 17° 02′ W. The terminal comprises a single pier on steel piles, the northern part of which is the ore-carrier berth. Vessels moor port side to pier. The starboard anchor may be required to assist in berthing. Ships are requested to berth with a quantity of ballast equal to half of their cargo capacity. Vessels are loaded by travelling conveyor belt. The loading rate is up to 3,700 tons per hour.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: There are hospital and medical facilities at the port. All officers and crew require valid smallpox and yellow fever inoculations.
CUSTOMS ALLOWANCES: All Bonded stores must be carefully declared. The vessel is liable to be fined if quantities are found to be more or less than those declared.
AUTHORITY: Société des Mines de Fer de Mauritanie.

NOUADHIBOU HARBOUR: 10.54 N. 17.03 W.

PILOTAGE: Not compulsory but recommended. Pilots are the same as for Point Central, and can be contacted by VHF Channel 16.
RESTRICTIONS: The main berth is available for ships of maximum 7·30 metres draft. Other berths are used for trawlers or small cargo vessels according to draft, length and Harbour Master's instructions.
FRESH WATER: Available for only small vessels.
FUEL: Available for only small vessels.
AUTHORITY: Capitainerie du Port.

AGENT: SOCOPAO – R.I.M., B.P. 7, Nouadhibou. Tel. 23. Cables "FREIGHT".

Mauritius

PORT LOUIS: 20.09 S. 57.30 E.

PORT LIMITS: The commercial area of the port is the area inside the port bounded by the entrance buoys and the shore line of the inner harbour. Vessels at the outside anchorage lie within the limits of the port defined by an imaginary line joining Pointe Aux Sables and Pointe aux Pimentes. In this area commercial activities are restricted to bunkering, ship repair and the landing of passengers or personnel.
PILOTAGE: Compulsory. Vessels are brought in or taken out of the harbour at any time before or after official hours by special arrangement with the Director of Marine.
ANCHORAGE: Open roadstead with anchorages for vessels of any draft.
MAX. SIZE: Harbour entrance depths from 42 ft. to 119 ft. Channel – dredged to 32 ft.
RADIO: Port Authorities require to be notified of the date of the vessel's arrival by radio as soon as it is possible for Master to communicate with Harbour either:
1. By CW transmission through the Government Radio Station (3 BA) at Vacoas on 500 kc/s.
2. By R/T transmission through Port Louis Harbour Radio Station (3 BB 3) on 2182 kc/s.

VHF: Port Louis Harbour Radio Station is equipped with VHF and maintains 24-hour watch on Channel 16.

TUGS: One 2,300 h.p. deep-sea and salvage tug *Le Corsaire*. Two 720 h.p. diesel-engine tugs, *Betty* and *Winnie*. These tugs are available for deep-sea towage and salvage and are fitted with fire-fighting equipment, RT, WT and VHF. Three smaller tugs of 320 h.p. are also available for harbour work.

BERTHING:

Quay D, length 485 ft., depth alongside 31 ft. 6 in. Can take one vessel up to 580 ft. overall, draft 30 ft. 6 in.

West Quay, length 400 ft., depth alongside 35 ft., designed for white oil and fertiliser discharge.

Quay C, length 396 ft., depth 18 ft. alongside for a length of 310 ft. Can take one vessel up to 300 ft. length, and 17 ft. draft.

Buoys: 6 berths capable of taking ships up to 31 ft. maximum draft; 3 berths capable of taking ships up to 29 ft. 6 in. maximum draft; 1 berth capable of taking ships up to 25 ft. maximum draft; 3 berths capable of taking ships up to 20 ft. maximum draft, maximum length 350 ft.; 2 berths capable of taking ships up to 16 ft. maximum draft; maximum length 225 ft. Vessels of 31 ft. are berthed in Quarantine Berth in No. 5E, No. 4E, No. 2E, No. 2W, and No. 5W. Distance between buoys at entrance 1½ cables.

SPECIALISED CARGO-HANDLING FACILITIES: LPG carriers berth at Quay D; there are no facilities for full containerisation and roll-on/roll-off traffic.

Bulk Cargo: Cement Discharging facilities. Rate of discharge 500 tons per hour. Maximum draft 20 ft., minimum 18 ft.; capacity of Silo: 7,400.

STEVEDORING: Undertaken by private contractors. Approximate rate of loading per day of eight hours: Sugar in bags, 200–250 t. per gang per day; sugar in bulk, 200–250 t. per gang per day; general cargo, 60 t. per gang per day; rum in drums, 100 t. per gang per day; bales hemp, 100 t. per gang per day.

Working hours: Mondays to Fridays from 7 a.m. to 4 p.m. Saturdays from 7 a.m. to 1 p.m. Overtime can be carried out on weekdays up to midnight and up to 1600 hours on Sundays and public holidays.

MEDICAL: Arrangements for medical attendance should be made through ship's Agent. Private clinics available.

FRESH WATER: Fresh water supplied by barges at any berth between 7 a.m. and 4 p.m. Arrangements can be made for supply before 7 a.m. and after 4 p.m. on payment of overtime. The rate is about 25 to 30 tons per hour. Four barges of 50, 75, 85 and 110 tons respectively are available.

FUEL: Gas oil, marine diesel and furnace oil obtainable. (Arrangements must be made in advance between Owners and the Shell Co., BP, or the Anglo-Iranian Oil Co.) The pumping capacity of the installations at Port Louis for furnace oil is between 150 and 200 tons per hour, and for marine diesel oil and gas oil 50 tons per hour. Marine diesel oil and furnace oil (35 secs. to 1,000 secs.) is supplied at Quay "D". Furnace oil 1,000 seconds only is supplied on No. 5 West berth.

A 400-ton bunkering barge available to supply vessels in harbour and outside anchorage.

DEVELOPMENTS: Planned to dredge harbour to 45 ft. and to reclaim approximately 200 acres of land for port installations.

REPAIRS: Almost any type of repair can be undertaken in Mauritius.

DRY DOCK: Stevenson dry dock. Largest vessel that can be docked: 326 ft.×48 ft., with a maximum draft of 16 ft.; vessels of up to 358·5 ft.×50 ft. can also be docked, but at least 15 days notice should be given.

CONSULS: *Consulates:* Belgian, Danish, Dutch, Finnish, German (Federal Republic), Norwegian, Portuguese, Spanish and Swedish. *Embassies:* French, Malagasy, American, Russian and Pakistan. *High Commission:* British and Indian.

HOLIDAYS: 1st January (New Year's Day), port closed; 22nd January (Cavadee); 6th February (Chinese Spring Festival); 18th February (Id-El-Adha); 6th March (Maha Shivaratree); 12th March (Independence Day); 1st May (Labour Day); 29th October (Divali); 1st November (All Saints' Day); 1st December (Id-El-Fitr); 25th December (Christmas Day).

POLICE/FIRE: Police, tel. 999; Fire, tel. 999.

AUTHORITY: Mauritius Marine Services Dept.

Mexico

ACAPULCO: 16.50 N. 100.00 W.

DOCUMENTS:

Health Clearance from previous port.
Health Pratique.
4 Stores Lists.
4 Lists of Crew's Personal Effects.
12 Crew Lists.*
2 Passenger Lists.*
12 Manifests of cargo for the port.*
* One copy to be visaed by Mexican consul.

PILOTAGE: Pilot is ordered by Agent on the basis of Master's ETA, which should be given accurately at least 24 hours before arrival. Pilot boards at the port limits, approximately one mile from the entrance.

ANCHORAGE: Vessels may anchor in the middle of the bay as indicated by the Pilot. Depths up to 150 ft.

RESTRICTIONS: The Bay of Acapulco is a natural harbour surrounded by mountains, approximately 4 miles across at its widest part and 2½ miles across at its narrowest. There are two entrances, one called Boca Grande and the other called Boca Chica.

Boca Grande is between Punta Siclata on Isla de la Roqueta and Punta Bruja. The channel is 3,000 m. wide with a depth of 31 fathoms in mid-channel.

Boca Chica channel, between Isla de la Roqueta and the Peninsula of Las Playas is 300 m. wide with a depth of 14 fathoms in mid-channel.

MAX. SIZE: For berthing alongside maximum draft 28 ft. 6 in.

HEALTH: When vessel arrives at the port the following Authorities will board: Port Health Authority, Customs and Immigration, accompanied by the ship's Agent.

RADIO: Coastal station of Acapulco receiving on 8374 kHz in day-time and on 4180 kHz at night. Transmitting on 8514 kHz in day-time and 4250 kHz at night. Radiotelephone receiving and transmitting on 2715 kHz during the day and on 2182 kHz from 2000–0600 hours local time. VHF service available from 0630 to 2300.

TUGS: One tug is required for berthing. Tug's line used.

MEDICAL: Agent should be advised by radio in advance if any medical assistance required. Hospital facilities available.

TANKERS: Tanker moorings operated by Petroleos Mexicanos situated on the Eastern side of the bay. It is strictly prohibited to discharge oily residues in the bay or within 40 miles of the port.

FRESH WATER: Can be supplied by hoses from the quays, rate about 15 tons per hour.

OPENING/CLOSING HATCHES: Is performed by stevedores.

CUSTOMS ALLOWANCES: Crew members are only allowed to retain cigarettes, tobacco and liquor sufficient for their own consumption while vessel is in port.

IDENTIFICATION CARDS: Crew members should carry a passport.

CONSULS:

Denmark	Tel. 2.11.11	Italy	Tel. 2.25.10
France	,, 2.43.83	Norway	, 2.19.56
Great Britain	,, 2.29.21		

REPAIRS: Minor engine repairs can be effected. No dry docks, only a slipway for vessels up to 100 tons.

REPATRIATION: Can be arranged.

AIRPORT: International Airport situated 22 km. from the port, daily flights to all parts of the world.

TIME: GMT minus 6 hours all through the year.

HOLIDAYS: The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.

POLICE/FIRE/AMBULANCE: Police tel. 2.00.40; Fire 2.00.42; Ambulance (Red Cross) 2.02.41. and/or 2.00.88.

TELEPHONES: Cannot be connected on board the ship but Master may make calls from the quay.

SHORE LEAVE: Allowed.

AUTHORITY: Capitania de Puerto, Av., Miguel Aleman, Palacio Federal – 2nd floor. Tel. 2.20.67.

AGENT: Representaciones Maritimas, S.A. c/o. Ricardo Careaga E Hijos, S. De R. L., C.M. Aleman No. 187–31 3er Piso, P.O. Box 256. Acapulco, Gro. Mexico. Tel.: 2 23 35. Telex 017 516 Cables: "Maritimex".

COATZACOALCOS: 18.08 N. 94.25 W.

DOCUMENTS:

2 Crew Lists visaed by Mexican Consul, and 6 simple copies of Crew List, not visaed.
2 Visaed Cargo Manifests from each loading port.
10 Cargo Manifests not visaed.
(If in ballast, 2 cargo manifests not visaed.)
1 Clearance from Last Port of call.
1 Vaccination List (smallpox).
2 Passenger Lists from each loading port visaed by Mex. Consul.
6 Passenger Lists not visaed.
8 Passenger Lists in transit, not visaed.
Fumigation Certificate has to be shown.

Passports or Seaman's Books to be kept handy as Authorities will take them ashore, but being returned shortly before sailing. Above documents are required when vessels dock at piers located in the Free Port Area called "Puerto Libre de Coatzacoalcos" being free of Customs intervention. When vessels dock at fiscal berths, or at "Pajaritos FFM private berth" or proceed to Nanchital Pemex Terminal or to Fiscal Port at Minatitlan in addition to above documents has to present to Customs Authorities the following:

3 Ship's Store Lists.
3 Personal Effects Lists.
3 Dangerous Cargo Lists, if any.

PILOTAGE: Compulsory. Pilot meets vessel off the jetties at Coatzacoalcos Estuary. Master should give Agent information not less than 24 hours prior arrival stating vessels name, flag, and ETA as well as draft.

Pilot boat black hull, white housing.

ANCHORAGE: Only in the roads, about 2 miles off Coatzacoalcos for vessels awaiting berth or Pilot. Depth of water in anchorage 36ft.

RESTRICTIONS: Vessels may enter harbour only with daylight. Harbour remains closed to navigation from 1800 to 0600 hours.

MAX. SIZE: Maximum LOA at Pajaritos (New Port) where FFM private owned berth of 610 ft. Maximum LOA at Free Port Area of 600 ft. No breadth restriction at both.

Max. draft permitted at Pajaritos 32 ft. fresh water.
Max. draft permitted at Free Port 30 ft. fresh water.

HEALTH: Pratique never given by radio. Vessels granted free

pratique when berthed alongside if no contagious illnesses aboard. See "Documents."
RADIO: No port radio. Vessels give ETA to Agent through Veracruz Radio, Merida Radio or Galveston Radio.
TUGS: Tugs join vessels in the river when entering. Tug's lines used. Towage is compulsory for docking, undocking and shifting berth in the harbour. For vessels up to 4,000 GRT one tug, over 4,000 GRT two tugs.
BERTHING: Normally vessels docked starboard side alongside. When current and circumstances permit vessel docked port side alongside. When vessels berthing must prepare accommodation ladder to be boarded by Port Authorities. There are seven docks in the Free Port area numbered 2, 3, 4, 5, 6, 7 and 8. Nos. 2, 3 and 4 exclusively for general cargo. Depths alongside: No. 2, 25 ft.; No. 3, 27 ft.; No. 4, 30 ft. Nos. 5, 6 and 8 exclusively for loading sulphur in bulk (dry and liquid). Depths alongside these 3 berths of 32 ft. No. 7 for discharging bulk harmless fertilisers. Depth 28 ft. There is one berth at Pajarito FFM private berth where bulk harmless fertiliser loaded or discharged. Depth of 33 ft. There are two small berths at Coatzacoalcos Fiscal Port used only for fishing-boats and tugs. No loading or discharging performed at these berths. Depths alongside of 18 ft.
STEVEDORES: No ETA advice necessary. Free Port: Straight working hours: from 0800 to 1200 and from 1400 to 1800 hours Overtime 100% overcharged according Tariffs. Latest times to order gangs: 0730, 1330 and 1730 hours. Straight time above hours Monday through Saturday. Sunday and holidays allowed to work except "Legal Holidays". Loading and discharging rates: 25 tons gang/hour using ship's derricks. No shore cranes available. Loading sulphur by conveyor belts at 500 tons per hour, working around the clock.

Private FFM Berth: Loading or discharging operations performed by their own personnel working 24 hours per day. Rate of loading by conveyor belt: 500 tons per hour. Rate of discharging 1,100 tons per day with ships gear.
MEDICAL: Hospital facilities available. No advance notice required for medical attention. Smallpox vaccination certificates inspected on arrival. If certificates expired crew members are revaccinated at Health Department.
DENSITY: Averages 1012.
FRESH WATER: Available at berths in Free Port area, delivered by 2 in. hose. Loading rate about 4 tons per hour.
FUEL: Fuel can be supplied at Coatzacoalcos port by tank-trucks when vessels need small quantities. Petroleos Mexicanos (PEMEX) has at Nanchital a loading terminal which is about 3 miles up-river from Coatzacoalcos (max. draft 27 ft. 06 in.) where Bunker C fuel available.

Diesel oil only available at Minatitlan, about 17½ miles up-river from Coatzacoalcos (max. draft 21 ft.). If vessel bunkers at Nanchital or Minatitlan there will be at least one day delay and heavy extra expenses.
DEVELOPMENTS: Presently Pemex is constructing new berth at Pajaritos Lagoon where their vessels will load crude oil.
CUSTOMS ALLOWANCES: No restriction for free use on board.
CONSULS: Norwegian and Swedish only.
REPAIRS: Minor repairs may be effected. No dry dock available.
AIRPORT: At Minatitlan, about 40 minutes car drive away. 2 regular flights to Mexico City.
TIME: 6 hours behind GMT.
HOLIDAYS: No work performed on following legal holidays: January 1st; February 5th; March 21st; May 1st; September 16th; November 20th; December 25th; and December 1st every six years when Federal Government changes President.
TELEPHONES: No facilities for placing telephones on ships.
POLICE/AMBULANCE/HOSPITAL: Police tel. 2 01 22, Red Cross 2 02 85; Hospital 2 00 30.
AUTHORITY: Capitaneria del Puerto.

AGENT: Representaciones Maritimas, S.A. Calle Juarez 320 Altos Coatzacoalcos, Ver. Tel. 2 01 71. Telex 078 822. Cable: "Maritimex", Coatzacoalcos.

MANZANILLO: 19.03 N. 104.20 W.

DOCUMENTS:
14 Crew Lists.
20 Passenger Lists.
Derat Certificate.
Vaccination Certificate for each crew member.
Cargo Manifest and one copy to be visaed.
8 additional copies of Cargo Manifest, unvisaed.
10 Bills of Lading, one copy to be attached to each cargo manifest.
PILOTAGE: Pilot station cannot be contacted by radio, and Pilots are ordered by Agents basis Master's ETA.

Pilot boat is black with white wheel-house on which is painted letter "H". International Code signals used. Pilot normally boards vessel about one or two miles from breakwater but if requested in advance the pilot boat will come out to five or six miles. Pilot cannot board in rough weather. Vessels waiting for Pilot may anchor about two or three miles N.W. of breakwater in depths of 12–15 fathoms.
ANCHORAGE: Vessels may anchor in the whole North part of the Bay where depths are 12–15 fathoms at a distance of one to two miles from the coast.
RESTRICTIONS: Vessels may enter at any time day or night.
MAX. SIZE: No limitation for anchoring in the bay. For mooring alongside, maximum length 200 metres, maximum draft 32 ft. Tankers can be accepted up to 36 ft. draft.
HEALTH: Port Health Officer and Immigration Officers board vessel at anchorage. Passengers and crew may be required for inspection. All passengers and crew members must possess Smallpox Vaccination Certificates.
RADIO: Coastal station Manzanillo Radio, call sign XFM, operating 0600–1800 local time.
TUGS: One tug available, compulsory to use tug when mooring alongside. Tug will join vessel as ordered by the Pilot.
BERTHING: Vessels may berth at both sides of the pier or at the North end of the pier.
STEVEDORES: Advise Agent in advance number of gangs required. Discharge rate approximately 20–25 tons per hour per gang.
MEDICAL: Agent should be advised in advance if medical attendance required on board. Hospital facilities available.
TANKERS: One berth available for tankers up to 36 ft. draft.
FRESH WATER: Should be ordered in advance. Rate of 10 tons per hour. Vessels must furnish own steam for pumping, 2 inch coupling. No barges available for delivery at anchorage.
FUEL: Should be ordered in advance: All grades available. May be expensive due customs fees.
DEVELOPMENTS: Improvements are in progress to accommodate vessels up to 30,000 tons with a draft of 40 ft.
GANGWAY/DECK WATCHMEN: No shore service available.
OPENING/CLOSING HATCHES: Normally performed by crew members.
CUSTOMS ALLOWANCES: Each crew member may retain one carton of cigarettes, and one bottle wine/spirits for his own use. No alcohol may be taken ashore.
IDENTIFICATION CARDS: Identification cards or shore passes are necessary for crew going ashore.
CONSULS: Nearest are at Colima and Guadalajara.
REPAIRS: Only repairs to auxiliary machinery can be effected. At Guadalajara hull repairs may be effected provided dry dock not required.
REPATRIATION: Can be arranged.
AIRPORT: Local airport only for internal traffic.
TIME: GMT minus 6 hours all the year round.
HOLIDAYS: The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.
POLICE/FIRE/AMBULANCE: Police tel. 4; Fire 23; Ambulance 96.
TELEPHONES: Cannot be connected on board ships.
SHORE LEAVE: Permitted except for crews of Russian, Cuban and Communist Chinese vessels.

Crew members required present their identity cards to Immigration at the gangway. Crew members left behind by vessel must be covered by 10,000 Pesos bond to guarantee repatriation expenses.
AUTHORITY: Capitania de Puerto Edificio Federal, Morelos y 5 de Mayo. Tel. 34.

MINATITLAN: 17.54 N. 94.35 W.

DOCUMENTS: See "Coatzacoalcos."
PILOTAGE: See "Coatzacoalcos Pilotage." Port about 17½ miles up-river from Coatzacoalcos. Vessels are piloted either up-river or down-river to and from Minatitlan.
ANCHORAGE: Only at Coatzacoalcos. At Minatitlan river is narrowed and anchorage not permitted.
RESTRICTIONS: Vessels may enter harbour only in daylight. Latest time for entry and sailing to and from Minatitlan is 1500 hours.
HEALTH: Pratique never given by radio. Vessels granted pratique at anchor at Coatzacoalcos. Vessels must prepare accommodation ladder, to be boarded by port authorities.
MAX. SIZE: Maximum LOA at Pemex berths: 475 ft. Maximum LOA at Fiscal berth: 440 ft. No breadth restrictions at both. Maximum draft permitted: 21 ft. in fresh water.
TUGS: One tug required to accompany vessels past the Coatzacoalcos Bridge. Tugs rejoin vessels in the river on arrival at berth. Tug's lines used. For vessels over 2,000 GRT one tug required, over 3,000 GRT two tugs required.
BERTHING: Normally vessels dock starboard side to. Petroleos Mexicanos (Pemex) has 8 berths for tankers, where they can load crude, fuel oil, gasoline benzene, xylene, metaparaxylene, toluene and other petroleum derivates. Fiscal berth has a length of 80 metres Depth alongside of 22 ft. Actually only used to discharge bulk harmless fertilisers Discharge performed by elevator at a rate of 800 tons per 24 hours Also by ship's gear using buckets at a rate of 200 tons per day per hatch.
TANKERS: No ballast to be discharged in the river. All ballast to be discharged to shore tanks through two 6 in. pipe-lines.
STEVEDORES: No ETA advice necessary. Agent or Receivers of cargo order gangs to discharge. Straight working hours from 0700 to 1500 Mondays through Saturdays. Latest time to order gangs 0645 and 1445 hours.
DENSITY: Averages 1006.
MEDICAL: Hospital facilities available.
FRESH WATER: Available at all berths, but is not recommended.
FUEL: Marine diesel oil and Bunker "C" obtainable at Pemex berths. Bunker "C" also obtainable by barge, and diesel oil only by tank truck.
CUSTOMS ALLOWANCES: No restrictions. Free use on board. Two customs guards remain on vessel while alongside.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
REPAIRS: No dry docks available, but small repairs can be done in shore repair shops.

AIRPORT: About 15 minutes car drive away. Regular flights to Mexico City.
TIME: 6 hours behind GMT.
TELEPHONES: No facilities for placing telephones on ships.
AGENTS: See "Coatzacoalcos".

NANCHITAL: 18.00 N. 94.27 W.

DOCUMENTS: See "Coatzacoalcos."
PILOTAGE: See "Coatzacoalcos Pilotage." Port about 3 miles up-river from Coatzacoalcos.
ANCHORAGE: See "Coatzacoalcos Anchorage."
RESTRICTIONS: Vessels may enter Coatzacoalcos only with daylight. Navigation from Coatzacoalcos to Nanchital remains closed from 1630 to 0700 hours.
MAXIMUM SIZE: Maximum LOA 580 ft. No breadth restrictions. Maximum draft permitted 27 ft. 06 in.
HEALTH: See "Coatzacoalcos."
TUGS: When vessels proceed to Nanchital, 1 tug accompanies to pass the Coatzacoalcos bridge, according to Port Regulations. Tugs again join vessels when arriving at Nanchital berths. Tug's lines used. For vessels over 4,000 GRT two tugs used.
BERTHING: Normally vessels dock port side alongside. When current and circumstances permit vessel is turned around and docked starboard side to. There are two docks at Nanchital, called Old Pier and New Pier. Both to load crude oil, No. 6 fuel oil by pipe line of 6 in. and up to 10 in. Mooring, unmooring, connecting and disconnecting hoses performed by Pemex own labourers.
MEDICAL: Hospital facilities available only at Coatzacoalcos.
BALLAST: Special regulation for tankers that no ballast water to be discharged in the river. Deballasting performed by two pipe-lines of 6 in. diameter to shore tanks.
SALINITY: Average 1006.
FRESH WATER: Available at both berths but is not recommended for drinking.
FUEL: Available only at the Pemex Oil Terminal at any time.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
CUSTOMS ALLOWANCES: No restrictions. Free use on board. Two Customs guards stay on board. Vessel to provide them boarding and lodging.
CONSULS: None.
REPAIRS/DRY DOCKS: No dry docks available, but small repairs can be done in shore repair shops.
AIRPORT: At Minatitlan, about 1 hour car drive away. 2 regular flights to Mexico City.
TIME: 6 hours behind GMT.
TELEPHONES: No facilities for placing telephones on ships.
AGENTS: See "Coatzacoalcos".

PROGRESO: 21.17 N. 89.39 W.

DOCUMENTS:
Crew List visaed by the Mexican Consul and 7 simple copies.
Visaed Cargo Manifest from each loading port and 4 simple copies.
Visaed Passenger List or visaed Statement to the Effects list.
Rat Exemption Certificate.
Valid Smallpox Vaccination Certificates for all crew and passengers.
Passports or Seaman's Book for all crew.
Clearance from last Port of Call.

PILOTAGE: Compulsory. No means available for Master to communicate with Pilot. Pilot boards vessel about 3½ miles North of the lighthouse.
ANCHORAGE: Vessels waiting for Pilot anchor 3½ miles from lighthouse and 1½ miles from lighthouse if waiting for berth in 25 ft. of water.
RESTRICTIONS: Vessels with maximum draft of 16 ft. are only allowed to enter or sail with high tide. No night restrictions.
MAX. SIZE: No length or breadth restrictions. Maximum draft 16 ft. for any kind of vessel.
HEALTH: Authorities require Smallpox Vaccination Certificates for all crew and passengers, and valid Rat Exemption Certificates. No radio pratique prior to arrival obtainable.
RADIO: Station XFN at Progreso, frequency: 500 and 455 kHz.
TUGS: No tugs available.
BERTHING: One pier heading 355° true. Berth available on both sides, East and West, with 204 metres length on each side, and both with 18 ft. depth alongside.
STEVEDORES: No ETA advice necessary if stowage plan received in advance by Agent. Otherwise, ETA advice for gangs required 6 hours prior to arrival. Stevedores' General Cargo discharging and loading rate about 12 tons per gang/per hour.
MEDICAL: Hospital facilities available. Advance notice not necessary.
DENSITY: Average 1015.
FRESH WATER: Available from pier by hoses. Fresh water is treated in the plant.
FUEL: Bunkers are available. Delivery by tanker truck equipped with pumps. Diesel and fuel supplied.
FIRE PRECAUTIONS: No smoking allowed aboard vessels.
DEVELOPMENTS: A new port is under construction with facilities to admit fishing vessels with 9 ft. maximum draft. No length, breadth or night restrictions. 600 metres of berths are under construction.
GANGWAY/DECK WATCHMEN: It is not necessary. Sometimes Masters require them.
OPENING/CLOSING HATCHES: This work is normally carried out by stevedores, but sometimes is carried out by crew in order to save time in loading or unloading.
CUSTOMS ALLOWANCES: Any quantity to be used on board is permitted.
IDENTIFICATION CARDS: Are needed for crew.
CONSULS: The Consular Offices are located in Merida, the capital of State of Yucatan (20 minutes from Progreso by taxi):

Cuba	tel. 1 66 77	Great Britain	tel. 1 67 99
Denmark	,, 1 35 01	Lebanon	,, 1 77 76
France	,, 1 60 13	USA	,, 1 60 30
Germany	,, 1 21 77		

REPAIRS: Small repairs can be carried out in shore shops. No dry docks available.
REPATRIATION: There are facilities for effecting crew changes and arranging necessary repatriation.
AIRPORT: International Airport in Merida, about 30 minutes from Progreso by taxi. Daily services to Miami, Fla., by Pan American World Airways and New Orleans La., every two days. Other flights to Central America, Jamaica, and Germany.
TIME: GMT minus 6 hours.
HOLIDAYS: January 1st; February 5th; March 21st; May 1st (Labour Day); September 16th (Independence Day); November 20th (Revolution Day); December 1st (every 6 years); December 25th; It is possible to work, paying 100% additional.
TELEPHONE: It is not possible to place telephones on board.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Harbour Master (Captain of the Port) 31st Street, 157. Tel. 5 00 07.

AGENT: Representaciones Maritimas S.A., Fernando Patron Nicoli, c/o 27th Street No. 112, Progreso, Yucatan, Mexico. Cable "Patron". No Telex.

TAMPICO: 22.15 N. 96.51 W.

PORT LIMITS: Vessels at Mexican ports are usually considered as "arrived vessels" as soon as they are granted Free Pratique by the Port Authorities. Free Pratique will be granted alongside or at anchor midstream of river, and very seldom with only the very best weather to a vessel anchoring in the roads off Tampico.
DOCUMENTS:
1 Crew List visaed by Mexican Consul.
9 simple copies of Crew List.
1 Visaed Cargo Manifest from each loading port.
4 simple copies of Cargo Manifest.
1 Visaed Passenger List or visaed Statement to the effect of no passengers, and 5 simple copies.
2 copies of Store List.
2 copies of Personal Effects List.
Rat Exemption Certificate.
Valid Smallpox Vaccination Certificates for all crew and passengers.
Passports or Seaman's Books of all crew.
Clearance from Last Port of Call.

PILOTAGE: Pilot ordered by Agent who needs 24 hours ETA prior to vessels arrival. Pilots board vessels two miles off the breakwater. Vessels may anchor about two miles off the breakwater waiting for Pilot. Pilots have radio-telephone, frequency 2182.
ANCHORAGE: About 2 miles East of breakwater in 40–60 fathoms of water.
RESTRICTIONS: Vessels with max. draft 28 ft. 6 in. are only allowed to enter or sail on high tide. No restrictions on night movements.
MAX. SIZE: Maximum length 580 ft. overall, no beam restrictions. Maximum draft for tankers 31 ft.
For general cargo vessels maximum draft 27 ft., and for mineral bulk cargoes maximum draft 30 ft.
HEALTH: No radio pratique. Pratique granted after docking and presentation of documents to Port Authorities. In case of disease or fever on board, Master to give notice to Agent before arrival.
RADIO: Recommended to route messages through Lantana, Brownsville, Veracruz or Tampico Radio.
TUGS: Two Tugs, "Panuco" and "Tamesi," available, of about 350 h.p. each. They join vessel just before docking at respective berth and supply lines.
BERTHING: 5 berths available for tankers at Petroleos Mexicanos Oil Terminal, each with 31 ft. depth. 2 berths available at Metals Pier with 26 ft. depth alongside. 7 berths available at the Fiscal Wharf, with a length of 130 metres each, and all with 27 ft. depth.
SPECIALISED CARGO-HANDLING FACILITIES: About 4 miles up-river from Tampico. Private bulk cement-loading facilities of Anahuac, with 23 ft. draft and loading rate of blowers of about 500 tons per hour.
Almost at river mouth, private conveyor belt for loading of bulk manganese ore, berth depth of 31 ft. and loading rate of about 1,000 tons per hour.
STEVEDORES: No ETA advice necessary of Stowage Plans received in advance by Agent, otherwise ETA advice for gangs appreciated 48 hours prior to arrival. Stevedores general cargo discharging and loading rate about 10 tons per gang/hour. Mineral loading at Metals Pier about 125 tons per belt/hour (2 conveyor belts available to service both berths.
MEDICAL: Hospital facilities available. No advance notice required.

TANKERS: Five berths with depth 25 ft. 6 in. at Petroleos Mexicanos Oil Terminal. Diameter of hoses 6 and 8 in. Loading and discharging about 600 to 800 tons per hour. Tank washings are received ashore.
SALINITY: Average 1006.
FRESH WATER: Available at written request from Agent. Loaded by gravity at about 3 tons per hour. The fresh water is not recommended.
FUEL: Available only at the Petroleos Mexicanos Oil Terminal, i.e., vessels have to shift there. Available only by notice through usual contract suppliers at least one week ahead of arrival.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
CUSTOMS ALLOWANCES: No allowances to be taken ashore, but reasonable amounts of tobacco and spirits are allowed to be taken out of bond, but to be kept on board for use of crew and passengers only.
CONSULS: Great Britain, Peru, Germany, Holland, Norway, Sweden, Italy, Uruguay and Lebanon.
REPAIRS/DRY DOCKS: No dry docks available, but small repairs can be done in shore repair shops.
GANGWAY/DECK WATCHMEN: No watchmen necessary. Customs guard keeps watch at gangway while vessel alongside.
REPATRIATION: Can be effected with difficulty but a bond of US $800 for each person usually required for one year.
AIRPORT: About 20 minutes car drive away. Regular flights to Mexico City with consequent connections in any direction.
TIME: 6 hours behind GMT.
HOLIDAYS: January 1st; February 5th; March 21st; May 1st; September 16th; November 20th; December 25th; December 1st every 6 years.
FIRE/AMBULANCE/POLICE: Fire Department 2 12 22; Red Cross 2 13 33; Police 2 11 57; Police (Jail) 2 10 32.
AUTHORITY: Capitaneria del Puerto.

AGENTS: Representaciones Maritimas, S.A., Edificio Luz – Piso 5 Despacho 523, Tampico, Tamps. Mexico. Tel. 2 34 77 and 2 46 62. Telex 01430. Cable: "Maritimex, Tampico."

Morocco

AGADIR: 30.25 N. 09.38 W.

DOCUMENTS:
Health Declaration.
4 Cargo Manifests.
6 Stores Lists.
6 Crew Lists.
6 Passenger Lists.
PILOTAGE: Compulsory. Pilot boards at port entrance. International code signals used.
ANCHORAGE: Good anchorage in open roadstead.
MAX. SIZE: Up to 29 ft. draft.
HEALTH: Pratique given immediately after berthing when port doctor boards.
TUGS: Two tugs available, one of 350 h.p., one of 1,275 h.p.
RADIO: Agadir Radio operates 24 hours a day.
BERTHING: Alongside pier: berth 475 metres long, 9 metres depth; berth 380 metres long, 6 metres depth.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available from pipe-line at berths.
FUEL: Fuel and gas oil available from pipe-lines at berths.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
STEVEDORES: ETA required 24 hours in advance to arrange gangs.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Crew allowed normal daily consumption of tobacco, wine and spirits.
IDENTIFICATION CARDS: Required.
CONSULS: France, Spain, Belgium and Portugal represented ocally.
REPAIRS: Small machinery and electronic repairs can be effected.
TIME: GMT plus one hour permanently.
POLICE/FIRE/AMBULANCE: Police, tel. 23–49; Fire, tel. 22–43; Ambulance, tel. 19.
HOLIDAYS: 1st January, 6th January, 19th March, Maundy Thursday, Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 5th August, 15th August, 12th October, 1st November, 8th December, Christmas Day. Work may be arranged on all holidays except Good Friday.
SHORE LEAVE: Allowed.
AUTHORITY: Director del Puerto.

AGENT: Ernest Corcos, PO Box 54, Agadir. Tel. 24–55 and 33–31. Telex 810–18. Cables: Ercos Agadir.

CASABLANCA: 33.36 N. 07.37 W.

PORT LIMITS: Vessels considered as "arrived" when passing buoy CA 5 in position 33° 37′ 05″ N. 7° 35′ 02″ W.
DOCUMENTS:
Certificate of Registration.
Cargo Manifests.
Crew Lists.
Passenger Lists.
Customs Declaration.
Bill of Health.
Ship's Entry Declaration.
International Tonnage Certificate.
PILOTAGE: Compulsory for all merchant vessels of 100 tons and over, in the area between the meridians 7° 37′ 10″ W. (the root of jetée Moulay Youssef) and 7° 33′ 50″ W. (Table d'Oukacha) and South of the parallel 33° 37′ 40″ N. Pilotage is available day and night. The Pilot meets vessel at the CA5 buoy.

A red flag displayed at the signal station by day indicates that the Pilot cannot come out, on account of the sea, but vessels may enter the port at their own risk, and the Pilot will await them under the shelter of jetée Moulay Youssef. Should bad weather prevent the Pilot from coming out, a vessel should not attempt to enter the harbour at night. The Master may contact the pilot station for port radar service by VHF (Channel 12).
ANCHORAGE: The anchorage outside Casablanca harbour is partially protected from winds between S. and W. but a Westerly swell finds its way into the bay. With a heavy Westerly or Northwesterly swell the anchorage becomes dangerous.

The holding ground in most places outside the harbour is poor, but a berth with good holding ground may be obtained in a depth of 13 fathoms N. of jetée Moulay Youssef. There are numerous anchorage berths in the harbour, some at mooring buoys, in depths up to 12 m. 8 (42 ft.).
MAX. SIZE: Maximum length permissible, about 884 ft.; maximum breadth permissible, about 105 ft.; maximum draft permissible, about 32 ft., but normally 30 ft. for berthing alongside. Tankers: up to 33 ft. draft.
HEALTH: Masters must fill in the declaration of health and display the "Q" flag, to obtain pratique. In the event of any suspected disease or fever on board, Masters have to warn their Agent before the ship's arrival.
RADIO: The name of radio station for ETA cables to Agents, receivers, etc., is Casa Radio.
TUGS: There are 6 tugs of 800–1,500 h.p. 3 of them are sea-going tugs fitted with modern salvage apparatus. Normally tugs join the vessel at port entrance. To call them, 4 long blasts and 1 short for one tug, 4 long blasts and 2 short for 2 tugs, etc. Ship's lines are mostly used.
BERTHING: To arrange berth, ETA message should be given 24 hours before the ship's arrival.

Mooring. When making fast to the jetty by the stern, the anchor should be let go at a sufficient distance from the jetty to allow for a good scope of hawsers.

Vessels are recommended to secure with special 10-in. coir hawser tailed with wire. It is recommended to moor head to the swell, but in bad weather a vessel should be ready to leave at short notice.
CARGO HANDLING: Phosphate loading: up to 5,000 tons per hour. Depth alongside 32 to 26 ft.

Grain Handling: discharging 800 t.p.h., loading 400 t.p.h. Depth at silo berths 30 ft.

Containers: straddle carrier for handling up to 20 ft. containers.

Roll-on/roll-off: three berths for roll-on/roll-off vessels, depth 30 ft.
STEVEDORES: There are 13 stevedoring companies. Normal working days are in two shifts (from 0700 to 1500 and from 1500 to 2300). Ship's Agents arrange gangs in connection with stevedores. Two daily orders (at 1100 and 1600) are made to fix the number of gangs.
MEDICAL: It is necessary for Agent to receive advance notice of required medical attention. Hospital facilities available. Only smallpox vaccination certificates are required.
TANKERS: There are 4 tanker berths, (*a*) one for Import and Export of white products with maximum permitted draft 34 ft. (*b*) three berths for Import and Export of black products. These berths are situated inside the harbour, vessel's draft should not exceed 30 ft.
FIRE PRECAUTIONS: Two firemen remain on board tankers while vessel berthed alongside. One fireman is required for other vessels carrying dangerous cargo.
FRESH WATER: Numerous feeders along berths. Also delivery by barges is possible.
FUEL: All grades available. Ex-wharf or by barge.
CONSULS: The following countries are represented by consuls in Casablanca:

Austria	Norway	Belgium
Spain	Sweden	Denmark
Italy	Yugoslavia	France
Haiti	Brazil	Poland
Finland	Netherlands	Panama
Great Britain	Algeria	U.S.A.
Greece	Argentina	Portugal
Germany		

DEVELOPMENTS: New phosphate installations to be completed summer 1973.

New grain silo under construction for completion April 1973.
GANGWAY/DECK WATCHMEN: It is necessary to have watchmen on board. They are hired by the ship's Agent.
OPENING/CLOSING HATCHES: This work is normally carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes are permitted for each crew member to be held out of bond.
IDENTIFICATION CARDS: Needed.
REPAIRS: Only small repairs and dry docking works are carried out.
DRY DOCKS: One large dry dock, 152 metres long and 22 metres wide (lifting power 10,000 tons). Three slips for ships up to 700 tons.

REPATRIATION: Facilities exist for effecting crew change and arranging any necessary repatriations.
AIRPORT: Distance from airport, 25 miles. International connections.
TIME: Local time, GMT. No alterations made to clocks during the year.
POLICE/AMBULANCE/FIRE: Police, 210–74 or 19; Ambulance, 15; Fire, 15.
TELEPHONES: Only arrangements for placing telephones on board passenger ships are possible.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Directeur du Port, Place Zallaga, Casablanca, Morocco. Tel. 759–81.

AGENT: Lasry Maroc, 61, Avenue de l'Armée Royale, Casablanca. Telex: 21949 – 21092. Tel.: 688–75 – 669–46. Cables: "Jolasry".

CEUTA: 32.54 N. 05.17 W. (Spanish)

DOCUMENTS:
Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
4 Crew Lists.
5 Passenger Lists.
PILOTAGE: Radio Agent advising ETA 24 hours in advance. International code signals used to call Pilot, or give three long blasts. Sound signal used day and night. Pilot boards within one mile of the breakwater. Pilotage compulsory.
ANCHORAGE: N. W. of the harbour in depths from 10 to 12 fathoms, at about 2¼ cables off breakwater but vessels should leave this anchorage with strong winds from E. or W. The bottom off the N. W. side of Muelle de Poniente is mostly rocky. The existence of submarine cables is marked by a hemispherical buoy painted in white, moored at about 3¼ cables bearing 74° from the red light at the head of Muelle de Levante. No light is exhibited. For this reason, anchorage is prohibited to the North of a line extending from the root of Muelle de Levante bearing 298° to position of the buoy already mentioned.
MAX. SIZE: Length, 220 metres. Maximum draft, 33 ft. 6 in.
HEALTH: Pratique obtained immediately after berthing when vessel boarded by health officials.
RADIO: Tangier, or Cadiz Radio.
TUGS: Usually two available of 1,200 h.p. Tugs use ship's lines.
BERTHING: West Mole five berths for vessels up to 33 ft. 6 in. draft. East Mole: two berths for vessels up to 31 ft. draft. Dato wharf, 2 berths, up to 20 ft. draft.
STEVEDORES: Accurate advance notice of ETA necessary to order gangs required. Gangs are ordered at 0730, and 1630 hours. For Sundays and holidays, gangs ordered before 1730 previous day. Average cargo handling rates: General cargo, 7 tons per gang/hour; bagged cargo, 10 tons per gang/hour; drums, 13 tons per gang/hour. Overtime from 2000 hours, Sundays and holidays, 40% surcharge.
MEDICAL: Advance notice by radio preferred. Hospital facilities available.
DENSITY: About 3·64%.
FRESH WATER: Available, but may be some restriction in summer months.
FUEL: All grades available, to be ordered in advance.
GANGWAY/DECK WATCHMEN: Available but not essential.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Maximum 3 kilos tobacco for each crew member. Normal daily consumption of wine and spirits allowed.
IDENTIFICATION CARDS: Not required.
CONSULS:

Great Britain,	Tel. 512522	Denmark,	Tel. 512254
France	,, 512521	Italy	,, 511053
Belgium	,, 512521	Panama	,, 513431
Sweden	,, 511801	Portugal	,, 512990
Norway	,, 511700	Netherlands,	,, 511408

REPAIRS: Only minor repairs can be effected. Slipways for vessels up to 500 tons.
REPATRIATION: All facilities available.
Seamen's Books, in lieu of passports, accepted by Spanish Immigration Authority for Seamen of the following nationalities only:
Belgium, Federal Republic of Germany, France, Greece, Holland, Italy, Ireland, Luxembourg and Portugal.
Seamen of other nationalities will require valid passports and it is advisable to check with Agent regarding visas required in some cases.
AIRPORT: Nearest international airports at Tangier, 100 km. away, and at Malaga, 137 km. away.
TIME: GMT plus one hour permanent.
HOLIDAYS: New Year's Day, 6th January, 19th March, Holy Thursday (afternoon), Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 5th August, 15th August, 12th October, 1st November, 8th December, Christmas Day. All holidays may be worked by voluntary labour.
POLICE/FIRE/AMBULANCE: Police, tel. 513324; Fire, tel. 513333; Ambulance, tel. 514509.
TELEPHONES: No arrangements for placing telephones on board.
AUTHORITY: Harbour Master, tel. 512900.

AGENT: Ybarrola, Depositos de Aceite Combustible, S.A. Avenida de Espana, 11. PO Box 46, Ceuta. Tel. 511800. Cables, Ybarrola Ceuta.

EL JADIDA (Mazagan): 33.15 N. 08.31 W.

DOCUMENTS: As for "Casablanca".
PILOTAGE: Arranged by Agent, basis vessels ETA given in advance. Pilot boards about 2 miles from the port entrance.
ANCHORAGE: About half a mile from head of North jetty in depths of 13 to 14 metres. Hard rock bottom covered in sand. Holding ground is fair only.
RESTRICTIONS: The port comprises an entrance channel 50 metres wide and an outer harbour area 7 hectares, partially dredged to 3 metres depth to make a waiting basin. In the Southern part of the outer harbour is a quay, called the barge quay. 120 metres long, dredged to 6 metres depth.
MAX. SIZE: No limitations for vessels anchoring. For entering harbour, maximum length 80 metres, draft 5 metres, entering at high water.
RADIO: No local radio station. Use Casa Radio for messages to Agent.
TUGS: Available. Normally join vessel 2 miles from port entrance.
MEDICAL: Hospital facilities available. Vaccinations can be arranged.
FRESH WATER: Available at the quay.
FUEL: Can be supplied subject to 24 hours notice.
WATCHMEN: Recommended to employ watchmen.
OPENING/CLOSING HATCHES: Work performed by ship's crew.
CONSULS: The only consular representatives are those of France and Portugal.
REPATRIATION: Can be arranged via Casablanca.
REPAIRS: Small repairs can be done on board, or parts sent to Casablanca. One small dry dock reserved for port authority vessels and fishing boats.
AIRPORT: Nearest commercial airport is Nouasseur. The airport at Camp Cazes, Casablanca, operates for internal flights only.
TIME: GMT, no alterations during the year.
HOLIDAYS: Sundays and holidays, except for National holidays, can be worked on payment of overtime.
POLICE/AMBULANCE/FIRE: Police, tel. 19; Ambulance, tel. 15; Fire, tel. 15.
TELEPHONES: Cannot be connected to vessel, but telephone situated on the quay.
AUTHORITY: Ingenieur des Travaux Publics, Avenue Fquih M'Hamed Errafi. Tel. 23–11.

AGENT: A. Adigard des Gautries, BP 52, El Jadida.

KENITRA: 34.17 N. 06.30 W.

Situated on the left bank of the Oued Sebou, 17 km. from the Atlantic.
PILOTAGE: Pilotage is compulsory for entering and leaving port. Vessels must wait outside the port entrance for the tide. It is possible to enter from two hours before until one hour after high water during the night, and from three hours before until two hours after high water during the day. The Pilot boards vessels at river mouth. The Pilot will be on station two hours before high water.
RESTRICTIONS: From the mouth of the river up to the port is a dredged channel. Depths are 4·20 m. during neap tides and 5·40 m. during spring tides. Height of tide during neap tide is 2·60 metres. Height of tide during spring tide is 3·80 metres. The constant is 1·60 metres.
During the winter it is recommended to stay outside the port in strong squalls. Ships are advised by Kenitra port radio of the possibilities for entering port.
Between November and April there is a total of 6 or 7 individual days when the port is closed to navigation, due to weather conditions.
RADIO: Messages to ship's Agent should be sent through Casablanca radio. In the ETA message to Agent, also advise vessels draft. There is a radio station at Kenitra for port use only. Watchkeeping hours are only during high water, on 2182 kHz.
TUGS: One tug of 500 h.p., one tug of 414 h.p., one tug of 225 h.p., 2 tugs of 180 h.p., and 3 launches, available to assist berthing.
BERTHING: The outer port used only by trawlers, and a mooring quay of 360 m. length belonging to the Royal Moroccan Navy. The length of main quay is 870 metres and includes 10 berths. In addition to the above there is a jetty for wine vessels, and a jetty for oil tankers.
FRESH WATER: Supplied alongside the quays.
FUEL: There are supplies of diesel oil, gas oil and petrol in the port. These products supplied by tanker lorry along the quay.
REPAIRS: There are workshops for small running repairs in the port. There is a slipway for ships up to 400 tons.
CONSULS: The Consular representatives at Kenitra are those of Belgium, France, Portugal.
AIRPORT: The nearest commercial airport is that of Rabat-Sale and there is a small airfield at Kenitra.
AUTHORITY: Directeur du Port, Boite Postale 23, Kenitra. Tel. 20–58; 20–59 and 31–31.

AGENT: Consortium Industriel Commercial Maritime, 19 Boulevard Imam Ali, Kenitra. Tel. 21 39, 28 37, 22 56. Telex: 31030 BOUTRANS 31966 INCOMAR. Cables: "Incomar Kenitra".

MELILLA: 35.18 N. 02.57 W.

DOCUMENTS:
Health Declaration.
4 Cargo Manifests.

2 Stores Lists.
5 Crew Lists.
5 Passenger Lists.

PILOTAGE: Compulsory for vessels over 500 tons. ETA to Agent required at least 10 hours before arrival to arrange Pilot. Pilot boards at anchorage near port entrance. International code signals used.
ANCHORAGE: Half a mile East of port entrance, in depths of 14 to 20 metres.
RESTRICTIONS: Entrance normally in day-light only. In case of emergency vessel may enter at night.
MAX. SIZE: Up to 32 ft. draft.
HEALTH: Pratique obtained immediately after berthing when vessel boarded by health officials.
TUGS: One tug of 550 h.p. available.
MEDICAL: Doctors and hospital facilities available. Vaccinations can be arranged.
TANKERS: One oil berth for tankers up to 32 ft. draft.
FRESH WATER: Available at all quays.
FUEL: Available subject to advance notice.
GANGWAY/DECK WATCHMEN: Available. Consignee Agents have their own watchmen for goods on the quay.
OPENING/CLOSING HATCHES: This work is carried out by stevedores.
CUSTOMS ALLOWANCES: Crew allowed normal daily consumption of tobacco, wine and spirits.
IDENTIFICATION CARDS: Required.
CONSULS: France and Italy are represented locally.
REPAIRS: All types of engine and hull repairs can be effected for smaller vessels.
REPATRIATION: All facilities available.
AIRPORT: Situated 1 km. from the city. 3 daily flights to Malaga, except on Sundays.
TIME: GMT plus one hour, permanently.
HOLIDAYS: 1st January, 6th January, 19th March, Maundy Thursday, Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 17th July, 18th July, 25th July, 15th August, 12th October, 1st November, 8th December, Christmas Day. Work may be arranged on all holidays except Good Friday.
POLICE/FIRE/AMBULANCE: Police, tel. 1741 or 1744; Fire, tel. 1693; Ambulance, tel. 1441.
TELEPHONES: It is possible to arrange for a telephone to be placed on board.
SHORE LEAVE: Allowed.
AUTHORITY: Ingeniero Director del Puerto, Calle General Garcia Valino, 2. Tel 2396.

AGENT: Jose Salama & Co., BP 5, Melilla.

MOHAMMEDIA: 33.45 N. 07.22 W.

DOCUMENTS:
Bill of Health.
3 Crew Lists.
3 Passenger Lists.
3 Provisions Lists.
Manifests and Ship's Papers for Agent.

PILOTAGE: Compulsory for vessels entering or leaving the harbour or shifting berth. Pilot available for vessels arriving during night and wishing enter the basin when conditions are possible.
ANCHORAGE: Three good anchorages in depths of 11 to 6½ fathoms about a mile N.E. of the entrance, and N.W. and S.E. of the pipe-line area.
RESTRICTIONS: Vessels with a draft over 15 ft. wishing to berth in the basin, are obliged to wait for tide.
MAX. SIZE: Sea line installation: tankers up to 45,000 tons dwt.
Imodco Buoy Berth: tankers up to 100,000 tons dwt.
For the basin: max. length 150 metres, max. draft 25 ft.
HEALTH: Port sanitary control officer boards immediately after arrival for pratique delivery. In the event of any suspected disease or fever on board, it is necessary to advise by radio to Agent 24 hours before arrival. Pratique is automatic after calling at another port of Morocco.
RADIO: Casablanca radio station.
TUGS: There are no tugs but three pilot boats of 150 h.p. will assist vessels if necessary, or tugs can be ordered from Casablanca.
BERTHING: Vessels up to 150 metres in length and drawing up to 7·6 m. (25 ft.) can enter the harbour.
Quay No. 1 has a length of 70 metres with a depth of 8·50 m. (28 ft. alongside).
Quay No. 2 has a length of 170 metres with a depth of 5·50 m. (18 ft. alongside).
Quay No. 6 has a length of 60 metres with a depth of 6·00 m. (19 ft. 8 in. alongside).
TANKER BERTHS: Single buoy mooring located in position 33° 44′ 01″ North, 7° 23′ 02″ West in depth of water 70 ft. Diameter of swinging area: 850 metres. The buoy is marked by a white light flashing once every three seconds, also equipped with radar reflector and fog horn, which sounds once every twenty seconds.
Vessels may be berthed by day or night. Mooring is affected by two floating nylon ropes, each 40 metres long, made fast to the fore end of the vessel.
The buoy is connected to a floating crude oil line, 20 in. diameter, with two flexible hoses of 16 in. diameter. One flexible hose of 8 in. diameter is available for discharging refined products. There are no facilities for discharge of slops or dirty ballast.
There is also a conventional buoy berth, in depth of 50 ft. Diameter of discharge lines 14 in. No slop discharge facilities.
Smaller tankers may also berth at harbour quay No. 1.
STEVEDORES: The loading and discharging capacity of general cargo or timber is 400 tons per day. Gangs are arranged by the stevedore according to the cargo plan given by the consignee to the harbour authorities.
MEDICAL: There is the hospital in Mohammedia, and other hospitals and clinics in Casablanca (16 miles away).
DENSITY: 1025.
FRESH WATER: Water can be supplied at any time alongside the quays at the rate of 15 tons per hour. There is no fresh-water supply to the offshore tanker terminals.
FUEL: Fuel and diesel oil can be supplied alongside the quays by tanker truck.
FIRE PRECAUTIONS: All tankers are confined by gates and watched over by special firemen.
GANGWAY/DECK WATCHMEN: Services of watchmen are recommended.
OPENING/CLOSING HATCHES: This work is normally carried out by crew. When carried out by stevedores the cost is charged.
IDENTIFICATION CARDS: Passport required and police permit for leaving the harbour.
CONSULS: There is no consul in Mohammedia. All are in Casablanca.
AIRPORT: The nearest airport for international flights is Nouasseur. Casablanca Airport operates internal flights only.
TIME: Local time, GMT, and usually no alterations are made to clocks during the year.
HOLIDAYS: 1st January; 1st May; 3rd March; 18th November; and any other religious holidays which are not at regular dates. Only on two days (1st January and 1st May) no cargo work can be arranged.
POLICE/AMBULANCE/FIRE: Police, 21.51; Ambulance/Fire, 15.
SHORE LEAVE: Allowed.
AUTHORITY: RAPC, Port de Mohammedia, Maroc. Tel. 23.32 at Mohammedia.

AGENT: MARBAR S.A., BP 169, 81 Ave. Houmane, Elfatouaki, Casablanca. Tel. 607–21. Telex: 21 011, 21 012. Cables: "Barimer Casablanca".

SAFI: 32.19 N. 09.12 W.

DOCUMENTS: Clearance procedure is very simple. 3 Crew Lists, 1 Personal Effects List, 3 Passenger Lists and 1 Stores List only are required. Other documents are presented on berthing.
PILOTAGE: Arranged by vessel's Agent, to whom a correct ETA should be given. There is VHF radio contact with the pilot station and Harbour Master's office. The pilot boat is located inside the harbour and the Pilot boards in the anchorage. Pilot ladder only is required.
ANCHORAGE: Recommended anchorage is S.W. of harbour entrance. Safe holding ground for 25,000 dwt. vessels. Vessels should keep port entrance clear.
MAX. SIZE: Vessels with a draft of more than 26 ft. enter and sail at high water.
HEALTH: Health Officer boards shortly after berthing but Agent must be advised before arrival if suspected disease or fever on board. Health clearance in one Moroccan port holds good for the next.
RADIO: Casablanca Radio for normal traffic or Safi Radio for local R/T traffic. Harbour Radio VHF channel 16.
TUGS: Tugs stand by vessel inside breakwater and, usually, ship's lines are used.
BERTHING: Vessels berth in order of arrival. Port used for export of manganese and barytes. No night entry after 1900.
STEVEDORES: Gangs are arranged by vessel's Agent. Night work is possible from 18.00 to 22.00 hrs. and, very exceptionally, until 24.00 hrs.
MEDICAL: Advanced notice of required medical attendance is advisable but not essential. Modern hospital and clinic are available. Smallpox vaccination only is necessary except when vessels have called at cholera and yellow fever ports.
TANKERS: Only small tankers use this port. White products and gas oil imported; no export. Ammoniac tanker berth maximum draft high water 30 ft.
DENSITY: Density varies between 1.024 and 1.026.
FRESH WATER: Availability not limited, by hoses from quay.
FUEL: Limited supplies gas oil; diesel available but must be stemmed. Fuel oil and large quantities diesel, gas oil can be delivered by tanking lorry from Casablanca.
GANGWAY/DECK WATCHMEN: Watchmen necessary. One watchman day and night.
OPENING/CLOSING HATCHES: Normally done by crew but can be arranged by stevedores with advance notice.
CUSTOMS ALLOWANCES: 200 cigarettes, and one open bottle of spirits allowed each man. Bond is sealed and heavy fines are imposed by Customs for smuggling.
IDENTIFICATION CARDS: These are needed.
CONSULS:

Denmark,	Tel. 30.39	Portugal,	Tel. 23.58
Finland	,, 31.40	San Salvador,	,, 28.76
France,	,, 27.97	Sweden,	,, 29.06

REPAIRS: Major repairs not possible; small workshops only for repairing fishing boats.
REPATRIATION: Repatriation by air or sea through Casablanca, 150 miles away.
AIRPORT: Nearest at Novasseur, served by principal European airlines.

TIME: Local time is GMT.
HOLIDAYS: On the following holidays no work is possible: 1st January (New Year's Day); 3rd March (Coronation Day); 1st May (Labour Day); 18th November (Independence Day). Other Moslem and Christian holidays are subject to last minute decisions as far as tariff is concerned, but work can be arranged.
TELEPHONES: No telephones can be placed on board. Public telephone available on the quay during working hours only.
GENERAL: Masters are strongly advised to take local currency from their Agent. Landing of foreign currency encourages black market transactions and incurs confiscation and heavy fines as well as delays by the Customs authorities.
SHORE LEAVE: Police permits are required by Liberty men and are delivered by Immigration Authorities.
AUTHORITY: Capitainerie de Port, Safi. Tel. 27 33 and 27 42.
AGENT: Marbar S.A. Branch Office of Marbar, Casablanca.

TANGIER: 35.47 N. 05.48 W.

PORT LIMITS: Vessels considered to be an "arrived ship" subject to Charter Party terms, on passing the line joining Pointe de Malabata, 35° 48′ 53″ N. 05° 45′ 00″ W. and the mouth of l'Oued el Youd, 35° 47′ 26″ N. 05° 50′ 00″ W.
DOCUMENTS: Required on arrival:
Health Declaration.
2 Crew Lists.
7 Cargo Manifests.
5 Lists of Passengers Disembarking.
4 Lists of Passengers in Transit.
Required on departure:
5 Cargo Manifests.
5 Manifests of Passengers Embarking.
PILOTAGE: Pilotage is compulsory for ships of more than 50 GRT for entering, leaving and shifting in harbour. Vessels arriving during the night must anchor outside the port, and are boarded by the Pilot after 0600 hours the following morning.
ANCHORAGE: There are good anchorages to the East and South-east of the breakwater head in depths of 10–16 m.
RESTRICTIONS: The harbour area between the breakwater and the extremity of the main pier has a depth of 9 m. minimum. Maximum height of tide is 2·40 m., minimum height is 0·10 m. West to South-west winds from October to May. North-east to Easterly winds from May to October, often very strong (the Levante).
TUGS: The port owns three tugs, 500, 375 and 250 h.p. respectively. Two of these tugs are equipped with fire-fighting equipment.
BERTHING: The port is protected by a breakwater 1,300 m. long on which is a tanker terminal dredged to 9 m. depth, 290 m. of quay dredged to 9 m., 160 m. of quay dredged to 8·50 m. and 100 m. of quay dredged to 5 m. These last two berths, which are reserved for the Gibraltar and Algeciras ferries, are equipped with special ramps for disembarking vehicles.
In the South of the dock enclosed by the breakwater is a pier at which are two berths, one of 330 m. length dredged to 9 m. over 130 m. length and with 6 m. depth over 200 m. length. The other berth is dredged to 4 m. depth over 100 m. length and to 3·50 m. depth over 100 m. length.
In the Western part of the harbour there is a jetty of 100 m. length with berths on both sides each having depths of 6·50 m. This jetty is used by passenger ferries and is equipped to serve vessels discharging vehicles at the stern.
The port also includes a small jetty called the Yacht Jetty with depths varying from 2 m. at its foot to 3·50 m. at the jetty head. The small harbour inside the jetty includes the quays of the fishing port, the Yacht Club and barge berths.
FRESH WATER: Replenishment of fresh water can be made at all times alongside the quays at the rate of 30 tons per hour.
FUEL: There are no refuelling installations at the quays. Only very small quantities can be supplied by tanker lorries belonging to the oil companies.
STEVEDORES: Normal working hours are from 0800–1200 and from 1400–1800 hours. Ships may be loaded and discharged outside these hours on payment of overtime. Usual loading and discharging rates are as follows: 15–18 tons per hour goods in sacks; 12–15 tons per hour for bales; 10 tons per hour for general cargo; 7–8 tons per hour for cork.
REPAIRS: There are no facilities for repairs in the port.
AUTHORITY: Regie d'Aconage du Port de Tanger, 6 Rue du Portugal, BP 305, Tanger. Tel. 32400 and 37728 and 37681 and 39645.
AGENT: Lasry Maroc (Tangier), 4 rue de la Mediterrannée, Tangier. Telex: 33064. Tel. 335–75 – 325–76. Cables: "Jolasry".

Mozambique

BEIRA: 19.46 S. 34.50 E.

PORT LIMITS: Vessels are considered to be "arrived ships" when they enter the pilotage area, i.e. when they enter to within a radius of 5 miles from the pilot boat. The custom of the port is that vessels are in "free pratique" only when they have entered port and have been cleared by the Immigration Authorities. Immigration will only clear vessels in port.
DOCUMENTS:
Customs Clearance from last port and Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Beira Cargo.
PILOTAGE: Is compulsory for all ships other than naval vessels and Portuguese coasters. Ship's name, ETA and draft should be radioed via Beira Radio, call sign CRS, 24 hours in advance to Port Captain Beira and owner's Agent.
The pilot boat – black hull, grey upperworks, black funnel with white "P" – is stationed 19° 52′ 47″ S., 34° 57′ 21″ E. Pilot boat call sign CRL H – W/T: listens on 500 kc/s., replies on 480 kc/s. – R/T: listens on 2,182 kc/s., replies on 2,341 kc/s. – VHF: frequency 156·6 Mc/s. (Channel 12).
Unless instructed to the contrary by the pilot boat, vessels with a draft under 25 ft. anchor by "P" buoy, 19° 52′ 47·3″ S., 34° 57′ 21·1″ E., and vessels with draft over 25 ft. anchor between "P" and "A" buoys, 19° 56′ 20·1″ S., 35° 02′ 44″ E.
In bad weather pilot boat may leave above position and enter port. In such cases vessels should anchor as indicated above, weather permitting.
ANCHORAGES: At bar, "P" and "A" buoys as indicated above. There is anchorage for 4–6 ships, depending on size, in inner harbour off Cabedelo sand-pit.
RESTRICTIONS: Ships with draft 18 ft. and under can enter at any time. Ships with draft over 18 ft. generally enter two hours either side of high water.
MAX. SIZE: Maximum permissible length about 800 ft. Maximum permissible drafts between 35–37 ft. at springs, about 30 ft. at neap tides.
HEALTH: Vessel to radio "Sanidade Maritima", Beira, their ETA and "All Well" (or otherwise) even when coming from another Portuguese port. If "All Well", Health Certificate given by Pilot.
RADIO: Vessels to route messages through Beira Radio – call sign CRS. Agents radio ships through same station. Naval Radio Station – call sign CRX 3 – available for distress signals.
TUGS: Join incoming vessels at inner anchorage, about 1 mile distant from quays. Ship's lines used. Four tugs available, up to 3,200 h.p.
BERTHING: No night berthing done unless with prior consent of Chief Pilot, otherwise no specific requirements.
Cais do Pungue: length, 1,679 m.; depth, max. 17 m., min. 10 m.
Chiveve Cais: length, 446 m.; depth, max. 10 m., min. 3 m.
CARGO-HANDLING FACILITIES: There is a mechanical ore appliance used mainly for minerals like chrome, etc. This appliance has an average loading rate of 250/300 tons per hour. It is equipped with only one spout.
STEVEDORES: Ordered by Agent. Vessels should advise Agent their ETA at least 12 hours in advance (weekdays), 24 hours in advance (week-ends).
MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow fever certificates (cholera certificate too if from cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required.
TANKERS: Discharge lines white and black oils, 2×10-in. lines feeding into 12 and 14-in. lines leading to storage tanks. Also a 22-in. discharge line for crude oil. No slop discharge facilities. Two tanker berths, maximum permitted drafts about 32 ft.
DENSITY: In harbour area allow 3 to 4 in.
FRESH WATER: Available at all berths, pumping rate about 50 tons per hour. Also available from water barge.
FUEL: Fuel oil 1,000′ viscosity, marine diesel 43·1′, diesel 34·1′. 3–4 days advance notice required. Bunkers delivered when alongside, no bunkering barge available.
GANGWAY/DECK WATCHMEN: Compulsory to employ watchmen to prevent pilferage.
OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.
SHIP CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.
CARGO GEAR: All gear supplied by stevedores except rope slings, rain tents, and spreaders for heavy lifts.
IDENTIFICATION CARDS: Required. Passport if possible, otherwise Seamen's Book.
CONSULS: British (Tel. 22032), Belgium (23284), France (24074), Greece (23898), Holland (23174), Italy (22197), Malawi (24312), Norway and Denmark (22091), Panama (271519), Rhodesia (24227), Swiss (23137), South Africa (271251).
REPAIRS: Most types of deck and engine repairs are possible, but major repair jobs are not undertaken.
DRY DOCKS: One dry dock 115×17×8·5 metres, suitable for ships up to 5,000 tons.
REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seamen's Book as being a valid travel document.
AIRPORT: Beira Airport situated 7 miles from sea port. Regular flights to all destinations.
TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during year.
HOLIDAYS: New Year's Day (1st January); National Day of

Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Beira City Holiday (20th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December; on other holidays work continues normally in the port.

POLICE/AMBULANCE/FIRE: Port Police (Tel. 22920); Ambulance (22442); Fire (22222).

TELEPHONES: Can be placed on board. These telephones must only be used for local calls, not trunk calls.

GENERAL: Beira port works 24 hours per day, 7 days a week (except 1st January and 25th December) and overtime working is compulsory.

SERVICES: Services available for tank cleaning, compass adjusting, minor repairs to radar and radio.

SHORE LEAVE: Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

DELAYS: Generally no delays, but sometimes 24–48 hours delay following rain or bunching of arrivals.

AGENT: Allen, Wack & Shepherd, Lda., PO Boxes 270, 280 and 290, Beira, Mozambique. Tel. 22091 (5 lines). Cables "Thaine" or "Allenwack". Telex: 7332 Thain Mo.

Activities: Steamship Agents, Clearing and Forwarding Agents, Travel Agents, Bonded Warehousemen. Insurance Agents.

LOURENCO MARQUES: 25.59 S. 32.36 E.

DOCUMENTS:

6 Crew Lists.
1 Stores List.
6 Passenger Lists.
Last Port Customs and Port Clearance.
1 List of Ports of Call.
1 Health Declaration (given by Pilots on arrival).
1 Entrance Report (given by Pilot on arrival).
1 Customs Entrance (given by Agent on arrival).
1 Railway Statistics Form (given by Agent on arrival).

PILOTAGE: Compulsory. Channels in 24-hour use, but sailing after 2400 only by special arrangement with Immigration. Berthing only during day-light. Pilot station about 26 miles from Lourenco Marques wharf.

IMMIGRATION CLEARANCE: Inwards: 0600–1800 only inside harbour proper. Outwards: 0600–2400 except in special circumstances.

N.B. Vessels at the pilot station cannot obtain pratique because this includes Immigration clearance and can therefore be considered as not having arrived or not being in all respects ready to load.

ANCHORAGE: Inside harbour: One each for vessels drawing 32, 30 and 26 ft. respectively. Six for vessels between 17 and 19 ft. Vessels delayed in berthing are brought in from pilot station at port's convenience.

RESTRICTIONS: Berthing during day-light only. Unberthing 06.00 hrs. to 24.00 hrs. with exceptions of Matola piers where ships can only unberth during day-light. Vessels loading at Lourenco Marques Main Wharf normally sail two hours before high tide at any hour of the day or night. Vessels which load at Matola Ore Berth may only traverse the Matola Channel in day-light, and according to their draft, must leave Matola Wharf about 2 hours before high tide.

MAX. SIZE:

General Cargo Wharf	Length 750 ft.	Draft 34 ft.–37 ft.*
Matola Oil Pier	,, 750 ft.	,, 32 ft. 6 in.
Matola Ore Appliance	,, 820 ft.	,, 34 ft.–37 ft.*

* Maximum drafts published by Port Authorities. Approximately 34 ft. to 37 ft. depending on tide.

HEALTH: Pratique granted by Pilot unless disease prevalent on board when Masters should telegraph "Saude" Lourenco Marques.

RADIO: Advice of arrival to the Port Captain, Chief Pilot or Port Health should be sent through the station CRX (Naval), operating 24 hours on 500 kc/s., replying on 437 kc/s., also 2000 to 0500 hours GMT on 8356 to 8376 kc/s. (replying 3642 kc/s.) and 0800 to 2000 GMT on 12534 and 12564 kc/s. (replying 1299 kc/s.). All other non-official messages through station CRL, operating 0200–1800 GMT on 6 Mc/s. at even hours, 0400 to 1800 GMT on 4 Mc/s. at even hours plus 30 minutes (answering on 4259 kc/s.). Continues watch 0200–0400 GMT on 4 Mc/s. Radio telephone through CRL on 2132 kc/s. at even hours plus 45 minutes 0600–1700 GMT answering on 4415 kc/s.

VHF: Port Radio, calling channel 16, working channel 12, permanent service.

BERTHING: Carried out at all times except between 0000–0600 at the Main wharves. At Matola Ore berth vessels must berth only at permissible times according to tides.

Main Wharf: All facilities owned and operated by Caminhos de Ferro de Mocambique (CFM), belonging to the Portuguese Government, except stevedoring.

Dimensions: Wharf is in one uninterrupted line running roughly N.E./S.W., accommodating 12–15 vessels. Length: 3,033 metres.

For loading or discharging bulk grain there are two Buhler machines at a berth with 33 ft. depth of water LWOST. About 120 tons per hour. A recent vessel averaged 2,900 tons per day. For loading bulk sugar, there is a spout installation at the last berth on the wharf 40 ft. LWOST. Theoretical rate 750 tons per hour. Recent example 12,400 tons in 29 hours. For coal there is a fixed mechanical installation with adjustable chute and capstans for warping ships. Depth about 24 ft. LWOST. Maximum height of chute above wharf 6·20 metres minimum 3·80 metres, maximum length of vessel 600 ft. Theoretical rate 800 tons per hour, actual average 300 tons depending on trimming required. Maximum permissible draft 28 ft.

Depths alongside:

Berth A	30 ft.
,, B	32 ft.
,, C	30 ft.
,, D	31 ft.
,, D3	31 ft.
Coal Tip	33 ft.
Berth Frigo	30 ft.
,, G	33 ft.
,, H	33 ft.
Wharf extension	40ft .

Coal Mechanical Installation: depth about 33 ft. LWOST. Maximum height of chute above wharf 7·80 metres, minimum 4.80 metres; maximum permissible draft 33 ft.

LPG Carriers: berth at Matola Ore Berth.

TANKERS: Matola Mineral Wharf, 40 ft. LWOST, maximum length of vessel 820 ft. Matola Oil Jetty, 32 ft. 6 in. LWOST, maximum length of vessel 750 ft.

FRESH WATER: Available at all berths, Not available ex-barge.

FUEL: Vessels can be supplied from pipe-lines whilst working at all berths, including the Matola Appliance and Tanker Jetty, but excluding the new wharf extension, where pipes have been laid but the system is not yet ready for delivering bunkers. The rate of delivery varies between 300 to 500 tons per hour depending on the type of vessel taking bunkers. At present, supplies of gas oil and marine diesel oil are not in very plentiful supply, recommended to stem as far in advance as possible.

MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow fever certificates (cholera certificate too if cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required. Men for sick parade must first go through the port doctor whose hours are week-days 08.00–11.30 and 14.00–17.30; Saturdays 10.00–11.30, but always available on an emergency call.

REPAIRS: No dry dock except for small coasters. Facilities for most normal work, except underwater riveting, cutting and welding, and shaft balancing.

DEVELOPMENTS: Administration are considering the construction of a deep-sea port on the coast between Inhaca Island and the Natal border. This port will be mainly used by coal and iron-ore carriers and have a capacity of approximately 6 million tons per annum. Should this project materialise, the port will be operational by 1978.

CONSULS:

U.S.A.	Sweden	Rhodesia
U.K.	Switzerland	Brazil
France	Italy	Germany
Norway	South Africa	Spain

IDENTIFICATION CARDS: Crew and passengers are issued with Immigration Boarding Permits and they must be carried at all times. (Such permits to be returned to Immigration Officer prior to sailing.)

WATCHMEN: Strongly recommend employing services of a local watchman, who will also control visitors and labour passes.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.

CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seaman's Book as being a valid travel document.

AIRPORT: About 5 miles from centre of town.

CUSTOMS ALLOWANCES: Bonded stores are usually not sealed.

HOLIDAYS: New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); City Day (24th July); Assumption (15th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December, on other holidays, work continues normally in the port.

TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during the year.

SHORE LEAVE: Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

TELEPHONES: A telephone will be placed on board the vessel.

GENERAL: Crew and passengers not to take photographs in the dock area. Permission through Agent required to lower any boats or gear overside into the water or on to the wharf.

Do not immobilize main engines or carry out engine trials at the wharf until permission has been obtained by the Agent as the Authorities require vessels to maintain sufficient steam for main engines to be used at 2 hours notice.

Customs guards to be supplied with meals and accommodation whilst at inner anchorage and alongside the LM wharf otherwise cost per guard will have to be paid by Agent on Owner's behalf.

AUTHORITY: Capitania do Porto de Lourenco Marques.

AGENTS: Rennies' Consolidated (LM) Lda., Avenida 18 de Mayo 36, POB 351 or 292. Tel. 3021. Cables: "Reniform Lourenco Marques".

MOZAMBIQUE: 14.58 S. 40.45 E.

DOCUMENTS:
Customs Clearance from last port.
Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Passenger Lists in Transit.
7 Passenger Lists Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Mozambique Cargo.

PILOTAGE: One Pilot available, 24 hours. Pilot boat is black and grey, with two flags on the mast (Portuguese flag and a blue flag with a white "P"), and at night, with conventional lights. Ships take Pilot near buoy No. 2 (Red Buoy) placed off Goa Island. At night ships should send Morse signals with Aldis lamp to the middle of Mozambique Island (location of Port Office). ETA should be given as soon as possible to Pilot station off Mozambique Island and/or to ship's Agent.

ANCHORAGES: When waiting for Pilot, or in reason of their draft (more than 30 ft.) ships may drop anchor off red buoy No. 2 (½ mile seawards). Depths between 60 and 90 ft. Bottom with sand and some broken coral; current from North to South, sometimes up to 4 knots.

MAX. SIZE: Only ships with drafts less than 30 ft. can cross the bar and enter the Port.

HEALTH: Quarantine flag should be flown, even after calling at other ports in this country. Health Certificate given by Pilot.

RADIO: Radio Mozambique call sign CRQ. Also available Lourenco Marques or Beira Radio Stations.

TUGS: Tugs are not necessary in this port.

BERTHING: No quay berths. Vessels work cargo at anchor.

STEVEDORES: All requirements on this purpose must be sent to the Agent.

MEDICAL: Medical assistance can be given at any time, even to vessels unable to cross the bar because of draft. Hospital with adequate facilities, and emergency services available.

FRESH WATER: Always available in any quantity. Supplied by barge of 40 tons capacity.

FUEL: No supply.

OPENING/CLOSING HATCHES: By stevedores.

CARGO GEAR: Vessels anchor in bay and load and discharge by lighters and barges.

IDENTIFICATION CARDS: Required.

CONSULS: No local representatives.

REPAIRS: Light repairs can be effected.

REPATRIATION: All facilities available.

AIRPORT: Situated about 7 km. from Mozambique. Connections to Beira and Lourenco Marques every day.

HOLIDAYS: 1st January; 2nd March; 1st and 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December. Cargo handling can be arranged on these days.

POLICE/AMBULANCE/FIRE: Maritime Police, Customs and Agents will always be on board during stay.

TELEPHONES: No telephones, but walkie-talkies are available; arrange with Agent.

AUTHORITY: Capitania do Porto de Mocambique. Tel. 22 and 24. Cables "Capitaniamar Mocambique".

AGENT: Companhia Comercial João Ferreira dos Santos, SARL, Caixa Postal No. 1, Moçambique. Cables "Jorreirantos Moçambique".

NACALA: 14.32 S. 40.37 E.

PORT LIMITS: The line joining Ilha Gomen to Cabo Columulomo Light at the entrance of Bay of Fernão Veloso.

DOCUMENTS:
Customs Clearance from last port.
Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only)
6 copies of Manifests of Nacala Cargo.
2 Lists of Dangerous Cargo.

PILOTAGE: Permanent and compulsory for entering harbour. Pilot boat situated at harbour entrance.

ANCHORAGE: Fine natural harbour. Entrance half a mile wide, depths up to 60 metres. Good anchorage for any size vessel. Sand and mud bottom.

MAX. SIZE: For anchoring, no restrictions. For berthing, up to 31 ft. draft.

RADIO: Radio Naval Nacala operates permanently on 2182 kHz.

HEALTH: Vessels to radio "Senidade Maritima", their ETA and "All Well" (or otherwise) even when coming from another Portuguese port. If "All Well", Health Certificate given by Pilot.

TUGS: None available and not required.

BERTHING: There is a pier with berths for four vessels. Two berths have depth of 10 metres alongside. Two berths with 7·5 metres depth.

STEVEDORES: Working hours 0700 to 1100, 1300 to 1700, 1900 to 0600. Two local stevedoring firms.

FRESH WATER: Available from hydrants on the quay.

FUEL: Available from connections on the quay.

MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow-fever certificates (cholera certificate too if from cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required.

GANGWAY/DECK WATCHMEN: Recommended to employ watchmen to prevent pilferage, but not compulsory.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.

CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seaman's Book as being a valid travel document.

TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during year.

SHORE LEAVE: Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

HOLIDAYS: New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Beira City Holiday (20th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December; on other holidays work continues normally in the port.

AUTHORITY: Capitão do Porto de Nacala.

AGENT: Companhia Transitaria João Ferreira dos Santos POB 45 Nacala. Cables: "Transan-Nacala".

PORTO AMELIA: 13.00 S. 40.28 E.

DOCUMENTS:
6 Crew Lists.
6 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
1 Master's Declaration.
1 Stores and Provisions List.
1 Health Declaration.
5 Sets Cargo Manifests.
2 Sets non-negotiable Bills of Lading.
Clearance Documents from last port.

PILOTAGE: It is necessary to order by radio request to Agent 14 hours before arrival.

ANCHORAGE: Vessels may anchor South of the dock about 300 metres off. Other suitable anchorages will be indicated by the Pilot.

RESTRICTIONS: Vessels may enter with Pilot at any hour day or night.

MAX. SIZE: Draft up to 27 ft. 6 in. for berthing.

HEALTH: In case of contagious disease on board, the port Health Authorities must be advised in advance.

RADIO: Send messages through Beira Radio.

TUGS: None available.

BERTHING: One berth, length 182 metres, depth alongside 28 ft.

STEVEDORES: In ETA message to Agent, indicate number of gangs required and advise quantity and description of cargo for discharge.

MEDICAL: In case of urgency advise Agent by radio before arrival. Hospital facilities available. Vaccinations can be performed.

FRESH WATER: Not available.

FUEL: Not available.

GANGWAY/DECK WATCHMEN: Not necessary as there is a permanent guard on board.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Bond is not sealed and no restrictions made.

IDENTIFICATION CARDS: Required by police.

CONSULS: Only Germany is represented locally.

REPAIRS: No facilities available.

REPATRIATION: Can be arranged.

AIRPORT: Situated 7 km. away. Flights to Beira 5 times a week.

TIME: GMT plus 2 hours. No alterations during the year.

HOLIDAYS: No work performed from 1700 Christmas Eve until 0600 on 26th December; no work performed from 1700 New Year's Eve until 0600 on 2nd January. Work may be arranged on the following holidays: 10th June, 13th June, 15th August, 5th October, 1st November, 1st December, 8th December.

POLICE/FIRE/AMBULANCE: Police, tel. 39; Hospital, tel. 54.

SHORE LEAVE: Allowed. Except for nationals of countries not maintaining diplomatic relations with Portugal.

AUTHORITY: Capitao do Porto de Porto Amelia.

AGENT: Companhia Comercial João Ferreira dos Santos, SARL, POB 13, Porto Amelia. Cables: "Jorreirantos-Porto Amella".

Nauru Island

NAURU: 00.32 S. 166.56 E.

DOCUMENTS:
International Declaration of Health, 1 copy.
Clearance from last port.
Crew Lists, 2 copies.
Passenger Lists, if any, 2 copies.
Manifest, 1 copy.

PILOTAGE: Pilotage is available on request without charge; Masters are advised to avail themselves of this service. It is necessary that Masters, through Radio Nauru, inform telegraphic address Nauruphos Nauru of ETA 48 hours before arrival, confirming or altering this 12 hours before arrival. Nauruphos will reply through Radio Nauru on receipt of second message giving time for the vessel to close in to half mile West of loading plants, where pilot will board. In case of adverse weather or congestion, Masters will be notified by radio, or by VHF channel 16, 156·8 Mc/s with range of about 40 miles. Vessels are handled inwards in daylight only, and should fly flag when approaching island. A safe and clean pilot ladder should be provided, a good lee made for the pilot to embark.

ANCHORAGES: No anchorages are available owing to the extreme depths of water. Vessels waiting normally drift off and return at daybreak or when instructed to do so.

RESTRICTIONS: Tide and draft have no bearing on entry but it is normal not to handle vessels into berth in darkness. However, vessels are unmoored at all hours.

MAX. SIZE: Vessels have been handled up to an overall length of 630 ft. Beam should not exceed 90 ft., but there are no draft limitations.

HEALTH: Masters of vessels approaching Nauru are required to send a telegram addressed to the Quarantine Officer, Nauru within 24 hours of arrival. The telegram should state the name of last port, date, presence of any infectious disease. On receipt of telegram, the quarantine officer will send reply indicating whether or not pratique is granted. It is still necessary to fill out the International Declaration of Health and hand this to Boarding Officer after berthing.

RADIO: Nauru Radio station, call sign C2N. Should, through atmospheric conditions, difficulty be found in raising Nauru, it is suggested that the message be passed through Sydney or any other convenient coastal station. Port Radio VHF, calling channel 16, working channel 12, permanent service.

TUGS: No tugs available for berthing.

BERTHING: Such special requirements which relate to berthing in the port are contained in a Letter of Advice to Ship Masters issued by the BPC. Shore labour normally boards the vessel with the pilot to assist in mooring to the buoy system.

STEVEDORES: As stevedoring is carried out by Nauruphos, no separate advice is required. Loading rate of bulk phosphate is as high as 3,000 tons per hour.

MEDICAL: Medical treatment can be given on short notice. Limited hospital facilities are available, and emergency surgery can be carried out. Smallpox vaccination is required, and cholera if the vessel has come from an infected area.

TANKERS: Lengths and drafts as for bulk phosphate vessels. Eight inch discharge line to shore storage tanks.

DENSITY: Normal salt water all states of tide.

FRESH WATER: Island water is imported, and water will be supplied only in cases of emergency.

FUEL: Island stocks are imported for use in the phosphate industry, and only limited quantities of heavy fuel or diesel oil can be made available in cases of extreme urgency.

WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Carried out by crew.

SHIP CERTIFICATES: Deratisation certificate only.

CUSTOMS ALLOWANCE: No restrictions apply.

CARGO GEAR: Cargo gear should be up to the standard demanded in Australian ports.

CREW IDENTIFICATION CARDS: Some form of identification, passport, discharge book, or identity card should be carried by crew members.

CONSULS: An Australian Representative is resident on the Island.

REPAIRS: The phosphate industry requires good workshop facilities of various kinds for maintenance of their own heavy plant and such workshops are kept busy at all times. Small repairs such as welding, brazing, lathe work, etc., can be carried out, but only when essential to allow the vessel to proceed on its voyage. Main engines cannot be immobilised whilst the vessel is moored to any section of the buoy system.

REPATRIATION: Repatriation can be arranged. No facilities for crew changes.

AIRPORT: Two weekly services operated by:
(1) Fiji Airways to Nauru via the Gilbert and Ellice Islands Group to Fiji.
(2) Air Nauru to and from Australia.
Air Nauru operates a fortnightly service from the Marshall Islands to Nauru.

TIME: Local time is GMT plus 11½ hours. No alterations during the year.

HOLIDAYS: Christmas Day, New Year's Day, and Good Friday are normally closed holidays. Other National holidays occur during the year but normally work carries on, on these days.

POLICE/AMBULANCE/FIRE: All emergencies are handled by the Harbour Masters, one of whom remains aboard the vessel throughout the time the vessel is attached to the mooring system.

TELEPHONES: Telephones are put aboard for the use of island staff working the vessel.

SERVICES: No special services available.

SHORE LEAVE: This may be granted at the discretion of the Master but should in all cases terminate at 5 p.m.

PORT REGULATIONS: No vessel may immobilise main engines whilst moored to the buoy system. Main engines should be on instant readiness, deck power should be available at all times, and the vessel must proceed to sea when instructed to do so by the Harbour Master.

DELAYS: Normally no delays should be expected. Vessels could wait a day, or possibly two due to port congestion, but this seldom happens; delays can occur due to adverse weather, the duration of which is unpredictable.

PORT AUTHORITY: The Harbour Master, appointed by The Nauru Phosphate Corporation, Nauru. Telegraphic address Nauruphos Nauru.

Netherlands

AMSTERDAM: 52.22 N. 4.54 E.

PORT LIMITS: Notices of Readiness will only be accepted (subject to C/P terms) if vessel has actually arrived at Amsterdam, which means that vessels have to enter from sea and pass the locks at Ijmuiden, proceeding through the North Sea Canal to Amsterdam. There are various buoys and quays available where vessels can be moored waiting for final discharging berth.

DOCUMENTS:
Health Certificate. Forms obtainable from sea pilot.
Crew List in triplicate.
2 copies of Crew Manifest for cigarettes, cigars, spirits, etc., belonging to crew.
Passenger List in triplicate.
1 copy of Manifest.
1 copy of Bills of Lading.
Dangerous Cargo List.
Ship's Register.
1 copy Stores List.

PILOTAGE: Pilot vessel cruising at sea in vicinity of Ijmuiden between light whistle buoy and the Moles.

Masters required advise ETA not less than 4 hours in advance to "Loodswezen Ijmuiden". This advice must be amended if vessels ETA changes more than 2 hours from the original message. Text of message must contain:
(*a*) ETA Pilot in four-figure group, Local time.
(*b*) Vessels draft in feet.
(*c*) Port of destination.

The pilot station may be contacted by Scheveningen Radio or VHF Channel 12.

Strongly recommended to contact Harbour Master's office at Ijmuiden at least 2 hours before arrival by VHF Channel 11 to obtain information for safe navigation and rapid locking.

Possible to embark Pilot by helicopter if the launch service suspended due to weather conditions.

ANCHORAGE: Anchoring in Ijmuiden outer harbour, North Sea Canal and in harbour of Amsterdam is prohibited.

RESTRICTIONS: Entry possible at night. Official maximum draft is 43 ft. (salt water). By permission of Government Harbour Master at Ijmuiden it is possible to enter with maximum draft 45 ft. (s.w.). Such permission to be applied for at least 14 days prior to arrival.

MAX. SIZE: Vessels proceeding to Amsterdam have to pass locks at Ijmuiden, Dimensions of Northern lock (biggest): 1,312 ft. long, 164 ft. wide 49 ft. 2 in. deep.

RADIO: Cable Agents giving ETA draft, cash and other requirements via Scheveningen Radio/PCH.

RADAR/VHF: Harbour radar is installed at Ijmuiden. In bad visibility radar assistance will be given for incoming ships day and night. A radio portophone is provided by Pilot. Direct communication between incoming and outgoing ships and commanding post of locks is possible by means of VHF radio telephone, Channel 11. Government patrol boats are also equipped with VHF installations. The Radio-Radar Station (Redeplot) can also be contacted via VHF Channel 12 before approaching Ijmuiden.

TUGS: Sea-going tugs available between piers at Ijmuiden assisting vessels, into locks or outer harbour. Harbour tugs available in locks assisting vessels to Amsterdam. The rates include use of tug hawser.

BERTHING: Possible at night. If no berth available vessels may be moored on buoys.

BRIDGES: Vessels proceeding to Oil Harbour, Coen Harbour, Vlot Harbour and installations in Eastern part of port pass railway bridge over North Sea Canal at Zaandam. Notices indicating distance from bridge have been placed at 500 metres at either side and notices to stop at 150 metres at West side and 225 metres at East side. When bridge closed Masters must stop their ships and must on no account proceed unless signal is given that passage is allowed. Bridge is opened regularly in accordance with time-table of Netherlands Railway.

STEVEDORES: In order to enable agents to order gangs in time it is recommended to keep agents duly informed about ETA. No ETA to stevedores necessary.

MEDICAL: If immediate medical assistance will be required in the locks of Ijmuiden, Agents must receive advance notice.

BULK HANDLING FACILITIES: *Grain:* The Silo installation of

IGMA at Vlothaven depth alongside 49 ft. 3 in. has main jetty 1,200 ft. length to accommodate two vessels up to 80,000 tons dwt. Ships unloaded by four mobile pneumatic suckers, with capacity 400 tons per hour, and two floating elevators. Daily discharge capacity about 17,000 tons.

On discharging side maximum gear height above water line 92 ft. On loading side maximum gear height above water line 36 ft.

Ore, Coal, etc.: NV Overslagbedrijf Amsterdam in West harbour, quay 2,600 ft. length, depth 49 ft. alongside.

Discharging rate of gear up to 50,000 tons per 24 hours. Loading rate about 2,500 tons per hour.

Max. outreach of loading and discharging gear 147 ft.; max. height of loading discharging gear above water level 55 ft.

NV Havenbedrijf Rietlanden Quay length 2,500 ft. depth 35 ft. Capacity about 8,000 tons per day.

Phosphate: Albatross Fertiliser Works Jetty, depth alongside 31 ft. Two grab cranes with daily capacity of 7,000 tons.

Containers: Quay length 280 metres to be extended to 500 metres. Depth alongside 33 ft. to be increased to 40 ft.

Two container gantry cranes with lifting capacity of 50 tons.

The Container Terminal Amsterdam N.V., 2 cranes of 40 tons capacity each.

TANKERS: Diameter of pipelines:

Mobil Refinery	8 in. and 12 in.
In the Oil Harbour (Amatex)	4 in ,, 12 in.
Comos Tank	8 in. ,, 14 in.

Slop discharge facilities either by barge or into shore tanks of tankers cleaning installations.

Tanker berths:

Mobil Refinery	2, Maximum draft 44 ft. 6 in.
Amatex	5, Maximum draft 41 ft.
Cosmos Tank	1, Maximum draft 42 ft.
Smid & Hollander	1, Maximum draft 36 ft. 2 in.

BP, one berth, max. draft 42 ft.

Shell, one berth max. draft 32 ft.

DENSITY: Amsterdam is not a tidal port. The water is brackish to fresh.

FRESH WATER: Drinking and boiler water can be supplied by barge, or if connection available, from shore. Price depends on quantity ordered.

FUEL: All grades of fuel are available. Advance notice 48 hours.

FIRE PRECAUTIONS: No repair work to be carried out to tankers without permission of Harbour Authorities. Usual non-smoking precautions, etc.

GANGWAY/DECK WATCHMEN: Not required. Dependent on commodity of cargo.

OPENING/CLOSING HATCHES: Liner vessels by crew or by stevedores, payable per man per hour. Tramp vessels as per Charter Party.

CERTIFICATES:

Ship's Register.
Usual Cargo Certificate.
Safety Radio.
Safety Equipment Certificate.
Crew Roll.
All usual certificates required for navigation.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per man or equivalent of tobacco or cigars. Wine and or Spirits: 5 litre of wine per man. Spirits: total 5 litre for the whole ship.

CARGO GEAR: Usual cargo gear certificate.

IDENTIFICATION CARDS: Not needed.

CONSULS: Nearly all countries have established consulates at Amsterdam.

REPAIRS: All types of deck and engine repairs are possible including gas-freeing and tank-cleaning.

DRY DOCKS: NDSM: Four dry docks, largest of which length 817 ft. breadth 120 ft., depth 28 ft.

ADM: Five floating docks largest of which length 620 ft. breadth 83 ft. 4 in., lifting capacity 28,000 tons dwt.

Other floating docks available for vessels up to 4,500 tons.

REPATRIATION: Facilities for repatriation of crew to any destination are available.

AIRPORT: Distance to Schiphol Airport (served by regular airlines) 15 km.

TIME: GMT plus 1 hour. No alterations during the year.

HOLIDAYS: New Year's Day; Easter Monday; Queen's Birthday (April 30th); Ascension Day; Whit Monday; Christmas Day and Boxing Day.

Cargo can be worked during these days subject to labour being available at premium rates.

POLICE/AMBULANCE/FIRE: Police 222222; Ambulance 355555; Fire 666666.

TELEPHONES: Telephone connections on board are only possible on certain quays (passenger ships). It is possible to rent portable mobilophones.

SERVICES: 2 Tank cleaning installations, compass adjusting/direction finder calibration, representatives of all leading radio installations, radar and other nautical instruments available.

SHORE LEAVE: Crew members allowed ashore.

DELAYS: Usually no congestion.

AUTHORITY: Dienst der Havens en Handelsinrichtingen, Havengebouw, 7, De Ruyterkade, Amsterdam.

AGENT: Wm. H. Muller & Co. (Amsterdam) n.v. Telegraphic address: Mineral Tel. 63456. Telex 12058, Liner, Stevedoring and Forwarding Departments, Tramp Agency Department.

DELFZIJL: 53.20 N. 6.54 E.

DOCUMENTS: See "Rotterdam".

PILOTAGE: Pilot boats normally cruise at Wester-Ems buoy. During bad weather they withdraw into estuary, but never further than Borkum Roads. Pilot boats listen on channel 14 VHF; distance from pilot station to Delfzijl 32 miles. Pilot service compulsory for all vessels drawing over 22 dm.

ANCHORAGE: Anchoring in harbour area prohibited. On roads, ships up to 4,000 dwt. anchor near buoy B.W. 14. Larger vessels should anchor in Doekegat.

RESTRICTIONS: Harbour accessible for ships with drafts up to 28 ft. 6 in. (At MHW in channel ships of this draft maintain a keel clearance of about 1 ft. under normal circumstances). These deep-loaded vessels should enter at H.W. only. Persisting easterly gales, may result in less water. No official restrictions regarding length and breadth of vessel. See "Developments".

TUGS: 1 tug of 900 h.p., 2 tugs of 800 h.p. and 2 tugs of 175 h.p. available. Tugs use ship's lines.

RADIO: Cable to Agents via Radio Scheveningen. PCH.

BRIDGES: Bridge to the 1st Inner Harbour may always be worked. Bridge to the Industrial Inner Harbour (Oosterhornkanaal) will be handled from Monday to Saturday. On Sunday bridge may be opened on special request.

CARGO HANDLING: Public quay is equipped with 14 cranes to work general cargo. Five of these may also be used to handle bulk cargoes (fertilisers, grain).

There is in the outer harbour a private facility to discharge alumina, a bulk salt-loading terminal and a deep sea berth to handle molasses.

DENSITY: Ranging between 1.007 and 1.020, depending on the tide.

FRESH WATER: Available along new quay in unlimited quantities.

FUEL: Fuels in limited quantities for coasters are always available. For bunkering of larger vessels, arrangements should be made in advance.

DEVELOPMENTS: Present harbour entrance will be closed in 1973. Outer harbour will be extended in an Easterly direction and a new entrance will be built opposite the village of Oterdum. New entrance will have bottom width of 200 metres. About 10 km. to the North of present port a new harbour will be constructed in the years 1969–75. It is expected that this harbour, which will be named "Eemshaven" will be operational in June 1973. This harbour will be able to receive ships up to 250 metres length and 36 ft. draft.

GANGWAY/DECK WATCHMEN: According to police regulations, Master has to keep watchmen on board.

OPENING/CLOSING HATCHES: Normally carried out by ship's crew.

CONSULS:

Denmark	tel. 05961–3333	Belgium	tel. 050–35441
Finland	,, 05961–6800	Germany	,, 050–26741
Sweden	,, 05961–3333	Spain	,, 050–37879
France	,, 05961–3778	Norway	,, 050–24941

REPAIRS: Most engine and deck repairs can be carried out by two local shipyards.

DRY DOCKS: Dry-docking is limited to ships up to 3.000 dwt. with a draft not exceeding 32 dm. For larger vessels, dry-docking facilities exist in the nearby port of Emden (Germany).

CERTIFICATES: The tonnage certificate should be shown to Harbour Master. on first call every year.

HEALTH, MEDICAL ATTENDANCE, HOLIDAYS, LOCAL TIME, CUSTOMS ALLOWANCES: see Rotterdam.

AUTHORITY: Port of Delfzijl Authority, Handelskade W 10, Delfzijl. Tel.: 05961–4966. Telex: 53229.

AGENTS: Maritima Shipping and Trading Company Ltd., Markstraat 1, P.O. Box 7, Delfzijl. Tel. 3741. After office hours: 3711, 3743 3742. Telegrams Maritima. Telex 53153.

DORDRECHT: 51.49 N. 4.40 E.

DOCUMENTS: See "Rotterdam".

PILOTAGE: Vessels have to enter New Waterway at Hook of Holland and proceed to Dordrecht via this New Waterway and the River Oude Maas. Masters of vessels bound for Dordrecht should state destination in ETA message as Pilots for Dordrecht embark from pilot cutter at roads. Deep-draughted vessels may have to exchange Pilots just inside breakwaters at Hook of Holland. (See Rotterdam "Ordering a Pilot").

ANCHORAGE: At sea off Hook of Holland (see Rotterdam). No anchorage between entrance to New Waterway and Dordrecht.

RADIO/RADAR/VHF: No radar service on river Oude Maas or Dordrecht.

RESTRICTIONS: Max. draft: 27 ft. 6 in. length: approx. 200 metres (656 ft.) breadth: 40 metres (131 ft.). For tankers minimum visibility 500 metres (1640 ft.). For dangerous cargoes, see Rotterdam.

TUGS: Tugboats ordered by Pilot when entering New Waterway. Tugs normally meet vessels at Dordrecht.

BRIDGES: Bridges across the River Oude Maas are opened day and night. Sea traffic has preference above shore traffic.

TANKERS: Oil installation of Gebr. Broere N.V. has seven tanker berths. There are other tanker berths for small tankers. No slop (residue) storage facilities.

REPAIRS: Yards of various capacities available for all types of repairs.

FRESH WATER: At oil installations fresh water can be supplied from shore. Or supply by waterboat.

CONSULS:
Denmark tel. 32177 Norway tel. 32177 France tel. 33231
Other consulates at Rotterdam at 20 km. distance.
POLICE/AMBULANCE/FIRE: Tel. Police 30333; Ambulance 32555; Fire 33333.
AIRPORT: Rotterdam and Amsterdam airports at a distance of 30 and 90 km. respectively served by regular airlines.
PILOT CUTTERS, HEALTH, MEDICAL ATTENDANCE, BUNKERS, CUSTOMS ALLOWANCES, HOLIDAYS: see Rotterdam.
TIME: GMT plus one hour.
AGENTS: Wm. H. Muller & Co. Scheepvaartagenturen (Rotterdam) N.V. Westerlaan 1, Tel. 010–36.43.00. Rotterdam. Telegr. Mineral. Telex. 21245, 46, 48, 32124. Shipbrokers. Liner Agents.

FLUSHING: 51.27 N. 03.35 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Store List.
1 Personal Effect List.
Ship's Register.
1 Manifest or Bill of Lading.
PILOTAGE: Entering by Northern entrance (Oostgat) in vicinity of MZ light buoy T (51° 39′ N. and 03° 20′ E.) Dutch pilot vessel has black hull and funnel, flying a blue flag with the letter L in white.
Entering by Southern entrance (Wielingen) from English channel past light vessels Sandettie Banks and Westhinder a Belgian pilot cutter is stationed in vicinity of Buoy A1 (51° 22′ N. and 02° 53′ E.). This motor pilot vessel has black hull with white number on bow, yellow funnel with black top, flies red flag with letter P in white.
Vessels required to give 4 hours advance notice to Pilot cutters advising ETA, draft, vessel's name. In case of delay, an amended ETA should be sent. Notice can be given by VHF Channel 6.
During bad weather, both pilot boats shift to Flushing roads.
ANCHORAGE: Flushing roads at not less than ¾ of mile from Northern Coast. Depths vary quickly from 33 to 85 ft.
MAX. SIZE: *Flushing East Harbour* – 36 ft. LWOST at the Container Berth.
Outer Harbour – 32 ft. LWOST.
Length and breadth in both harbours no restrictions. Max. draft 44 ft., provided vessel is able to berth at high tide and discharge immediately to reduce draft by the required amount at low water.
Total Refinery Terminal – see Developments.
HEALTH: No certificates required. In event of any disease or fever contact agents.
RADIO: All messages to Agents via Scheveningen Radio.
Flushing Radio can be reached by VHF Channel 14. Harbour tugboats and pilot cutters operate on VHF Channel 6.
RADAR/VHF: Port radar service, none. River service under consideration. Flushing Radio Channel 14. Every 5 min. each hour this station transmits information regarding visibility, water-level, hindrances, anchorages, etc. Harbour tugs Channel 6.
TUGS: Join vessels in Flushing roads. Vessel's lines usually used. No extra for tug lines. For contract holders 5% reduction.
BERTHING: *Outer Harbour* – West side, quay of 1,100 ft. long, depth of water 32 ft. LWOST. Quay height above sea level 2 metres at high tide and 7 metres at low tide. In Northern part of Outer Harbour a landing stage with length of 360 ft. Depth at low tide 20 ft.
Flushing East Harbour – Quay length 1,300 ft. Depth 36 ft. LWOST.
Inner docks: A double lock and sluice give access from Outer Harbour to inner docks and canal through Walcheren. Largest lock 455 ft. wide, depth on still LWOST of 17½ ft. The other lock is 213 ft. long, 25 ft. wide, and 10 ft. deep. Sluice 115 ft. wide, 28 ft. deep. Constant depth of water at quay 24 ft.
STEVEDORES: Provided by N. V. Haven Van Vlissingen (Port of Flushing Limited). Tel.: 01184–5070. Telex: 55137.
MECHANISED CARGO HANDLING: Quay length 1,300 ft. equipped with two portainers suitable for handling 20 up to 40 ft. containers.
Ro/Ro service between Flushing and Ramsgate. Daily service, later on probably twice a day. Vessels berth in the Inner Docks. At Flushing-East, Ro-Ro facilities for deep sea vessels.
TANKERS: Vessels carrying over 4,400 gallons of combustible liquids with a flash point up to 21° C., or over 22,000 gallons with flash point up to 55° C require Harbour Master's permission for entry.
Two discharging berths alongside the quay. Discharge lines three of 8 in. diameter with capacity of about 2,000 tons per hour.
MEDICAL: Two hospitals available.
DENSITY: About 1024.
FRESH WATER: Can be supplied either alongside the quay or by water boat. Possible to supply fresh water in Flushing roads weather permitting.
FUEL: All grades obtainable from major oil companies and supplied by barge only.
DEVELOPMENTS: In Flushing East the quay of 1,300 ft. length to be extended by 300 ft. with depth alongside 36 ft. LWOST. Total Refinery under construction with production planned to commence 1974. Project includes a jetty in the River Scheldt for 80,000 dwt tankers.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
OPENING/CLOSING HATCHES: On liners by crew or stevedores, ship's option.
CERTIFICATES: On arrival, ship's register only.
CUSTOMS ALLOWANCES: 200 cigarettes for each member of crew and total on board out of bond 5 litres spirits and 100 litres wine.
CARGO GEAR: No additional requirements. Normally work with shore cranes.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	tel. 5151	Norway	tel. 2272
Denmark	,, 4520	Portugal	,, 2272
France	,, 2373	Sweden	,, 2353
Germany	,, 01188–1764		

REPAIRS: All repairs possible.
DRY DOCKS: Largest 705 ft. 5 in., width 98 ft. 4 in. and 4 smaller docks.
REPATRIATION: All facilities available for crew changes; good railway connections.
AIRPORT: Rotterdam (Zestienhoven) 125 km.; Brussels (Melsbroek) 150 km.; Amsterdam (Schiphol) 180 km.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day (January 1st); Easter Monday; Queen's Birthday (April 30); Ascension Day (May 15th); Whit Monday; Christmas Day (December 25th); Boxing Day (December 26th).
Work can be arranged on above days, however dependent upon permission of the Docker's Inspection.
POLICE/AMBULANCE/FIRE: Police 3333; Ambulance and Fire 2323.
TELEPHONES: Not possible to place telephones on board except for vessels berthing at the shipyard "De Schelde".
SERVICES: Compass Adjuster; Radio/radar services also calibration of the Direction Finder, Seamen's Home (Mission to Seamen); Lloyd's Sub-agents; Ship's Laundries.
SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
AGENT: Wm. H. Muller & Co. Shipping Agencies (Rotterdam) N.V., Flushing. PO Box 81. Tel. 2171 (day and night). Telex 55068. Cables "Mineral".

IJMUIDEN: 52.28 N. 04.34 E.

Also refer to "Amsterdam".
DOCUMENTS:
2 Personal Effects Lists.
2 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
Declaration of Health.
PILOTAGE: Compulsory. Pilot boat stationed off entrance to Ijmuiden. Vessels required to give 4 hours advance notice to "Loodswezen" Ijmuiden. The advice to be amended if vessel changes ETA more than 2 hours from the original message.
Notice can be given via Scheveningen Radio or by VHF Channel 12.
Harbour Master's office can be contacted by VHF Channel 11 to obtain information for safe navigation and rapid locking. In adverse weather vessels may receive radar assistance from Port Operations for entering harbour.
ANCHORAGE: Vessels may anchor off Ijmuiden outside the breakwaters.
MAX. SIZE: For North Sea Canal, entrance lock 1312 ft. long, 164 ft. wide, 49 ft. depth. Density: 1016.
Ijmuiden Outer Harbour: vessels up to 100,000 dwt. Max. draft 43 ft. or up to 45 ft. with prior permission.
HEALTH: Pratique granted automatically on arrival after completion of Maritime Declaration of Health. In case of suspected disease on board notify Agent by radio before arrival advising full details.
TUGS: Available. Meet vessel in harbour entrance if required.
BERTHING: Coal and ore cargoes discharged to Blast Furnace and Steel Works Company in Outer Harbour.
Quay 1: length of quay 1,148 ft., depth alongside 29 ft. 6 in. at LLWS, 34 ft. normal high water.
Quay 2: length of quay 1,800 ft. Depth alongside 48 ft. at LLWS.
Quay 3: length 480 ft. depth alongside 34 ft. LLWS.
Inner Harbour:
Used mainly for smaller vessels with draft between 13 ft. and 21 ft. 6 in.
BULK HANDLING FACILITIES: Normal capacity per 24 hours:
Quay 1: Iron ore 20,000 tons, coal 12,000 tons.
Quay 2: Iron ore 40,000 tons, coal 28,000 tons.
DEVELOPMENTS: Proposed new outer port to be built South of South Harbour Entrance Mole to accommodate vessels up to 62 ft. draft.
STEVEDORES: Work in shifts around the clock. Work normally stops 22.00 Saturday until 06.00 Monday unless arrangements made for overtime.
FRESH WATER: Available from quay.
FUEL: Available by barge.
MEDICAL: Doctors, hospital and all services available.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member; 5 litres spirits for whole ship.
CONSULS, REPAIRS: and all general information; refer to "Amsterdam".
AUTHORITY: Rijkswaterstaat Havnedienst, Ijmuiden.
AGENT: See "Amsterdam".

ROTTERDAM: 51.55 N. 4.24 E.

DOCUMENTS: Maritime Declaration of Health, obtainable from River Pilot. Crew list in duplicate on special Dutch forms, obtainable from agents. Ship's Register. Store list. Crew custom declaration showing quantity cigars, cigarettes, tobacco, spirits, wine, radios, cameras, etc., and souvenirs for each crew member.

Crew and passenger lists to show date of last vaccination against smallpox, for vessel coming from suspect zone within last 14 days.

DEEP SEA PILOTAGE: See Brixham or Cherbourg.

PILOTAGE: River pilotage compulsory from sea to harbour area and vice versa, except vessels in ballast drawing less than 7 ft. 3 in.

Harbour pilotage compulsory from fairway to berth in harbour area and vice versa, except for vessels under 475 GRT.

Pilot Cutters: Cruising continuously, day and night, off entrance to New Rotterdam Waterway, one North of line North Mole/Maasbuoy and one near Maasbuoy. Characteristic signals:

1. By day pilot flag, being a blue flag with white letter "L", displayed from main top mast.
2. At night, lights as prescribed by Regulations for Preventing Collisions at Sea.
3. During bad visibility the fog signal prescribed by rule 15 of these Regulations.

Ordering a Pilot:

1. Vessels bound for New Rotterdam Waterway should cable, at least four hours in advance, ETA pilot station and draft to:
   (*a*) Pilotage Hook of Holland via Coastal Station Scheveningen Radio (PCH) or
   (*b*) Coastal Station Maassluis Radio (Radio Dirkzwager) by VHF Channel 12 (Port operations) or
   (*c*) Pilot Station Maas at Hook of Holland by VHF Channel 20 and 18.
2. Vessels bound for Port of Dordrecht should also state their destination, as pilots for Dordrecht embark from pilot cutter on roads.
3. Vessels bound for Europoort should also adopt following procedure:
   (*a*) Vessels equipped with VHF should notify via Channel 12 or 14 their ETA pilot station at least 1 hour in advance to Maassluis Radio Dirkzwager.
   (*b*) Vessels not equipped with VHF should cable same information to Europoort Rotterdam via Scheveningen Radio (PCH).

On arrival at pilot station vessels requiring Pilot are to display following signals, separately or together:

1. *By day*, International code signal G. Pilot flag, viz., vessel's National Flag with white border from foremast.
2. *By night*, Morse signal G by flashlight. Blue lights at intervals of 15 minutes. A bright white light shown just above bulwark for one minute at short intervals.
3. *During bad visibility*. At least 3 seconds after the normal fog signal the international code signal G. Pilot vessel will answer: the normal fog signals, followed after at least 3 seconds by international code signal H (I have pilot on board).

Pilotage by Helicopter.

Helicopter pilotage for tankers drawing up to 65′ is regularly carried out now. However, smaller vessels can also benefit by such services which are rendered day and night.

Condition is that vessels have an obstacle free hoisting area on deck of min. 15 feet in diameter.

ANCHORAGES: Recommended anchorages:

51° 57′ N. 3° 53′ E. } max. draft
51° 59′ N. 3° 58′ E. } 52 ft.

for vessels with a deeper draft:

52° 01′ N. 3° 00′ E.
52° 05′ N. 3° 08′ E.

RESTRICTIONS: *Dangerous Cargoes:* (*a*) explosive cargoes in quantities of over 1,000 Kgs.; (*b*) gas in bulk; (*c*) poisonous liquids; (*d*) inflammable liquid with a flash point of less than 56° C., and of which the gas may form an explosive mixture with air.

Masters of vessels carrying dangerous cargoes have to report 4 hours before arrival at pilot station to "Pilot, Hook of Holland", via Scheveningen Radio, or to "Maassluis Radio Dirkzwager" on VHF Channel 12, stating draft, ETA and the code word "Imco".

Fog: Tankers will not be allowed to manoeuvre in fog, i.e. in visibility of less than 500 metres (1,640 ft.).

Entry times: Depend on prevailing circumstances, as follows:

Europoort:
Ore carriers – Any time.
Tankers:
50 ft. – 57 ft. SW draft – Any time except for Shell 102 and 103 for which see 57 ft. – 62 ft.
57 ft. – 62 ft. SW draft – Any time except between 5–2 hr. (Calandcanal) } before high tide at 5–1 hr. (Beercanal) } Hook of Holland
62 ft. – 65 ft. SW draft – 2 hours before until 2 hours after high water at Hook of Holland.

Vulcaanhaven Vlaardingen: Between 33 and 39 ft. at slack high tide only.

Botlek:
(*a*) Between 31 ft. and 37 ft. any time except between 4 hr. and 1 hr. before high water at Rotterdam.
(*b*) 38 ft. and 39 ft. at slack low or at slack high water, depending on circumstances.
(*c*) 39 ft. to 45 ft. only at slack high water.

Waalhaven:
Same as Botlek, but vessels with a draft of 39 ft. fresh water, which are over 800 ft. in length, must first discharge part cargo in Botlek from where, after draft has been reduced to 37 ft. fresh water, they can be shifted to Waalhaven.

Other basins: Any time.

MAX. SIZE: Europoort: Up to 65 ft. Seawater draft.
Botlek: up to 45 ft. Seawater draft.
Pernis: up to 40 ft. Freshwater draft.
Waalhaven: up to 39 ft. Freshwater draft.

HEALTH: Master has to fill in and sign Maritime Declaration of Health which is handed to him by Pilot. Vessels subject to medical inspection have to hoist flag signal ZV (at night two white lights horizontally placed).

RADIO: Recommended radio station: Scheveningen Radio, call sign PCH, via which station also Agents send messages to vessels.

RADAR/VHF: Chain of seven shore-based radar stations permits navigation during all weather conditions. Radio and radar station Pilot Maas, at Hook of Holland, communicates via Channel 20 of Hague Band or VHF Channel 20.

VHF range = about 15 miles.
Radar range = about 14 miles in S.W. to W. direction, and 10 miles in N. direction.

Captains are requested to call this station, especially during bad visibility, well in advance of arrival at pilot station. Pilot Maas provides vessels within range with nautical information and acts as a link with pilot cutters.

Radio and radar station, known as "Rijkshavendienst Waterway", located in Europoort now operates a 24-hour service. It acts as communication post for safety of shipping outside entrance to New Waterway and on Waterway. The station can be contacted by inward bound vessels, but must be contacted by vessels before departure from Europoort by VHF Channel 14, call-sign "RHD Waterway". Station also gives nautical information on situation on New Waterway every half hour via VHF Channel 14 in English.

MEDICAL: All medical facilities available. Advance notice only in emergency or if attendance required during week-end.

TUGBOATS: Tugs normally join vessel on river when nearing the basin where vessel will be accommodated. Vessel's towing lines used. On departure from Europoort the tow ropes, fastened to the stern, must be supplied by the tugs.

BRIDGES: New Waterway connects port of Rotterdam with North Sea, without any locks or bridges. Only to reach some shipyards, situated East of Rotterdam, vessels have to pass the "Maas-Bridges" (Koningshaven), which are on working days opened at regular times.

BULK HANDLING FACILITIES:

Europe Container Terminus (ECT): Situated in Prinses Margriethaven and in Prins Willem Alexanderhaven. Max. draft 39 ft.

Europoort CV: Quay length 600 metres for discharge, 550 metres for loading, depth alongside 55 ft. 9 in. Height of discharge gear above high water level, 78 ft.

Botlek NV: Quay length 500 metres, depth alongside 42 ft. 6 in., and 240 metres depth alongside 44 ft. Height of discharging gear above high water level, 69 ft.

Loading Section: Quay length 500 metres, depth alongside 29 ft.

Frans Swarttouw: Quay length 890 metres. Depth alongside 44 ft. Height of discharging gear above high water, 87 ft.

Quay length 100 metres, depth alongside 38 ft. 4 in., height of discharging gear above high water, 60 ft.

Loading Section: Quay length 180 metres, depth alongside 23 ft.

Vulcaanhaven/Vlaardingen: Quay length 640 metres, depth alongside 39 ft. Height of discharging gear above high water, 52 ft.

Gem/Botlek: Two berths alongside pier, each 245 metres long, depth alongside 44 ft. Height of discharging gear above high water, 69 ft.

Loading Section: Two berths, 142 metres long, depth alongside 32 ft.

Waalhaven: Pier 7, 400 metres long, depth alongside 37 ft. 3 in. Height of gear above high water, 62 ft.

Pier 5 (SHV): Quay length 345 metres, depth alongside 36 ft. Height of discharging gear above high water, 54 ft.

Europoort: Bunge Grain Installation: Main jetty length 230 metres, depth 52 ft. 6 in., to accommodate vessels up to 100,000 tons dwt. Installation equipped with two grain discharge towers, giving total max. discharging rate of 2,400 tons per hour.

TANKER BERTHS: All tanker berths in Europoort have facilities for discharge of dirty ballast.

Europoort: Shell No. 104, Beneluxhaven, max. draft 65 ft., four 16-in. hoses.

Shell No. 103, fourth Petroleumhaven, max. draft 57 ft., four 16-in. hoses.

Shell No. 102, fourth Petroleumhaven, max. draft 52 ft., four 12-in. hoses.

Shell No. 101, fourth Petroleumhaven, max. draft 46 ft., four 12-in. hoses.

Chevron/Esso, fourth Petroleumhaven, max. draft for two berths, 46 ft. 6 in., three-12 in. hoses.

Chevron/Esso, fifth Petroleumhaven, max. draft 65 ft., three 16-in. hoses.

Gulf, fifth Petroleumhaven, max. draft 53 ft., four 12-in. hoses.

Gulf, fifth Petroleumhaven, max. draft 47 ft., five 10-in. hoses.

B.P., sixth Petroleumhaven, two berths, max, draft 65 ft., four 12-in. hoses.

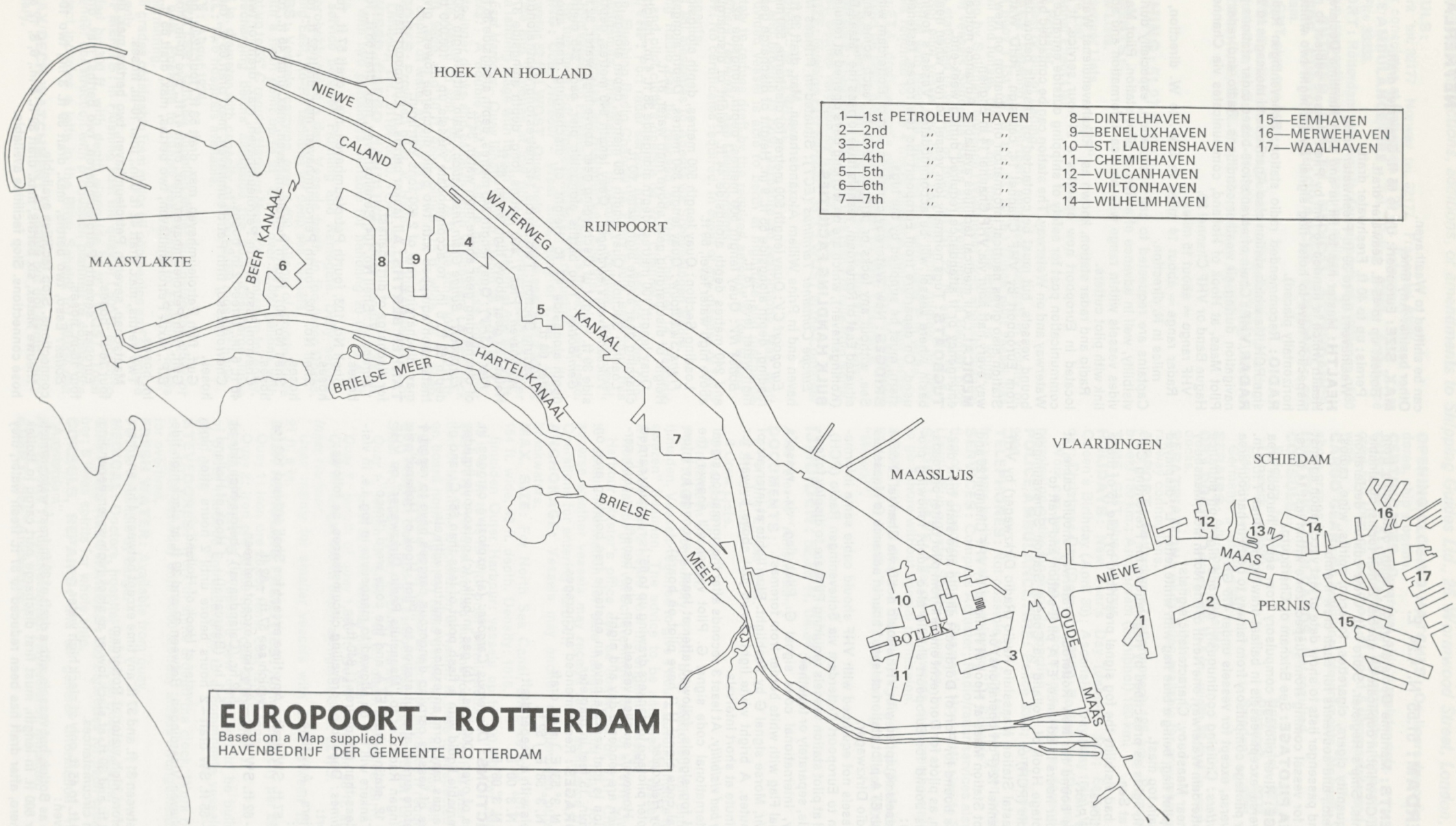
Two berths, max. draft 42 ft. 6 in., four 10-in. hoses.

Maatschap, seventh Petroleumhaven, two berths, max. draft 65 ft., four 16-in. hoses.

Europak: seventh Petroleumhaven, two berths, max. draft 65 ft., four 16-in. hoses.

Botlek: Esso, two berths, max. draft 39 ft. 3 in., two 10-in. hose connections. Slop facilities available.

Nieuwe Matex, six berths, max. draft 39 ft. 4 in., 6, 8, 12 and 16-in. hose connections. Slop facilities available.



EUROPOORT – ROTTERDAM

Based on a Map supplied by
HAVENBEDRIJF DER GEMEENTE ROTTERDAM

Pakhoed, 3 berths, max. draft 39 ft. 4 in., 8- and 14-in. hose connections. Facilities for dirty ballast discharge.

Pernis: Pakhoed, two berths, max. draft 34 ft., 8- and 10-in. hose connections. Facilities for dirty ballast discharge.

Shell, first Petroleumhaven, seven berths, max. draft 39 ft. 6 in., four 8-in. hoses. Slop facilities available.

Shell, second Petroleumhaven, seven berths, max. draft 35 ft. 6 in., four 8-in. hoses. Slop facilities available.

Chevron/Texaco, one berth, 35 ft., fresh water and one berth 32 ft., fresh-water, three 12 in. hoses. Slop facilities available.

Paktank: Two berths, max. draft 39 ft., 10-in. and 14-in. hose connections. Facilities for discharge of ballast.

Mobil Oil, one berth, max. draft 33 ft., 6- and 8-in. hose connections. No facilities for discharge of dirty ballast.

DENSITY: *Europoort* – At high water 1022; at low water 1010.

Botlek – At high water 1014; at low water 1001.

Waalhaven and other basins in the Rotterdam port area: At high water 1004; at low water 1000. All depending upon amount of fresh water carried down river.

STEVEDORES: Normal working hours:

1. *Bulk cargoes except grain:* Monday 07.30 – Saturday 14.00 hours uninterruptedly.
2. *Bulk grain:* Monday–Saturday dayshifts: 07.45–16.15 hours. Monday–Friday night shifts: 17.00–01.30 hours.
3. *General cargo:* Monday–Friday dayshifts 07.30–16.15 hours. Nightshifts: 17.00–01.30 hours.
4. *Oil:* Continuously, including week-ends, except the oil storage companies Pakhoed and Nieuwe Matex, which work from Monday till Friday during daytime only, unless overtime arrangements are made.

Agents should be kept closely advised of vessel's position. In view of ordering gangs for next morning/evening master's final ETA message is required before 14.00 hours. For work on Monday mornings a final ETA is required before Friday 14.00 hours.

OPENING/CLOSING HATCHES: On liners by stevedores. On tramp vessels by crew; stevedores lifting beams.

FRESH WATER: Can be supplied ex quay at many berths. Where no shore connections are available and at buoys: by waterboat.

BUNKERS: All types of oil bunkers can be supplied by means of barges or ex shore installations for tankers. Coasters can take bunkers ex installation during their inward or outward passage. Advance notice is required for vessels which are only 24 hours or less in port and for bunkering during week-ends.

FIRE PRECAUTIONS: No floating objects are allowed alongside tankers during discharge or loading of dangerous cargoes and during ballasting.

CUSTOMS ALLOWANCES: Spirits: first arrival each month, 5 litres per vessel plus one bottle per man. Otherwise, ¾ litre per man with a max. of 5 litres per vessel. Wine: 5 litres per man.

Each crew member permitted out of bond 200 cigarettes, or 25 cigars, or 500 gm. tobacco.

DEVELOPMENTS: On Maasvlakte a new bulk transhipment installation for ore and coal is planned, with two unloading cranes of 2,000 tons per hour each.

Future plans to accommodate container and roll on/roll off vessels in new basin "Rijnpoort", which will be situated between Hook of Holland and Maassluis, 5 miles from the entrance to the New Waterway.

GANGWAY/DECK WATCHMEN: Recommended.

CERTIFICATES: Ship's Register and Deratting Exemption Certificate.

CONSULS:

Austria
Belgium
Bolivia
Brazil
Chile
Costa Rica
Cuba
Denmark
Dominican Rep.
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Greece
Haiti
Honduras
Iceland
Ireland
Italy
Japan
Lebanon
Liberia
Luxembourg
Mexico
Monaco
Morocco
Nicaragua
Norway
Pakistan
Panama
Paraguay
Peru
Philippines
Portugal
Spain
Sweden
Switzerland
Tunisia
Turkey
Uruguay
U.S.A.

REPAIRS: Yards of various capacities are available for new building, engineering and all types of repairs.

DRY DOCKS: Largest dry dock for vessels up to 500,000 tons dw. with tank cleaning installation for largest vessels.

REPATRIATION: All arrangements for crew changes and repatriation can be made.

AIRPORT: Rotterdam airport Zestienhoven (distance 6 km.) and Amsterdam airport Schiphol (distance 70 km.) are served by regular airlines.

TIME: During the whole year GMT plus one hour.

HOLIDAYS: New Year's Day; Easter Monday; Queen's Birthday (30th April); Ascension Day; Whit Monday; Christmas Day (25th December) no work; Boxing Day (26th December).

POLICE/AMBULANCE FIRE: Police Head office tel. 14.31.44; Alarm and accidents tel. 94; Ambulance tel. 13.50.00; Fire tel. 99.

TELEPHONES: At major shipyards, oil and grain terminals telephone is placed on board without extra charge.

AUTHORITY: Havenbedrijf der Gemeente, Rotterdam. Tel. Rotterdam 049133. Telex 23077.

AGENT: Wm. H. Muller & Co's Scheepvaartagenturen. (Rotterdam) N.V., Westerlaan 1, Rotterdam-2.

Shipbrokers – Liner Agents. Tel. 010–36.43.00. Telegrams: Mineral. Telex 21245,

TERNEUZEN: 51.20 N. 03.49 E.

DOCUMENTS: Also see "Rotterdam". Customs clearance takes place in the outer harbour or in the locks, by permission of the lock master. Clearing of ships comprises the production of a document signed by the Master, accompanied by the following documents in triplicate: Cargo and Crew Manifest, and Stores List. Masters are requested to have Crew List completed beforehand to avoid delay in the lock.

PILOTAGE: Compulsory for all vessels entering, leaving, and navigating inland waterways. Sea Pilot meets inward vessels at buoy A1, 51° 22.00′ N. 2° 53.24′ E. for ships entering by Wielingen channel; or at Middensteen Bank buoy, 51° 39.30′ N. 3° 19.00′ E. for ships entering by the Oostgat channel.

In Wielingen channel Belgian and Dutch Pilots available. In Oostgat channel a Dutch pilot cutter is stationed. Belgian pilot boat carries at the masthead a red flag with a white letter P, the Dutch pilot boat has a blue flag with a white letter L. Communicate with pilot cutter by VHF Channel 6.

Warning: In approaches Masters may encounter fishing boats steaming a parallel course about 300 ft. apart. The net is being towed between the two vessels. If there is danger of fouling the net, the fishing vessels will display by day International Code flag D, or by night a searchlight from each vessel.

ANCHORAGE: Vessels anchor outside fairway where depth is at least 49 ft. Mud bottom and good holding ground.

RESTRICTIONS: No restrictions on night entry.

MAX. SIZE: Controlling depth 31 ft. 4 in. Keel clearance 3 ft. 0 in. Height of tide 12 ft. to 15 ft. A vessel of maximum draft 40 ft. 6 in. can reach Terneuzen in most circumstances.

Ships not exceeding the following dimensions are allowed to pass through west lock and canal: length 230 m., breadth 31 m., draft in fresh water (canal) 11·75 m.

With special permission: length 245 m., breadth 32 m., draft in fresh water (canal) 12·25 m.

HEALTH: Arriving vessels are only subject to medical examination when arriving from countries where contagious diseases reported or when such cases suspected on board. Medical Officer will board in Terneuzen roads or Outer Harbour.

RADIO: Communicate via Flushing radio Channel 14, 156.70 MHz. 24-hour watch kept. From five minutes past every hour to ten minutes past the hour switch to Channel 16 for traffic list and navigation reports.

Communicate before entering the West outer harbour Terneuzen by VHF Channel 11 (156·55 kHz), 24 hours watch kept.

Each hour a weather bulletin, navigation reports and warnings are given.

TUGS: Towage not compulsory. Tugs can be ordered from Terneuzen tugboat company or Towage and Salvage Union Ltd. respectively by Channel 13, 156.65 MHz, and Channel 3, 156.15 MHz. Stations manned continuously for ordering tugs and general information.

MEDICAL: Two modern hospitals available.

FRESH WATER: Available from water barge.

FUEL: Fuel oil and lubricating oil available from lighter or tanker barge. Bunker coal not available.

GANGWAY/DECK WATCHMEN: Available. Tariff increase 100% on Sundays and holidays.

OPENING/CLOSING HATCHES: Can be effected by crew or stevedores.

CUSTOMS ALLOWANCES: See "Rotterdam".

IDENTIFICATION CARDS: Not required.

REPAIRS: Terneuzen Shipbuilding Yard situated at junction of East and West Canal branches. Able carry out hull and engine repairs. Floating cranes and diving equipment available.

DRY DOCKS: Dry-docking only possible for coasters, length 345 ft. width 39 ft. 6 in., draft 11 ft. 6 in.

TIME: GMT plus one hour.

HOLIDAYS: See "Rotterdam".

SERVICES: Repairs of radio radar, etc., can be effected.

SHORE LEAVE: Allowed.

DEVELOPMENTS: Plans made to widen and deepen Outer Harbour, also extension to southern Canal Harbour and Zevenaardok Harbour.

AGENT: Wm H. Müller & Co's Shipping Agencies (Rotterdam) N.V. – FLUSHING. P.O. Box 81 – Telephone 2171 – Telex 55068 Cables Mineral.

Netherlands Antilles

BARCADERA, Aruba:

The industrial harbour of Aruba, situated three miles South-east of Oranjestad.

DOCUMENTS: Documents and all general information, refer to "Oranjestad".
PILOTAGE: Compulsory.
RESTRICTIONS: Harbour open day and night. Depth of water in entrance and throughout harbour is 36 ft. Swinging basin width 1,000 ft.
MAX. SIZE: Up to 12,000 GRT.
TUGS: Available.
BERTHING: 1,150 ft. of dockside accommodation.
FRESH WATER: Not available.
FUEL: Can be supplied.
AUTHORITY: See "Oranjestad".

BULLENBAY, Curacao: 12.11 N. 69.01 W.

Bullenbay is an open bay on the South coast of Curaçao, 9 miles North-west of Willemstad.
DOCUMENTS: Documents and all General information, refer to "Willemstad".
PILOTAGE: There is a resident Pilot at the bay. Pilotage is compulsory and is rendered day and night.
ANCHORAGE: There is no anchorage in the bay.
MAX. SIZE: Length 800 ft., draft 36 ft.
BERTHING: There are two piers at the East side of the bay, naturally protected from prevailing wind and sea, T-shaped with mooring dolphins fore and aft. Vessels moor port-side alongside these piers. Pier No. 1, a wooden superstructure on iron piles has a depth alongside of 38 ft. Pier No. 2 is of concrete construction with a depth alongside of 41 ft. As the slope is steep, vessels held off the piers can load deeper.
FRESH WATER: Fresh water available at the piers.
FUEL: Bunker oil is available and can be taken simultaneous while loading cargo.
GENERAL: Other services, as tugboats, repairs, etc. are rendered from Willemsted.
AUTHORITY: Harbour Master of Curaçao.

CARACASBAY, Curacao: 12.04 N. 68.52 W.

Caracasbay is an open bay on the South coast of Curaçao, 5 miles South-east of Willemstad. This port, mainly used by tankers, bunker ships and big passenger liners, is specially fitted as an oil terminal.
DOCUMENTS: Documents and all general informations, refer to "Willemstad".
PILOTAGE: There is a resident Pilot at the bay. Pilot service is compulsory and rendered day and night.
ANCHORAGE: There is no anchorage in the bay.
MAX. SIZE: Vessels with a maximum overall length of 1,050 ft. and maximum draft of 47 ft. can be accommodated.
TUGS: Tugboats operate from Willemstad; they are at hand if desired.
BERTHING: Two piers owned by "Shell Curaçao Ltd." are built at the East side of the bay, naturally protected from prevailing wind and sea, with depths up to 47 ft. alongside. Vessels dock directly with their port-side along the piers. Pier No. 2, with a depth alongside of 47 ft., and pier No. 3, with a depth alongside of 47 ft., are newly built concrete piers/quays, modern and equipped for handling oil in bulk, with enough platform to serve also as passenger terminal. The biggest cruise ships moor along these piers regularly.

The oil is transported through pipe-lines from the refinery at Willemstad to the storage tanks at Caracasbay. Three ships can bunker simultaneously. New electrically-driven centrifugal pumps, metering and blending equipment at the bay stand for efficiency to reduce bunkering time. Subject only to the capacity of ships receiving connections, loading rates up to 2,000 tons per hour of bunker oil can readily be achieved.
FUEL: The piers are built as oil piers, modern and equipped to supply any kind of bunker or lubricating oil to any vessel.
FRESH WATER: Fresh water can be obtained via pipe-line on the wharves.
STEVEDORES: Lighters and longshoremen are supplied from Willemstad.
REPAIRS: Small repairs can be done at the bay through working barges alongside.
GENERAL: Clearance, port administration, port charges and regulations are the same as at Willemstad.
AUTHORITY: Harbour Master, Curaçao.

FUIKBAY, Curaçao: 12.03 N. 68.50 W.

Fuikbay, on the South coast of Curaçao, 7 miles South-east of Willemstad, is an inland bay with a 147 ft. wide navigable entrance. The depth of this harbour is 26 ft.
DOCUMENTS: Documents and general information, refer to "Wilemstad".
PILOTAGE: Pilotage is compulsory.
RESTRICTIONS: As a rule vessels only enter this port during daylight. Sailing can take place day and night.
ANCHORAGE: There is an anchorage area in the West side of the bay.
MAX. SIZE: Vessels can enter and leave with a maximum draft of 24 ft. and a maximum length of 360 ft.
BERTHING: This bay is mainly used as a loading terminal of the "Mining Company Curaçao" for export of phosphate rock mined out of the "Tafelberg". There is one berth under the conveyor which transports the phosphate rocks from shore into the holds of the vessel alongside. Depth alongside is 28 ft. There is also a 84 ft. berth available for handling explosives or other cargo, usually named Westwerf. Only small vessels with a maximum draft of 8½ ft. can come alongside. Vessels with more draft can moor with the help of floats between ship and quay.

The piers are privately owned by "Mining Company Curaçao" situated on private territory of this company.
FUEL: This port has no bunker facilities, so vessels bound for this port must take bunkers in Caracasbay or Willemstad before or after calling at this port if bunkers are desired.
GENERAL: Other services such as tugboats, repairs, power, etc. are rendered from Willemstad.
AUTHORITY: Harbour Master, Curaçao.

KRALENDIJK, Bonaire: 12.15 N. 68.20 W.

DOCUMENTS: Two Passenger, Crew and Provision Lists to be handed on arrival. Ship's clearance to be paid on departure.
PILOTAGE: Pilot service is available and mandatory in Bonaire. In case a Pilot is desired, the authorities should be notified in advance so that a qualified Pilot from Curacao can be called in at the expense of the ship.
ANCHORAGES: Unlimited. Depth 30 ft. and over.
RESTRICTIONS: Notify the Agent at least 24 hours in advance. No tide.
MAX. SIZE: Length 1200 ft., draft 35 ft.
INWARD CLEARANCE: Inward clearance is effected on board immediately on docking. Immigration Officer arrives on board immediately after docking. Passengers disembarking at Bonaire must present themselves for document check.

Customs Officer boards immediately after docking and together with a representative of the Agency's Shipping Department the inward clearance document of the vessel (in ballast or with cargo in transit, as the case may be) is prepared and signed. This document must be signed by the Master. Occasionally the Customs Officer may insist that the Master sign in his presence. Only upon completion of the above formalities, usually carried out in a very short time, the vessel is declared free and passengers and crew may go ashore. It is recommended that one of the public rooms be made available for the purpose of inward clearance in order to avoid congestion in the purser's office.
HEALTH: No health formalities.
RADIO STATION: A Government Radio Station operates daily from 7.00 a.m. to 9.30 p.m. In case of emergency Bonaire Radio can be contacted by telephone. Vessels bound for Bonaire should route their messages for Bonaire through Curaçao Radio (PJC). The Government Radio and Telephone Station maintains daily telephonic communication with Curaçao, also with the United States, Europe, etc.
TUGS: To be available in 1973.
BERTHING: A new concrete pier was recently built and inaugurated at Kralendijk. It has 400 ft. of berthing space, with a depth of 35 ft. alongside at LW. The pier front is provided with wooden fendering.

Vessels of maximum 30,000 GRT or a maximum length of 1200 ft. are allowed to berth alongside. Maximum permitted load factor on the pier is 2,000 kilos per m².

For the mooring and unmooring at the pier shore labourers are engaged by Agents at the expense of the shipping line. Motor-boats are available for running lines.
CARGO HANDLING: The pier has a special berthing place for ferrys, containers and roll-on/roll-off traffic.

About 5 miles South of Kralendijk there is a special pier for bulk handling of salt.
STEVEDORES: There are no regular stevedores (longshoremen) available in Bonaire. For cargo handling operations ordinary labourers are engaged by the Agent for account and risk of the ship.
MEDICAL: Modern facilities are available for medical and dental treatment. A "Medical Service Request" form must be signed by the Master or other authorised officer for crew members requiring medical or dental treatment. In case of crew members having to be left behind at Bonaire for hospitalisation or otherwise, Master must sign an authorisation guaranteeing expense of treatment and repatriation.
FRESH WATER: Sufficient quantities of fresh water from the Government Water distillation and power plant can be supplied at the pier.
BUNKERS: On advance request, bunkers are delivered by craft at rates comparable to those in Curaçao or Aruba.
DEVELOPMENTS: Bunker facilities are in study.
GANGWAY/DECK WATCHMEN: Watchmen are not necessary but recommended; Overtime as usual.
OPENING/CLOSING HATCHES: This work is normally carried out by crew.
IDENTIFICATION CARDS: Passengers. No landing cards required, but some ships carrying a large number of passengers furnish landing cards to passengers for their own control of passengers returning on board. Crew. No landing cards required.
REPAIRS: There are no facilities for carrying out major repairs.
HOLIDAYS: The following are the official holidays observed in Bonaire: New Year's Day (Jan. 1st); Good Friday; Easter Monday; Queen's Birthday (April 30th); Labour Day (May 1st); Ascension Day; Whit Monday; Kingdom Day (December 15th); Christmas Day (December 25th); Second Christmas Day (December 26th). Religious holidays: August 15th (Assumption Day); November 1st (All Saint's Day).

TIME: 4 hours slow of GMT. No summer time kept.
AIR SERVICES: There is a good daily airplane service between Bonaire and Curaçao. Three or four flights a day with good connections at Curaçao with the international services to and from many parts of the world.
CUSTOM OFFICERS ON BOARD: One or two Customs Officers will remain on board during the vessel's stay in port. Such officer(s) must be furnished meals at regular meal hours in the Officers' Mess or in first-class dining-room.
TELEPHONES: Telephone connection can be placed on board ships at the pier.
POLICE/AMBULANCE/FIRE: Police, tel. 8250; Ambulance, 8250; Fire, tel. 8222.
AUTHORITY: Harbour Master, appointed by the Island Government of Bonaire.

ORANJESTAD, Aruba: 12.31 N. 70.02 W.

DOCUMENTS:
Clearance from last port.
Deratisation Exemption Certificate.
Ship's Register.
Manifest of Cargo (or ballast), or Bills of Lading for import goods and transit goods separately.
Crew List (four copies).
List of Stores on Board (two copies).
Consignee Mail (if cargo for discharge).
Passenger List (if any passengers).

The passenger list must carry full names, ages, sex, nationality and occupation of passengers landing at Aruba. The ultimate destination of in-transit passengers must also be shown on the passenger list.

Deratisation Exemption Certificates can be renewed at Oranjestad, Barcadera and St. Nicholas.

Outward clearance, cargo documents and list of outgoing passengers are delivered on board by the Agent's representative, thereby making it unnecessary for Masters to visit the Customs Office to obtain outward clearance.

PILOTAGE: Masters are requested to advise Agents of their expected time of arrival at least 48 hours in advance. Arrival messages should include advice regarding cash or other requirements. This information is particularly necessary in order to give prompt attention to vessel's requirements and to avoid delay after arrival.

Pilots are government employees and pilotage is compulsory for vessels from 50 GRT upward entering or leaving the harbour. Pilots board inbound vessels within two miles of shore. The Agent's representative will arrange for Pilots to board vessels as necessary. Inbound vessels should close the West entrance of the harbour as near as prudently possible and make a lee to facilitate the Pilot's boarding.

Every vessel arriving or departing must provide and properly secure a pilot ladder which conforms with the standards of construction normally accepted by international safety standards. Failure to provide such a ladder may result in the Pilot's refusal to board a vessel.

ANCHORAGE: Anchorages, suitable even for deepest draft vessels, are located outside the protecting reef along the whole length of the Western and South-western coast. The depth of water ranges from 10 to 35 fathoms. Because of the sharply shelving nature of the bottom in this area, it is recommended that the services of a Pilot be obtained in taking up an anchorage. Ships are anchored only during daylight hours.

TUGS: A tugboat of 1,000 h.p. is available for assisting vessels to and from the docks. The tug-boat is fitted out with radio-telephone which is open on 2182 Mc. while tug is in operation.

MAX. SIZE: The harbour itself has a depth of 36 ft. at MLW. The safe salt water draft approved for entering and leaving is 33 ft. Vessels normally enter via the West channel and depart via the East channel.

HEALTH: The port doctor will visit an arriving ship only if there is a case of quarantinable disease on board, if the ship has no clean bill of health or if one of the preceding ports of call has been declared to harbour a quarantinable disease. The Netherland Antilles bill of health is free of charge.

RADIO: Shore station for R/T communication with 24-hour service. VHF Channel 16, 156·80 mHz (calling); Channel 11, 156·55 kHz (working channel).

BERTHING: In total there are 4,070 ft. of dock length available to accommodate ocean-going vessels and 1,090 ft. of dock for small craft, of which:

1,720 ft. with 36 ft. of water alongside
2,350 ,, ,, 34 ,, ,, ,, ,,
460 ,, ,, 16 ,, ,, ,, ,,
230 ,, ,, 10 ,, ,, ,, ,,
400 ,, ,, 6 ,, ,, ,, ,,

STEVEDORES: Stevedoring is performed at a fairly fast rate compared with other ports in the Caribbean area. All cargo has to be handled with ship's tackle, while on the docks and in the warehouses fork-lift trucks are used for transportation of merchandise. General cargo is handled at an average of 8 tons per gang per hour.

MEDICAL: Excellent medical and dental attention is available at any hour of the day or night to crew members of all vessels.

FRESH WATER: Boiler and drinking water of purest quality is supplied by hose from the docks at a rate of 200 tons per hour (in special cases 400 tons per hour)

FUEL: The port of Oranjestad is an official Esso bunker station. All grades of bunker fuels can be supplied from shore tanks at a rate of 1,500 barrels an hour. A minimum of 48 hours advance notice is required.

REPAIRS: There are no facilities at Aruba for major ship repairs. Local workshops can do repairs of minor nature. Preliminary advice regarding such minor repairs should be included in ETA messages and work requisitions for repairs should be prepared for handling to the Agent's representative immediately upon arrival.

Radar, radio and gyro repairs can be carried out. However, it is important that Masters radio in their requirements as early as possible and give a brief reference as to the nature of the breakdown or fault of the equipment concerned.

While alongside vessels must be prepared to move at one hour's notice. Engine repairs to the effect of demobilizing the vessel may only be carried out with special permission.

BALLAST: Vessels must arrive with sufficient ballast to permit safe handling. All vessels should enter port with clean ballast that can be pumped over board when alongside, as it is prohibited to pump dirty ballast into the harbour.

WATCHMEN: An efficient and continuous watch must be maintained on deck and in the engine-room of all ships while in port, and a sufficient number of men must be on board at all times to move vessels either for harbour operations purposes or in emergency situations.

OPENING/CLOSING HATCHES: This work is normally carried out by the crew.

AIRPORT: The port of Oranjestad – the commercial and tourist harbour of Aruba – is only 5 miles by road from the jet airport. The connection by air with the U.S.A. and Europe are very good and rather frequent (TCA, KLM, VIASA); other airlines operating in Aruba are: ALM, LAV, Aerocondor, and Caribbair.

POLICE/AMBULANCE/FIRE: Police, Oranjestad, tel. 1000; Ambulance, Oranjestad, tel. 2010/1234; Fire Alarm, tel. 00.

CONSULS: The following countries have consular representatives at Aruba:

Brazil
Chile
Colombia
Costa Rica
Denmark
Dominican Republic
Great Britain
Guatemala
Haiti
Italy
Lebanon
Liberia
Nicaragua
Norway
Panama
Peru
Portugal
San Salvador
Spain
Sweden
Switzerland
Venezuela
West Germany

Necessary for Masters of Panamanian and Italian flag vessels to visit Consulates at Oranjestad to present documents and receive despatches. Other Consulates have similar requirements. Masters may check with Agent for clarification.

DEVELOPMENTS: Landing stage for roll on/roll off vessels with depth alongside 33 ft. under construction near Harbour Office.

TIME: Local time is four hours slow of GMT. Vessels are requested to use local time in ETA messages and when dealing with their Agents.

CUSTOMS GUARDS: Local authorities assign one or more Customs guards to each vessel during its stay in port; the charges for guarding are for the account of the vessel. These officials must be provided with meals on board at regular meal hours.

SHORE LEAVE: Under normal circumstances no restrictions are imposed by the Government Immigration Authorities on shore liberty. Masters are requested to endeavour to have all crew members on board prior to departure time, so that the ship will have no delay in sailing.

AUTHORITY: Eilandgebied Aruba, Haven en Loods Dienst.

ST. NICHOLAS, Aruba: 12.26 N. 69.55 W.

DOCUMENTS/HEALTH and all General Information, refer to "Oranjestad".

PILOTAGE: Pilotage is compulsory. Pilot boards off west Entrance within two miles of the shore. Inbound vessels are expected to approach the entrance as near as prudently possible and make a lee to assist Pilot boarding.

RESTRICTIONS: The port is open for day and night navigation, allowing vessels to enter and leave at any hour. The harbour has a depth of 42 ft., while the East and West channels are 45 ft. deep. The safe salt water draft approved for entering is 39 ft., for leaving – 41ft. Vessels normally enter via the West channel and depart via the East channel.

RADIO: A lookout tower and signal station is remotely controlled by close circuit TV and is operated by Lago. This tower is located immediately above the Marine Office building. The signal station maintains 24-hour service. Radio-telephonic communication is possible on wavelengths of 156.70 and 156.80 MC/VHF (Channels 14 and 16).

TUGS: Two diesel-powered tugs are used for berthing and unberthing.

MAX. SIZE: Tankers up to 120,000 dwt. acceptable at Sea Berth.

BERTHING: All port facilities are controlled by Lago Oil and Transport Company. There are eight tanker loading berths, two of

which accommodate vessels up to 80,000 dwt. Sea berth for up to 120,000 dwt.

Name	*Length*	*Sailing draft*
No. 1 South	745 ft.	39 ft.
No. 1 North	740 ft.	39 ft.
No. 2 South	800 ft.	40 ft.
No. 2 North	780 ft.	40 ft.
No. 3 South	900 ft.	41 ft.
No. 3 North	850 ft.	40 ft.
West Pier	650 ft.	36 ft.
EDS Pier	500 ft.	32 ft.
Sea Berth	915 ft.	65 ft.

FRESH WATER: Fresh water can be supplied ex-wharf.
FUEL: All grades of bunkers available.
REPAIRS: A local workshop can do minor repairs.
PORT FIRE PROTECTION: The port of St. Nicolas is very well equipped with modern equipments for fire-fighting and fire prevention.
BALLAST: Tankers must arrive with clean ballast only. Clean ballast will be discharged overboard after docking. Only slops can be discharged to the disposal facilities ashore.
SPECIAL REGULATIONS: Strict compliance with Harbour Safety Regulations is mandatory. Stringent regulations prohibit the transportation of alcoholic beverages through Lago refinery and harbour area. No liquor or beer may be taken on board or removed from vessels except only bonded stores ordered by the Master.
SHORE LEAVE: As all ship's personnel when going ashore have to walk over the docks and the company's concession, nobody is allowed to leave the docks without a proper pass. Passes which are valid for the day of issue and the following day only, entitle personnel to proceed from the dock at which their ship is berthed to the main refinery gate and vice versa. Shore passes are not valid for the refinery area.
POLICE/AMBULANCE/FIRE: Police, 5000; Ambulance, 5050; Fire, 00.
AUTHORITY: Lago Oil and Transport Co.

SINT MICHIELSBAY, Curacao:

Sint Michielsbay, on the South coast of Curaçao, 5 miles North-west of Willemstad, is an open bay, naturally protected from prevailing winds and sea.
ANCHORAGE: In the bay 650 ft. out of the coast in 130 ft. water is laid a mooring buoy, which gives a good anchorage to vessels which, because of dangerous cargo, quarantine or because of a defect cannot enter another port of Curaçao.
REPAIRS: Repairs or handling cargo can be carried out by way of barges. A landing jetty for barges is available.
PILOTAGE: Compulsory.

Vessels are moored with their stern to the buoy and their bow anchors are heaved out to hold the foreship from the coast.

Other services as tugboats, lighterage, stevedoring, etc. are rendered from Willemstad.
AUTHORITY: Harbour Master, Curaçao.

WILLEMSTAD/EMMASTAD, Curacao: 12.06 N. 68.56 W.

DOCUMENTS:
For Immigration.
2 copies of Crew List.
2 copies of List of Passengers Landing at Curaçao (if any).
2 copies of List of Passengers in Transit (if any).
For Customs:
1 copy List of Stores (deck, engine and steward department).
Manifest of Cargo for Curaçao, if any, in duplicate, on special form called "Vrachtlist".
Manifest of Cargo for Curaçao, in transit, for trans-shipment to other ports, if any, in duplicate.
Manifest of Cargo on Board, in transit, if any, in duplicate.
2 copies of Tally Books of Cargo for discharge at Curaçao, if any.
If the ship is in ballast only the store-list is required.
1 copy Crew List.
1 copy Passenger List landing at Curaçao.
PILOTAGE: Pilotage is compulsory. Rendered day and night. Pilots are government officials and are stationed at Willemstad, Caracasbay and Bullenbay. The Harbour Master is also the head of the Pilot Service.

Vessels bound for Curaçao should proceed to Willemstad harbour except when they have specified orders for another bay. Vessels in sight of Willemstad will be contacted by the signal station at Fort Nassau for further orders. From this same station lights are shown to direct the traffic in port. Vessels should stay ¾ miles off shore West of the harbour entrance to await Pilot. The pilot motor boat is identified by a blue flag with the letter "L" at daytime and a red light above a white at night time.
ANCHORAGE: As a rule there is no anchorage area in the harbour of Willemstad, but in the Eastern part of the Schottegat there is one pair of mooring buoys available to await berth or orders for limited time subject to permission and conditions from the Harbour Master.

Two vessels alongside each other can be safely moored at buoys. Depth: 47 ft.; distance between the buoys from 1,000 ft.
RESTRICTIONS: The harbour of Willemstad consists of a 1,400 yd. long and minimum 270 ft. broad channel, the St. Annabay, with depths from 49 to 79 ft. and an adjacent inner bay, the Schottegat, a 150-acre body of water with a depth of more than 10 ft. and a maximum of 79 ft.

The navigable portion of the entrance of the port is 865 ft. wide, marked on either side by a light-buoy, and the minimum depth is 49 ft.
BRIDGES: The St. Annabay is crossed by a pontoon (floating) bridge, about 1¾ cables within the entrance. The width of the navigable portion of passage between the bridge heads by open bridge is 295 ft.

The bridge opens day and night for in and outgoing vessels.

A fixed bridge crossing the St. Annabay from Punda to Otrabanda has a clearance of 105 ft. above water level.
MAX. SIZE: Length 1000 ft., draft 45 ft.
RADIO: Port Operations Station (Operated by Harbour Authorities): Location, Fort Nassau. Call sign, Fort Nassau. Frequencies, international Channels 16 (156·80 Mc/s), calling and safety; 12 (156·60 Mc/s), working, first choice; 14 (156·70 Mc/s). Watchkeeping, 24 hours on Channel 16. Type of operation, Simplex, Frequency modulated. Range, 20 to 25 miles.

Main Private Station (Operated by Shell Curaçao N.V.): Location, on the Zwarteberg. Call sign, Shell Curaçao. Frequency, international Channel 25 (receiving, 157·25 Mc/s); transmitting, 161·85 Mc/s). Type of operation, Duplex working, frequency modulated; operated by remote control from Shell's telephone exchange; ask operator for connection with party desired. Range, 20 miles. Watch-keeping, 24 hours on Channel 25; normal daily business, 07.30 till 24.00 hours; urgent business only, 24.00 till 07.30 hours.
HEALTH: The port doctor will visit only if there is a case of quarantinable disease on board. The Netherlands Antilles Bill of Health is free of charge.
TUGS: Compulsory for all tankers longer than 700 ft. and dry cargo longer than 750 ft.

L. Smit & Co. International Tug Service has a permanent ocean towage and salvage base in the port of Willemstad. There is always a powerful salvage tug at the station which has been especially equipped to deal with casualties and a harbour tug of 1350 h.p.

Shell Curaçao has stationed here three sea-going motor-tugs, 1,250 h.p. and 2,250 h.p.

The Curaçao Dry Dock Company has a motor-tug of 300 h.p. and one of 150 h.p.

There are a few harbour tugs available varying from 60 to 300 h.p. and about 80 lighters to receive the cargo or to bring the cargo alongside a vessel varying from 60 to 250 ton capacity.
BERTHING: There are berths on either side of the St. Annabay North of the pontoon bridge, with depths varying from 18 to 33 ft. alongside, generally used for bunker, cargo and passengerships.

On the Eastern side 4 wharves: the Handelskade, depth 18 ft.; the Kleine wharf, depth 24 ft.; Grote wharf, depth 24 ft,; and Salazar, depth 17 ft.

On the Western side 6 wharves: the Matheywerf, depth 23 ft.; Westwerf South, 25 ft.; Westwerf North, 39 ft.; Nieuwe werf, 33 ft.; Motetwerf, 33 ft.; Oranjewerf, 19 ft.

In the Schottegat there are seven more berths, generally used for bunker, cargo or passenger ships.

Prins Hendrikwerf which closes the Western corner St. Annabay/Schottegat, has a depth of 34 ft.; however, ships with a draft of more than 34 ft. can be moored by way of placing rafts of 10 ft. width between vessel and the quay.

At the Eastern part of the Schottegat are the Admiraal Brionwerven, which has 3,000 ft. docking space available with 34 ft. depth alongside.

In the Schottegat on the peninsula of Asiento are situated the 15 piers owned by Shell Curaçao Ltd. which are mostly used by tankers; however, other vessels are enabled to use these wharves for bunker facilities. Valentijnpier No. 5 may be used for general cargo.

The names and depths alongside these piers from West to East are: Valentijn V 32 ft.; Valentijn III (two berths) 34 ft.; Valentijn IV 40 ft.; F-werf 45 ft.; Julianapier 40 ft.; Wilhelminapier 34 ft.; A Pier 34 ft.; Ocean Pier 47 ft.; Margrietpier (two berths) 35 ft.; Bernhardpier 36 ft.; Irenepier II 34 ft.; Irenepier I 20 ft.

Also in the Schottegat are quays available for repairs. The names of wharves and depths alongside are Beatrix I, 21 ft.; Beatrix II, 22 ft.; Meerpalen North, 24 ft.; Beatrix III, 20 ft.; Beatrix IV, 30 ft.; Beatrix V, 34 ft.; Beatrix VI, 34 ft. Further in the Bay of Versali, Parera No. 2, draft of vessel, (fore) 18 ft., (aft) 20½ ft.; Parera No. 3, (fore) 15 ft., (aft) 25 ft.; Parera Nos. 4 and 5, (fore) 16 ft., (aft) 16 ft.; Parera Veesteiger, 17 ft.

In the Schottegat is a special berth, Bernhardkraan, with fixed sheerlegs for the purpose to discharge or to load heavy lifts up to 100,000 k/gs. Depth alongside this berth is 30 ft.
SLOP RECEPTION FACILITIES: Available at all Shell Terminals.
FRESH WATER: Fresh water for drinking purposes and use in boilers is available day and night in sufficient quantities at all wharves. Fresh water is also delivered alongside by means of water barges.
FUEL: There are three bunkering installations, namely the Admiraal Brion wharves, comprising of 6 berths, the Motet bunkering installation comprising of 6 berths, and deWestwerf bunkering installation comprising of 3 berths. Bunkers available at all tanker piers.
REPAIRS: The Curacao Drydock Company Inc. has repair yards, two graving docks and one floating dock laid out in the Schottegat.

The largest graving dock is 919 ft. long, width of entrance between wheel fenders 152 ft. and a depth of water over sill of 27 ft. 10 in. Suitable for up to 120,000 dwt. Movable cranes of 25 and 75 tons lifting capacity are fitted alongside the dock.

The Curacao Drydock Company Inc. has 2,200 ft. of repair wharf with varying depths up to 30 ft. Cranes alongside up to 75 tons

lifting capacity. A floating crane with capacity of 30 tons and a mobile truck crane of 140 tons also available.
STEVEDORES: Gangs must be engaged between 06.00 and 06.30 for the day, on week-days and Saturdays. For work on Sundays and holidays, gangs must be ordered between 06.00 and 06.30 on Saturday or the workday preceding the holiday. Masters of vessels carrying out cargo operations are consequently recommended to advise Agents their ETA well in advance of above deadlines.
TIME: Curaçao time 4 hours slow of Greenwich time.
HOLIDAYS: New Year's Day, Good Friday, Easter Monday, Queen's Birthday, Labour Day, Ascention Day, Whit Monday, Kingdom Day, Christmas Day, Second Christmas Day. "No work" holidays for cargo operations: New Year's Day, Good Friday, Labour Day and Christmas Day.
GENERAL: Customs Officers remain on board on duty during the vessel's stay in port. They must be fed by the ship and are entitled to the equivalent of officers mess or first-class dining saloon.
AUTHORITY: The Harbour Master.

AGENT: SEL Maduro & Sons Inc., Emancipatieboulevard, POB 304, Willemstad, Curaçao, Netherlands Antilles. Tel. 37900. Telex: 1092 Selms NA. Cables: "Maduroship".

New Caledonia

NOUMEA: 22.16 S. 166.27 E.

DOCUMENTS:
Ship's Register.
Safety Certificates.
Cargo Manifests.
List of Dangerous Cargo.
Passenger List.
Crew List.
Crew Personal Effects List.
Bonded Stores List.

PILOTAGE: Compulsory for vessels over 60 metres LOA. ETA to Port Captain and Pilots required 24 hours in advance. The two access channels to Noumea are Boulari channel (Amadée light) and Havannah channel. Pilot boats are wooden launches about 15 metres long equipped with VHF.
Boulari Channel: Pilot boards one mile off, on the alignment of the Amadée high and low lights.
Havannah Channel: Pilot boards off Goro light on the alignment of the leading lights on Cap N'Dua.
In bad weather, pilot launches will remain on these leading lines, but as close as possible to the channel entrances.
ANCHORAGES: Available in the outer and inner roads of Noumea, as indicated by the Pilot. Prohibited zones are marked on the chart.
RESTRICTIONS: Vessels may enter and anchor at any time, mooring may be effected at night.
MAX. SIZE: Tanker buoy berths designed for 20,000 dwt., and 45,000 dwt. Draft limited to 13 metres by a bar between the reef and the port.
HEALTH: Unless vessels have signalled that there is suspected disease or fever on board, free pratique is given automatically by radio request to the Capitaine du Port or by the Pilot.
RADIO: All messages by coast station Noumea, call sign FJP. Harbour Master's office equipped with VHF, Channels 16, 12 and 14, operated during normal working hours.
TUGS: Tug's service is compulsory. One tug of 1,200 h.p. and one of 500 h.p. available to assist.
BERTHING: At old Port Authority quay, draft limited to 7·50 metres. Quays under construction to accept vessels up to 10·0 metres draft and over 200 metres length. Private berths of Nickel Company are dredged to accommodate 9 metres draft.
STEVEDORES: Service provided by three private companies. Two or three days' notice required to arrange work.
MEDICAL: Doctors, hospital, and three private clinics available. Smallpox vaccinations are compulsory.
TANKERS: Buoy berth, max. draft 40 ft. Shell berth (at Nickel Company), max. draft 9 metres at HW.
DENSITY: 1026.
FRESH WATER: Supplied by pipe-line at the quays; rate, 40 tons per hour.
FUEL: Several grades available from Shell and Mobil.
GANGWAY/DECK WATCHMEN: Recommended, but not compulsory.
OPENING/CLOSING HATCHES: Can be performed by stevedores if required.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Additional allowance can be made after 10 days. Max. 3 bottles spirits per man. Wines and beer not limited.
IDENTIFICATION CARDS: Recommended that crew carry Seamen's Books.
CONSULS: Australia, Belgium, Indonesia, Italy and Norway, are represented locally.
REPAIRS: Many engine, hull and electronic repairs can be effected. Slipway for small vessels.
REPATRIATION: All facilities available for crew change and repatriation.
AIRPORT: Tantouta Airport situated 50 km. from Noumea. Several connections a week to all parts of the world.
TIME: GMT plus 11 hours. No alterations during the year.
HOLIDAYS: 1st January, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 11th November, 25th December. Work may be arranged on Sundays and holidays.
POLICE/AMBULANCE/FIRE: Police, tel. 17; Fire, tel. 18; Ambulance, tel. 721.21.
TELEPHONES: Can be connected on board passenger vessels. The apparatus belongs to the Compagnie des Messageries Maritimes.
SHORE LEAVE: Allowed.
AUTHORITY: Port Autonome de Noumea, Quai des Volontaires, BP 14, Noumea. Tel. 759–66.

New Zealand

AUCKLAND: 36.51 S. 174.49 E.

DOCUMENTS:
6 Crew Lists.
1 Search List.
3 Under-bond stores list, including statements of poisons and narcotics in medical locker and cargo.
Statement of all cargo and bunkers in unregistered spaces.
10 Passenger Lists.
8 Cargo Manifests.
List of Prohibited Immigrants.
List of Previous Ports.

PILOTAGE: Vessel approaching port to give 24 hours notice by radio. A second notice confirming or amending first to be sent 4 hours before expected time. Signal Station on Mt. Victoria, call sign ZLEA, calling frequency 2182 kc/s, working frequency 2012 kc/s. VHF, call sign "Auckland Port Control", Channel 12 and 16. Continuous listening watch on Channel 16.
Pilot launch is 64 ft. long, single mast, painted white. Name is *Akarana*. Standard flag and lights are shown. Word "Pilot" painted in black on white above cabin. Pilots board anywhere South of Tiri Tiri Island. Good pilot ladder with manrope required to within 5 ft. of water-line with proper lighting at night. Heaving lines will be needed for mail and for portable radio.
ANCHORAGE: For vessels waiting Pilot: Gulf Anchorage No. 1 bearing 000° distance two miles; No. 2 bearing 006° distance 2·5 miles; No. 3 bearing 012° distance 3 miles. Bearings and distances from Rangitoto Beacon.
All inner anchorages in pilotage area can be indicated by Pilot. All anchorages are in 6 to 15 fathoms with good holding ground.
RESTRICTIONS: Ships may enter harbour at any time of day or night. Main channel has least depth of 36 ft. chart datum. Vessels with greater draft must wait for tide to make and enter at Harbour Master's orders. Tankers not berthing immediately on arrival anchor as directed at one of gulf anchorages.
MAX. SIZE: No limits, within reason, on the length or breadth. Controlling depth at chart datum: entrance 36 ft.; Rangitoto Channel 36 ft.; anchorages 32 to 60 ft.; berths 20 to 40 ft.
HEALTH: 24 hours before arrival time, despatch message to Port Health, Auckland. Message to state ETA, last port, number of crew, number of passengers and state of health. 12 hours before arrival confirm ETA.
Doctor boards by way of vessel's shipside gangway (not pilot ladder) when in harbour. This gangway to be ready immediately on arrival in order to avoid any delay. A responsible person should meet doctor at head of gangway and conduct him to appropriate person.
Papers required:
Completed Maritime Declaration of Health.
De-ratting Certificate.
Complete Crew List with dates of last smallpox vaccination.
Complete Passenger List with dates of last smallpox vaccination.
N.B. Crew and Passenger Lists to be certified as being correct by the Master.
List of Addresses of Disembarking Passengers.
List of Dangerous Cargo on board.
Pratique is granted initially, and covers all subsequent coastal movements in New Zealand for that voyage. Radio pratique can be granted only after prior approval from New Zealand Health Department.
Vessels requesting pratique should exhibit appropriate International Code Signals by day and night until pratique is granted.
RADIO: Station for routing traffic to the Auckland area is Auckland Radio, Call sign ZLD. Working both W/T and R/T on continuous watches.
RADAR: Radar station with range of 45 miles located on Mt. Victoria 36° 49′ 42″ South, 174° 47′ 57″ E. Masters may call on radio telephone and request particulars of their bearing and range as shown on radar screen. Responsibility for the use of this information rests entirely with Master of vessel.
TUGS: Four tugs available. Tugs join vessel East of Eastern Tide Wall. Tugs supply lines at no extra charge.
BERTHING: Tankers berthing at Eastern Tide Wall, BP Depot, must berth in accordance with weather and tidal conditions. Tank-

ers must arrive at Pilot station not later than half an hour before sunset, otherwise berthing will be postponed until following morning.

BRIDGES: No particular time to pass under Auckland Harbour Bridge. Navigation span is 138 ft. to 131 ft. above MHWS for 250 ft. each side of centre.

STEVEDORES: Labour commences at 0730. In order to ensure labour for this time ETA should be received at Agent's office before 3 p.m. previous day, or before 3 p.m. previous Friday for a Monday start. Delays on radio messages may be up to 3 hours.

MEDICAL: In case of urgent medical attention being required, Agents can arrange for doctor to board in stream at any notice. Hospital and ambulance services available 24 hours. If any smallpox vaccinations have expired this must be included in ETA advice.

TANKERS: There are three tanker berths, two with 35 ft. depth LWST suitable for tankers up to 600 ft. LOA. One berth in depth 27 ft. LWST for vessels up to 560 ft. LOA.

Any size pipe-lines can be used, oil companies have all reducing pieces needed.

No facilities for slop discharge.

DENSITY: Always 1025.

FRESH WATER: Fresh water always available. Delivery rate 100 tons per hour, through canvas hoses. AHB supplies all equipment.

FUEL: Light fuel oil, diesel, gas oil and heavy fuel are available. To be ordered in ETA notice.

FIRE PRECAUTIONS: In addition to usual precautions, Class I tankers are under extra security with a nightwatchman from Harbour Master's staff in addition to the normal tanker guard.

BULK HANDLING FACILITIES: Fergusson Wharf Complex at Eastern end of port includes roll on/roll off sections and 1,500ft. of berthage for container vessels. Water depth maintained at 40 ft. LWST.

GANGWAY/DECK WATCHMEN: Watchmen are necessary. Best to use crew.

OPENING/CLOSING HATCHES: Crew can open completely mechanical hatches only. All other hatches opened by waterside workers.

CERTIFICATES: Register, De-ratisation, Load Line, Safety Equipment, Safety Radio, Articles of Agreement, are main Certificates required.

CUSTOMS ALLOWANCES: Tobacco allowance is 200 cigarettes or ½ lb. tobacco on arrival and every 10 days. Wine and spirits allowance is one broached bottle of spirits and a reasonable amount of beer for each person.

CARGO GEAR: Preventer guys must be entirely wire. All blocks and shackles must be moused. Safety strops on all heel blocks. All wires, ropes, chains and blocks to have Certificate of Test.

IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	Netherlands
Denmark	Norway
France	Panama
West Germany	Philippines
Greece	Sweden
Italy	U.S.A.
Japan	

REPAIRS: Any ship repairs can be carried out. A slipway can take vessels of 600 tons displacement and up to 211 ft. LOA.

DRY DOCKS: Maximum size of vessel that can be accommodated in Calliope dry dock is 595 ft. LOA and 65 ft. beam. Water on sill at MHWS 33 ft.

REPATRIATION: All facilities exist for repatriation.

AIRPORT: 8 miles from harbour to airport. Served by all major international airlines.

TIME: Local time is GMT plus 12 hours throughout the year.

HOLIDAYS: No work is done on these days: New Year's Day (1st January); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (first Monday in June); Labour Day (fourth Monday in October); Christmas Day; Boxing Day. In addition, each Province has an Anniversary Day and a Waterside Workers' Picnic Day. In Auckland these are in last half January.

POLICE/AMBULANCE/FIRE: All emergency services are called through one telephone number. Dial 111 and state service required.

TELEPHONES: Telephones at all berths. Cost is $01.34 fee phone per day, plus the cost of any overtime incurred in connecting or disconnecting any such telephone.

GENERAL: *Refuse Disposal:*

It is important that no refuse be allowed to pass into tidal waters either directly or indirectly. This is covered by strict Government Regulation.

Masters should ensure that refuse is lowered into refuse boat "Manui" and not thrown into boat from any great height.

No refuse will be collected from stern of vessel as this is hazardous for collection craft. A suitable site in way of the flat side of the vessel on off shore side should be chosen.

SERVICES: Services include tank cleaning, compass adjusting, all cargo surveying, average adjusting, etc. Tank washings may be pumped to road tankers.

SHORE LEAVE: Crew members may go ashore.

PORT REGULATIONS: All guests aboard vessel in the evening must have passes signed by the Master. All visitors' passes expire at 11 p.m. All ships in port are subject to the Rules and Regulations contained in the Harbours Act 1950, and the By-laws of the Auckland Harbour Board.

AUTHORITY: Auckland Harbour Board, PO Box 1259, Auckland. Tel. 74–610. Cable address "Haboard N.Z."

BLUFF: 46.37 S. 168.22 E.

DOCUMENTS:

Clearance from Last Port of Call.
1 Search List.
1 Stores List.
3 Crew Lists.
1 Poison List.
3 Passenger Lists.
1 Livestock and Bird List.
1 Firearms List.

PILOTAGE: Pilotage is compulsory. Pilots board vessels from a launch within a 3-mile radius of signal station on Stirling Point, and always well to seaward of 6 fathom line. Arrangements regarding boarding will be made by radio-telephony, wireless-telegraphy, or visual signals from signal station.

Vessels, other than those which are exempt from pilotage, must not proceed inside Bluff Foreshore Light without a Pilot.

Pilots do not usually board vessels between sunset and sunrise, except in reasonable weather.

Caution: Vessels stopping to pick up a Pilot are particularly warned not to approach entrance shoal too closely, especially during flood stream as stream sets strongly on to entrance shoal, Northeastward.

Coastal Pilots: Coastal Pilots are available on 24 hours notice for piloting service from Tairoa Head to Milford Sound.

ANCHORAGE:

Southward of Stirling Point: In fine weather vessels missing tide may anchor in 10 to 12 fathoms with Stirling Point lighthouse bearing about 356° and Dog Island lighthouse bearing about 108°.

Eastward of Dog Island: A good anchorage for vessels delayed longer than six hours awaiting to enter Bluff is situated 5 miles East of Dog Island.

RESTRICTIONS: The safest time to enter the harbour is at slack water. Strict attention should be paid to signals passed from the signal station on Stirling Point. No vessel should attempt to enter without a Pilot, unless possessing local knowledge.

Least depth in fairway is 23 ft. on Northern edge of Channel Rocks; 24½ ft. on Mararoa Rock; also 25 ft. (about 1 cable West North-westward of the tidal stream indicator beacon).

Entering by North channel least depth is 20 ft. off Northern end of Davey Bank.

MAX. SIZE: Length, 620 ft., overall beam, no limit. Maximum draft permissible in approach channel: 30 ft. 0 in. at HW, 21 ft. 6 in. at LW.

HEALTH: Inspector boards in quarantine anchorage. In the open roadstead within navigable area enclosed by a circle having a radius of 3 nautical miles from the flagstaff on Stirling Point.

RADIO: A signal station is situated on Stirling Point and is connected by telephone with harbour officials. A continuous watch is maintained and vessels can communicate by the International Code of Signals or the Morse Code. There is a radio-telephone at signal station. Call sign is ZLRW, calling frequency is 2,182 kc/s, and the working frequency is 2,012 kc/s. VHF radio having Channels 16 and 12. Watches are maintained from 33 to 40 minues past the hour, every hour. After radio-telephone contact has been established further listening watches can be made by mutual agreement.

TUGS: Two tugs are available. A twin-screw vessel of 1,500 i.h.p. and 14·7 tons static pull. A twin-propulsion Voith Schneider vessel of 1,200 i.h.p. and 15·3 tons static pull. Both vessels are equipped for fire fighting and deep sea salvage work.

BERTHING: Old wharf: No. 11 Eastern berth, 29 ft. 6 in.; No. 12 Middle berth, 27 ft. 6 in.; No. 14 Western berth, 24 ft. 6 in.

Ferry wharf: 21 ft. 6 in. Vessels over 350 ft. overall with drafts of up to 18 ft. are berthed at this wharf only at HW in reasonable weather.

Berthing is generally carried out at HW slack tide or LW slack tide.

All vessels over 21 ft. 6 in. draft enter the South channel at the top of high water.

Islands Berth: No. 1, depth alongside 24 ft.
No. 2, ,, ,, 24 ft.
No. 3, ,, ,, 30 ft.
No. 3a, ,, ,, 30 ft.
No. 4, ,, ,, 30 ft.
No. 5, ,, ,, 30 ft.

Tiwai Wharf: depth alongside 30 ft.

STEVEDORES: Agents require ETA in advance to arrange labour for cargo handling.

MEDICAL: Port doctor available through Agents. Nearest hospital is at Invercargill City, 16 miles from Bluff. Medical service whilst at sea; through Awarua radio.

TANKERS: Tankers are berthed at No. 11 berth only, main wharf. Side connections are to be used. Only one pipe-line connection on wharf.

It is not permitted to commence the discharge of oil cargoes during the hours of darkness. No vessel carrying a cargo of motor spirit or having discharged such cargo will be handled during the hours of darkness.

DENSITY: 1025.

FRESH WATER: Available alongside all berths.

FUEL: Bunkering facilities are available. Boiler fuel is supplied by 8 in. diameter pipe-line located at No. 11 berth, old wharf. Delivery rate 240 tons per hour. Limited quantities of coal, light diesel oil and lubricating oil can be arranged for delivery by road or rail to the wharves.

GANGWAY/DECK WATCHMEN: Available.

OPENING CLOSING HATCHES: Usually carried out by stevedores, unless automatic then by crew.
CUSTOMS ALLOWANCE: Tobacco – 200 cigarettes or ½ lb. tobacco. Wine/spirits – one bottle of spirits/wine in use; total quantities to be declared. Excess will be placed under seal.
IDENTIFICATION CARDS: Not required.
REPAIRS: Major repair work can be undertaken by the following: Two small machine shops at Bluff; a foundry at Invercargill; a slipway for vessels of up to 500 tons displacement at Bluff. A diver is available for underwater inspections.
REPATRIATION: Facilities exist.
AIRPORT: Internal air services from City Airport, Invercargill, 16, miles by road. Connecting with international airports of Christchurch Wellington and Auckland.
TIME: GMT plus 12 hours. No change.
HOLIDAYS: Christmas Day; Boxing Day; New Years's Day; Second of January; Watersiders' Picnic Day (4th Monday, January); Good Friday; Easter Saturday (except by special arrangement); Easter Monday; Easter Tuesday; Labour Day; Anzac Day; Reigning Sovereign's Birthday.
POLICE/AMBULANCE/FIRE:

	Tel. (*Emergency*)	(*Other*)
Ambulance	Bluff 111	Ingrill 4119
Police	Bluff 111	8844
Fire Brigade	Bluff 111	

TELEPHONES: By arrangement, all vessels can be connected with telephone system.
SERVICES: Compass adjusting, refuse collection daily.
SHORE LEAVE: Allowed.
AUTHORITY: Southland Harbour Board, the Secretary-Manager, PO Box 1 Bluff.

GISBORNE: 38.42 S. 178.02 E.

PORT LIMITS: All of Poverty Bay within a line from the Northern point of Young Nick's Head to Tuaheni Point.
DOCUMENTS: For vessels arriving direct from overseas.
6 Crew and Passenger Lists.
3 copies of Cargo Manifest.
1 Health Report.
2 copies of Customs Search List.
4 copies of Stores List.
PILOTAGE: Telegraphic address – Harbour Master, Gisborne. Advance notice – 24 hours of ETA and further confirmed at 4 hours of ETA. VHF Channel 12.
Pilot boat is painted white, 45 ft. in length; exhibits pilot flag or lights. Pilot boards on line of leads (332°) 2 miles from breakwater light.
ANCHORAGE: Vessels awaiting Pilot and berth anchor with Tuaheni Light bearing 084° 3·2 miles in 10 fms. of water.
RESTRICTIONS: Vessels may be berthed at night according to size, draft and weather conditions.
MAX. SIZE: Maximum length, 560 ft. OA. Beam, No restriction. Draft, 29 ft. at HW, 25 ft. at LW; there can be slight variations according to heights of tide and weather conditions.
HEALTH: Same procedure as "Auckland".
RADIO: Auckland Radio ZLD, Wellington ZLW.
RADAR/VHF: Radar service available – arrangements can be made through Signal Station by means of VHF Channel 12.
TUGS: Tug joins vessel in channel outside breakwater. Normally use ship's lines; if tug's lines used, no extra charge.
BERTHING: 700 ft. at 32 ft. depth LW; 1,400 ft. at 18 to 20 ft. depth LW.
SPECIALISED CARGO FACILITIES: Two 1,000 tons for bulk grain etc. silos behind No. 7 berth and a conveyor for loading grain etc. in ships.
STEVEDORES: Advice of ETA and particulars of stowage required in order that required number of gangs can be ordered. Hours of work, Monday to Friday, 7 a.m. – noon, 1 p.m. – 6 p.m.; Saturday, 7 a.m. – noon.
MEDICAL: No advance advice required for medical attention. Full hospital facilities available.
DENSITY: 1025 at all stages of tide.
FRESH WATER: Available by 2½″ hoses at approximately 40 tons per hour per hose.
FUEL: Fuel is at present only available by rail tanker and should be ordered through ship's Agent in advance. It is expected that tankers should be discharging here in about 2 years.
DEVELOPMENTS: It is expected that present overseas berth will be increased from 700 ft. to 1,300 ft. within about 3 years.
GANGWAY/DECK WATCHMEN: Ships at present provide own watchmen.
OPENING/CLOSING HATCHES: Stevedores normally carry out this work.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Normal maintenance repairs.
DRY DOCKS: One 400 ton slipway.
REPATRIATION: Full facilities available for effecting crew changes and repatriation. However, no seaman's pool operating at Gisborne. Replacement crew must be obtained from either Auckland or Wellington.
AIRPORT: 3½ miles. Regular internal service.
TIME: Standard Time is related to the meridian of 180° *East*, i.e. 12 hours ahead of GMT.
AUTHORITY: Gisborne Harbour Board.

LYTTELTON: 43.35 S. 172.42 E.

PORT LIMITS: All those tidal waters of the Port of Lyttelton comprised within the area enclosed by the arc of a circle having a radius of 3 nautical miles from the Northernmost point of Adderley Head.
DOCUMENTS: Customs procedure. Overseas vessels, on arrival in New Zealand, should have following papers ready to produce to Customs Officers:
Register.
Names of Owners and Agents.
Crew List.
Passenger List.
List of Prohibited or Restricted Immigrants.
Search List.
Stores List.
List of any stock or birds on board.
List of Poisons.
List of Firearms.
Statement of excess Tonnage of Cargo.
Statement of quantity of Fuel Oil in double bottoms.
Declarations by Passengers arriving in New Zealand.
Baggage Declarations by Passengers for duty purposes.
On departure for overseas, Master or his Agent is required to produce:
Manifest of Cargo.
Stores List.
Crew List.
Passenger List (if any).
Clearance from the Marine Department (if a British ship).
A home trade vessel under *transire* is required to produce her cargo book to Collector of Customs and such particulars as to passengers, crew, and cargo as the Collector may at any time demand. Cargo book shall contain name and port of registry of ship, Name of Master, and date of arrival at, and departure from each port. Particulars as to dates of arrival and departure must be entered not later than 24 hours after time of such arrivals and departures.
PILOTAGE: Masters requiring services of a Pilot must notify Harbour Master of their estimated time of arrival and maximum draft not later than 1600 hours on day prior to arrival (Monday to Friday). If estimated time of arrival is on a Saturday, Sunday or any public holiday which falls on a Monday, notification must be given before 1600 hours on previous Friday. International Code of Signals or Morse Code used for communicating with signal station. Station also equipped with radio telephone. Call sign is ZLHL, calling frequencies are 2182 and 2045 kc/s and working frequencies are 2012 and 2162 kc/s, a continuous listening watch being maintained. Radio telephone equipment also installed in the tug, pilot cutter and Harbour Master's office, and same call signs, frequencies and watches are employed. VHF in operation on International Channels 12, 14 and 16.
Pilot vessel is 54 ft. in length. Equipped with radar, radio telephone and echo sounder. The pilot vessel is located at the tug wharf in inner harbour and any vessel awaiting arrival of the Pilot, should anchor about 1½ miles to seaward of Godley Heads, in a depth of 9 to 10 fathoms and await instructions.
The limit of pilotage is a line joining Godley and Adderley Heads.
Every facility must be provided to ensure safe boarding of the Pilot.
ANCHORAGES: Anchoring in or near entrance of the dredged channel is not permitted. Vessels not awaiting pratique or a Pilot should anchor within navigable portion of water Westward of Camp Bay and within an area bounded by a line bearing 345° from rear anchorage beacon in Camp Bay and a line bearing 022° from flagstaff on Ripapa Islet situated about 2 miles Westward of Camp Bay, and clear of dredged channel. Anchorage is prohibited in the vicinity of a telephone cable laid across the port about 4 cables within entrance. Inner limit of the position of this cable is marked by two white patches painted on cliffs, one on the northern side and one on the southern side of the port.
RESTRICTIONS: Cargo vessels not berthed during hours of darkness, except at Cashin Quay and Gladstone Pier East.
Tankers are berthed during hours of darkness at the discretion of the Harbour Master. All vessels can depart from their berths during hours of darkness. Vessels holding pilotage exemptions may also enter or depart during the hours of darkness.
The following are the controlling depths at mean low water springs, mud bottom in each case;
entrance to port 48 ft.
dredged channel 36 ft.
inside anchorage 26 ft.
approaches to berth 33 ft.
alongside berths 28 ft. to 38 ft.
MAX. SIZE: Max. draft permissible for entering or leaving: 34 ft. at high water, at discretion of harbour master, and 29 ft. 6 in. at low water. Vessels drawing less than 29 ft. can enter at any state of the tide. Max. size permissible for entry: length 850 ft. at Cashin Quay, 750 ft. at Inner Harbour. No limit on vessel's beam.
HEALTH: Master of every ship about to enter a New Zealand port

shall, not later than 12 hours and not earlier than 24 hours before expected time of arrival at that port, inform Port Health Officer by radio of last port of call, date of departure therefrom, and state of health of vessel.

Arrival of vessels. On arrival, vessel showing International Code quarantine signal, should proceed to inspection to await arrival of Port Health Officer. Inspections are normally carried out at berth.

Radio pratique. Certain ships may be granted pratique by radio and hence need not be visited by a Port Health Officer, provided that medical officer carried as part of ship's complement.

Maritime Declaration of Health. Masters of all vessels arriving in New Zealand from any port beyond New Zealand shall complete and deliver to Port Health Officer a maritime declaration of health countersigned by the ship's medical officer, if carried.

Crew List and Passenger List. Master of every ship liable to quarantine should be prepared to furnish Port Health Officer a list of all passengers, showing in respect of each passenger, name, sex, race, age, and port of embarkation; and a list of crew giving the name, race, and rating of each member.

RADIO: Wellington Radio, call sign ZLW; Awarua, call sign ZLB; or Auckland, call sign ZLO.

TUGS: Normally join vessel at Parsons Rock Beacon. Tug lines are used, charge for which is included in the overall hire rate for tug. Two tugs required for vessels over 20,000 tons.

BERTHING: Requirements for berthing at berths 2, 3, 4, 5, 6 and 7 for vessels over 1,000 tons net are; bow out, the anchor to be used and gangway turned in.

STEVEDORES: Waterside labour can be ordered after arrival of ship at 6.30 a.m. up to 9 a.m. For work on Saturdays orders must be placed by 9 a.m. Friday. Saturday afternoon work to be ordered by 10.30 a.m. Saturday.

For supplementary hours labour must be requisitioned by 3 p.m. previous Friday and confirmed by 7 a.m. Monday and daily.

SPECIALISED CARGO HANDLING FACILITIES:

No. 1 Breastwork, Inner Harbour: Grain Silos. 2,000 tons capacity, 250 tons per hour loading rate for coastal shipments.

No. 1 Cashin Quay: Bulk Loading Facilities: Woodchips, grain, etc. (under construction – due completion early 1974).

Gladstone Pier, East: Bulk cargo discharges: 5, 5 ton electric cranes, 3, 100 ton mobile bulk hoppers.

Gladstone Pier, West: Roll-on/Roll-off Coastal and Trans-Tasman Cargo Terminal.

No. 2 Jetty west, Inner Harbour: Roll-on/Roll-off Inter-Island Passenger and Cargo Terminal.

MEDICAL: Hospital facilities are available at Christchurch, 9 miles from port, and international regulations apply in regard to inoculations, vaccinations, etc. Agents can be notified at any time of medical allocation required, preferably with 24 hours notice.

TANKERS: All tankers berth alongside oil wharf in Inner Harbour. One berth only is available with a max. draft of 33 ft. 6 in. A 10 in. line is used for discharging and loading with suitable fittings for reduction to 8 in. Slop or oily residue facilities are not available. Lyttelton is considered to be a discharge port for fuel oils only.

Oil hoses can be connected and disconnected during hours of darkness. Side connections are connected to discharging arms situated at the middle of the oil wharf.

Berthing is generally starboard to, head out.

DENSITY: 1025, salt water.

FRESH WATER: Available at all berths delivered by hose at a discharge rate of 20 tons per hour.

FUEL: Bunkering facilities available: Oiler fuel oil, supplied by 4 in. and 6 in. diameter bunker hose connected to an 8 in. diameter pipeline, located on the oil wharf.

FIRE PRECAUTIONS: Tankers are not permitted to immobilise engines at the oil wharf. Repairs may be carried out at other wharves with Harbour Master's permission. Boiler and galley fires are not required to be extinguished when loading or discharging. All scuppers are to be plugged and cemented in case of spillages.

DEVELOPMENTS: Plans are at present being prepared for the modernisation of the Inner Harbour and the development of bulk handling facilities at Cashin Quay and adjoining stock pile area.

GANGWAY/DECK WATCHMEN: All ships must be provided with a watchman whilst at oil wharf; a shore watchman is also required. Watchmen can be ordered at any time by contacting Seamen's Union at Lyttelton

OPENING/CLOSING HATCHES: This work is carried out by waterside labour.

CUSTOMS ALLOWANCES: ½ lb. and/or 200 cigarettes per man. 1 bottle of wine and/or 1 bottle of spirits per man.

IDENTIFICATION CARDS: Passes are necessary at oil wharf but not required otherwise.

CONSULS: At Christchurch.

Australia	66–221	Belgium	77–905
Denmark	899–099	France	60–085
Italy	62–799	Japan	60–446
Netherlands	65–669	Norway	65–079
Sweden	65–179	U.S.A.	65–864

REPAIRS: Major work can be undertaken at Lyttelton where a machine shop and foundry are available.

DRY DOCKS: A graving dock is available for vessels up to 6,500 tons gross, and dimensions of dock are floor length 450 ft., top length 481 ft. 6 in., top width 82 ft., entrance width 62 ft., width in way of ships bilge 54 ft. 6in., sill depth at MHWS 23 ft. A patent slip is also available for vessels up to 240 tons gross.

REPATRIATION: Facilities are available.

AIRPORT: Distance from Christchurch – 6 miles, served by regular airlines.

TIME: Local time is 12 hours ahead of GMT, no alteration to clocks.

HOLIDAYS: Holidays throughout year shall be New Year's Day; Anzac Day; Provincial Anniversary Day; Good Friday; Easter Monday; Labour Day; Birthday of Reigning Sovereign; Christmas Day; Boxing Day; and the Harbour Board's employees picnic day (to be held on same day as the Waterside Workers' Union picnic day. No cargo work is carried out on these days.)

POLICE/AMBULANCE/FIRE: For emergency calls from ships telephones, dial 111 and ask the operator for service required. For other than emergency calls dial 8079 and ask for service you require.

TELEPHONES: Arrangements can be made with Harbour Master for telephones to be placed on board.

SERVICES: Tank-cleaning and tank-washing facilities are available as well as a compass adjuster.

SHORE LEAVE: Crew members are allowed ashore.

PORT AUTHORITY: Lyttelton Harbour Board, Christchurch.

MOUNT MAUNGANUI: 37.39 S. 176.11 E.

PORT LIMITS: The port of Tauranga outward sea limits are bounded by a right line bearing 093° from North Rock Light 2 nautical miles distant from Trig A Mount Maunganui, then by an arc of 2 nautical miles radius centred on Trig A extending in an anti-clockwise direction to MHW mark at Matakana Island.

DOCUMENTS:

3 Crew Lists.
1 Passenger List.
1 Search List.
2 Bonded Store Lists.
1 Gift List.
1 Excess Cargo or Oil in D.B.
1 Declaration by Master of Restricted Immigrants.
1 Maritime Declaration of Health.
4 Cargo Manifests.
1 Pratique.
1 De-Rat.
1 Clearance, last port.
1 Livestock on Board.
1 Poisons on Board.
1 Firearms on Board.
1 Ship's Papers.

PILOTAGE:

Pilotage is compulsory for merchant vessels of over 100 tons net tonnage; Pilot boards vessel about 1 mile North Eastward of North Rock light structure. If, due to adverse weather conditions, the Pilot is unable to embark, the pilot launch will lead the vessel into smoother waters and embark abreast No. 2 light buoy. All vessels inward bound must give 24 hours notice by radio of their expected time of arrival off the port limits. If bound from Auckland or near ports, vessels send their expected time of arrival immediately on departure from that port; a vessel requiring the services of a Pilot requests this in the same message.

A second message confirming or amending the first is sent four hours before the expected time of arrival as given in her first message. In the event of a vessel expecting to arrive earlier, the four-hour notice is sent four hours before the new expected time of arrival.

Communications are addressed "Harbour Master Tauranga" and are attended to at all hours of the day or night.

Pilot launch is 50 ft. long, is painted white and equipped with R/T, 2182 kc/s., 2162 kc/s. and 2012 kc/s.; VHF Channels 16, 12, 14, 8 and 6, and radar.

Vessels awaiting Pilots may anchor in pilot boarding position.

ANCHORAGES: Three sheltered anchorages are situated in Western channel of Tauranga Harbour and are available for vessels of up to 500 ft. long with a maximum draft of 22 ft. 6 in.

RESTRICTIONS: Vessels may enter, berth, unberth, or depart during hours of darkness in fine weather. Tankers are handled during daylight only. Vessels over 300 ft. generally enter or depart on HW or LW slack.

MAX. SIZE: Max. length permissible is 615 ft., no restrictions on beam. Max. arrival draft at high water is 30 ft.; at low water is 25 ft. 6 in.

HEALTH: Radio notification to be sent to "Port Health Tauranga", regarding state of health of crew and ETA 24 hours before arrival.

Pratique is granted by Port Health Officer on arrival. Notification should be made by radio to Port Health in case of suspected disease or fever on board.

Pratique is automatic if vessel has been previously cleared at another New Zealand port. Radio pratique may be granted in case of passenger vessels or such vessels as carry a doctor on board.

RADIO: Nearest coastal radio station to Port of Tauranga is "Auckland Radio" – call sign ZLD.

RADAR/VHF: Radar is fitted to Harbour Board pilot launch and one tug. VHF is fitted to Harbour Board Watch Office, Main Office, both tugs, pilot launch and work launch. Channels 16, 14, 12, 8 and 6 available. Contact should be made through Channel 16 where continuous listening is maintained. Harbour Board Watch Office is also fitted with R/T, call sign ZLDQ Tauranga. A listening watch is kept on 2182 kc/s.

TUGS: Two tugs are available. Usually join vessels in vicinity of entrance. Tugs lines are normally used, for which there is no extra charge. A third tug planned for delivery in 1973.

BERTHING: Berthing normally takes place 30 minutes after

negotiating harbour entrance at HW or LW slack. Wharves are quay type of concrete construction with wooden spring fendering and rubber buffers. At present 5,700 ft. of wharf is available.
STEVEDORES: ETA to stevedoring companies is usually worked in conjunction with ETA to Harbour Master.
MEDICAL: Unless specifically required for arrival, Agents do not require advice. Local medical practioners are consulted and services of one public and one private hospital are utilised. Smallpox certificates are required.
TANKERS: Discharge of black and white products is done through a single 10 in. discharge line. Flexible connection between these lines and ship is 8 in. No slop facilities. Two tanker discharge points with a maximum permissable draft of 28 ft. at No. 5 Berth and 30 ft. at No. 9 Berth.
DENSITY: Salt water, 1025.
FRESH WATER: Unlimited supply by pipe-line. Good quality, 15 tons per hour.
FUEL: Light bunker fuel oil 200 secs. Redwood No. 1. Heavy bunker fuel oil 1,000 secs. Redwood No. 1. 24 hours – minimum notice. Availability up to 1,000 tons.
FIRE PRECAUTIONS: A fence is erected around tankers to prevent unauthorised access to berth. Both tugs are equipped for fire-fighting.
DEVELOPMENTS: An increase of draft to 32 ft. could be undertaken on completion of channel realignment.
GANGWAY/DECK WATCHMEN: Ship's watchmen are usually employed by overseas ships.
OPENING/CLOSING HATCHES: Usually performed by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or ½ lb. tobacco. 1 part bottle of wine or spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS: All types of engine and deck repairs are possible with exception of docking and associated bottom repairs.
REPATRIATION: Repatriation no problem.
AIRPORT: Airport is situated 1 mile from wharves and is served with regular flights from internal airlines to overseas airports at larger centres.
TIME: GMT plus 12 hours.
HOLIDAYS: New Year's Day (1st and 2nd January); Good Friday (end of March); Easter Monday (end of March); Anzac Day (25th April); Queen Elizabeth II Birthday (1st June); Labour Day (26th October); Christmas Day (25th December); Boxing Day (26th December); Port Picnic Day (end of January). Cargo work does not take place on public holidays.
POLICE/AMBULANCE/FIRE: All connected through automatic exchange, Emergency No. 111.
TELEPHONES: Telephones are placed on board all ships by Harbour Board.
SERVICES: No facilities for discharge of tank washings exist. Compass adjusters can be arranged from other ports. Local provendors cater for most domestic supplies. Fumigation can be arranged.
SHORE LEAVE: Crew are permitted ashore at Master's discretion.
PORT AUTHORITY: Bay of Plenty Harbour Board, Private Bag, Mount Maunganui. Tel. 53–039. Telegram "Harboard".
AGENT: Russell & Somers (Bay of Plenty) Limited, 118 Maunganui Road, POB 5087, Mount Maunganui. Tel. 53059. Telex: 2942 "Lumberco".

NAPIER: 39.29 S. 176. 54 E.

DOCUMENTS:
Outward Clearance, last port.
Passenger List (if any), 4 copies.
Crew List, 4 copies.
Prohibited List (Lab. Imm. 290).
Poison List.
Search List (Reg. Form 2).
Stores List (Reg. Form 3).
List of Loading Ports and Dates.
List of Animals and Birds.
List of Fire Arms.
Health Certificate (Lab. Imm. 293), supplied and completed by port doctor.
PILOTAGE: Vessels should advise ETA and draft to Harbour Master Napier 24 hours prior to arrival, ETA to be confirmed or amended 4 hours before original ETA or 4 hours before arrival, whichever first.
VHF pilot boat and watchtower. Listen Channel 16. Work Channel 12.
Pilot boat 65 ft. long, painted white, funnel yellow with black top. Pilot boards inward vessels on main leads 1 mile East of roadstead buoy.
ANCHORAGES: Anchorage 1 mile East of roadstead buoy. 9 fathoms. Bottom sand and mud.
RESTRICTIONS: Vessels are berthed between 5 a.m. and sunset. Vessels up to 25 ft. draft may berth at any state of tide.
MAX. SIZE: Max. length OA 620 ft.; beam, no limit; draft, 28 ft.
Tanker and bulk carriers berthed at 29 ft. draft. Subject to prevailing swell conditions and being able to commence discharge immediately on arrival.
HEALTH: Cable port health Napier 24 hours before arrival. Doctor will board on arrival.
RADIO: Cables should be routed through Wellington Radio ZLW. Radio telephone – Napier Watchtower listens 2182 kc/s for 15 mins. at following times: 0400, 0800 1200, 1600, 2000, 2400 and by arrangement. Working frequency is 2162 kc/s. VHF listening watch as above for R/T and continuous during office hours.
TUGS: Two tugs take ship's line inside breakwater.
BERTHING: Vessels at max. draft limited to HW. Vessels normally berth "Port side to" all berths but will berth starboard side to on request. Notification must be received before 1600 hours on Friday for any shipping movement over weekend and 1600 hours on day preceeding public holidays.
STEVEDORES: ETA required for discharge ships 24 hours before arrival. Loading ships 48 hours before arrival with proposed stowages and vacant spaces. Advice number of gangs able to work. All work done by ship's tackles.
MEDICAL: No prior notice required for medical attention. Hospital facilities available. Advice would be needed of any contagious disease on board in advance.
TANKERS: Standard size discharge lines. All connections supplied by oil companies. Five berths, max. draft 29 ft.
DENSITY: 1025.
FRESH WATER: Available all berths 20T per hour per hose.
FUEL: 220 and 1,000 p/sec. Oil available ex-pipe-line at 110 tons per hour L/Marine diesel and gas oil ex-road tanker. All at immediate notice. Lubricating oil available. 1 weeks notice. No residue service available.
FIRE PRECAUTIONS: Watchman supplied on wharf at ship's expense when tankers discharging.
DEVELOPMENTS: Higgins wharf West 1st 800 ft. extension estimated early 1973.
GANGWAY/DECK WATCHMEN: Cargo watchmen supplied on request at current award rates.
OPENING/CLOSING HATCHES: Hatches normally opened and closed by stevedores unless automatic type.
CERTIFICATES:
Ship's Register,
Health Certificate,
Cargo Safety Certificate,
Radio Safety Certificate,
Load Line Certificate,
CUSTOMS ALLOWANCES: 200 cigarettes or ½ lb. tobacco. 1 bottle spirits in use or 1 bottle wine in use.
IDENTIFICATION CARDS: Not required.
REPAIRS: First class service available.
REPATRIATION: On arrangement with Customs and vessel's Agents.
AIRPORT: Hawke's Bay Airport, served by internal airline 3 miles from port.
TIME: GMT plus 12 hours.
HOLIDAYS: New Year's Day; 2nd January; Picnic Day (last Wednesday in January) (vessels berthed but cargo not worked on any of these holidays); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday in June); Labour Day (nearest Monday 25th October); Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Emergency telephone 111.
TELEPHONES: Connection all berths.
GENERAL: Due to open port and swell, ship's engines to be kept at 12 hours notice of readiness.
SHORE LEAVE: No restrictions.
AUTHORITY: Napier Harbour Board, PO Box 166, Napier, New Zealand. Tel. 58684.

NELSON: 41.17 S. 173.17 E.

PORT LIMITS: Within 3 miles radius of Nelson Lighthouse.
DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
1 Search List.
1 Pratique Certificate.
2 Inward Custom Manifests.
1 Store List.
2 Returns for Light Dues.
1 Derat Certificate.
1 List of Prohibited Immigrants.
Articles of Agreement with Crew.
Official Log.
Ship's Register.
PILOTAGE: If possible 24 hours notice of ETA to Harbour Master. Confirm ETA before 1600 Friday if arriving during weekend or public holiday.
Radio telephone 2182 kc/s. and 2162 kc/s., call sign ZLED. Listening watch 10 minutes every 4 hours commencing at 0000 hrs. After contact has been estabilised a further listening schedule can be arranged.
VHF on Channel 16 listening and Channel 12 working. Pilots board inward-bound vessels about 1½ to 2 miles to seaward of main entrance.
Anchorage awaiting Pilot in depth about 30 ft., mud, with Boulder Bank lighthouse bearing 130° distance 8 cables. Pilot vessel 36 ft. double-ended flush-decked vessel painted white.
ANCHORAGES: Anchorage as indicated in pilotage or further seaward according to weather conditions, draft and length of stay at anchor.
RESTRICTIONS: Vessels may enter, berth, unberth, or leave

during hours of darkness. Overseas vessels (over approx. 380 ft.) enter port on flood tide and usually swing and berth port side to.
MAX. SIZE: Maximum permissible length 580 ft. Beam no limit. Draft limits 28 ft.
HEALTH: Doctor clears vessel after berthing. Pratique automatic after clearance at first port. If suspected disease or fever on board advise Medical Officer of Health, Nelson, by radio and await instructions.
RADIO: ZLW Wellington Radio; ZLB Awarua Radio; ZLD Auckland Radio.
TUGS: One tug available, joins vessel inside harbour. Tug's own line used on berthing.
BERTHING: Vessels should endeavour to make their arrival as early on flood tide as possible.
SPECIALISED CARGO-HANDLING FACILITIES: Facilities are available at one general cargo berth for discharging motor spirits and oil. Another berth is used for loading wood chips pneumatically (the loading equipment is owned by Nelson Pine Forest Limited, Nelson).
STEVEDORES: Labour ordered 0700 for weekday work; 0900 Friday for Saturday work. ETA should be received by Agents before these times.
MEDICAL: Yes. Advise Agents of any medical attention required, giving up to 24 hours notice. Hospital facilities are obtainable. Smallpox vaccination certificates are required.
TANKERS: Diameter of discharge pipe, 10 in. white products; 8 in. black oil. No slop discharge facilities. Oil tanker berth, one only. Maximum draft at berth 27 ft.
DENSITY: Average sea water, 1025.
FRESH WATER: Obtainable at any time. Approximately 20 tons per hour delivery rate.
FUEL: Marine fuel oil, gas oil. Notice required, 24 hours.
GANGWAY/DECK WATCHMAN: Watchman necessary but usually provided by ship's crew. Shore watchman can be engaged if requested by vessel. Cost in accordance with national award.
OPENING/CLOSING HATCHES: Usually by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or ½ lb. tobacco per man per 10 days. 1 part bottle wine/spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS: Deck and engine repairs are possible. (No underwater damage repaired.)
DRY DOCKS: Slipway available for up to 1,500 ton vessels.
REPATRIATION: Facilities exist.
AIRPORT: Distance 3 miles. Served by internal airline only.
TIME: GMT plus 12 hours. No alteration made during year.
HOLIDAYS: New Year's Day (1st Jan.); 2nd Jan.; Picnic Day (usually near end Jan.); Anniversary Day (1st Monday in Feb.); Good Friday; Easter Monday; Queen Elizabeth II Day (1st Monday in June); Labour Day (4th Monday in October); Christmas Day; Boxing Day. No cargo work on these days.
POLICE/AMBULANCE/FIRE: Police 5309; Ambulance 5299; Fire 81589; Emergency calls, dial 111.
TELEPHONES: Can be connected on board.
SHORE LEAVE: Allowed.
AUTHORITY: The Nelson Harbour Board, PO Box 1003, Port Nelson. Tel. 5264 Nelson. Telegram "Nelharbour".

NEW PLYMOUTH, Port Taranaki: 39.03 S. 174.03 E.

PORT LIMITS: All waters contained within the area of a circle with radius 2½ nautical miles whose centre is the trig station on Mount Moturoa in position 39° 03′ 56.8″ S. 174° 01′ 44.9″ E.
DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
1 Customs Search List.
1 Maritime Declaration of Health Pratique Certificate issued by Port Health Officer after inspection.
2 copies Port Manifest.
2 Copies other N.Z. Ports Manifest.
Clearance from previous port
Ship's Register.
PILOTAGE: Compulsory. Telegraphic address "Harbour Master, New Plymouth". 3 days notice preferable with 1 day confirmation. VHF Channel 16. R/T 2182 kc/s.
Pilot boat white with buff deckhouse, either "Rawinia" or "Pilot" in black on side. Pilot taken on board about 1½ miles due North of Main Breakwater Head.
ANCHORAGE: Vessels can anchor to the West of a line due North from the Main Breakwater head seaward of the 10 fathom line. Good holding on sandy bottom. Not recommended in Northerly weather conditions.
RESTRICTIONS: Ships not berthed during hours of darkness although permitted to sail. Draft maximum 29 ft. 6 in. may be exceeded after prior consultation with Harbour Master. Ships under 21 ft. not affected by state of tide. In range 21 ft. to 29 ft. 6 in. time of berthing relevant to high tide.
MAX. SIZE: Maximum size 700 ft. overall, breadth no limit.
HEALTH: Port doctor boards on arrival at berth. In event of suspected disease on board, will board in pilotage area. Radio Port Health 24 hrs. before arrival requesting Pratique.
RADIO: Radio telephone system operates watches for 15 minutes every 4 hours from midnight. Call sign ZLNE, call frequency 2182 kc/s. Working frequency 2012 and 2162 kc/s. VHF station operates on Channel 16 after notice given by telegraph or R/T. ETA cables generally received through Wellington Radio. All outward messages routed through Wellington Radio.
TUGS: One tug available.
BERTHING: In general all ships are swung in basin coming alongside berth stern first.
STEVEDORES: Labour must be engaged between 0700–0900 Monday to Friday. Agents should be advised ETA at least 24 hours, preferably 72 hours, in order arrange cargo if vessel loading.
MEDICAL: Hospital services available.
TANKERS: Black oils 10 in. pipe-line; white oils 8 in. pipe-line. 3 of 4 berths available for tankers, maximum draft 29 ft. 6 in. Small deballasting tank available.
DENSITY: Sea water.
FRESH WATER: Available all berths from main supply at about 10 tons per hour.
FUEL: Light fuel oil and gas oil pipe-line connected all berths. Gravity fed at about 100 tons per hour. Can be arranged at 24 hours notice.
FIRE PRECAUTIONS: Tanker berths closed to public with Harbour Board watchman in attendance.
DEVELOPMENTS: New reclamation scheme provides for further 2 overseas vessels, berths being available mid-1973.
GANGWAY/DECK WATCHMEN: Not available and not necessary.
OPENING/CLOSING HATCHES: Stevedores must carry out this work.
CERTIFICATES:
Normal Safety Certificates. Ship's Register.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Only officers may have 1 bottle spirits; ratings 2 bottles beer.
IDENTIFICATION CARDS: Not required.
CONSULS: None available locally.
REPAIRS: All repairs except underwater work of a major nature.
REPATRIATION: Facilities exist.
AIRPORT: Is 7 miles from city, 10 miles from port. Served by domestic service only, 2 flights northbound and southbound each daily.
TIME: 12 hours ahead of GMT. No adjustment made.
HOLIDAYS: Normal cargo working hours Monday–Friday 0700–noon, 1300–1700. Saturday 0700–noon. No work on Sundays; New Year's Day; Stevedores Picnic (4th Wednesday January); Provincial Anniversary Day (2nd Monday March); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday June); Labour Day (4th Monday October); Christmas Day; Boxing Day.
POLICE/FIRE/AMBULANCE: Telephone numbers respectively, 5448, 5505, 5439. All services emergency number 111.
TELEPHONES: Can be connected on board.
GENERAL: Ship's garbage must be in covered containers supplied by Harbour Board and removed daily. Any meats on board vessel on arrival which have been supplied from other than Australia or New Zealand will be sealed off and fresh supplies obtained.
SHORE LEAVE: No restriction.
AUTHORITY: Harbour Master, Taranaki Harbours Board.
AGENT: Newton King Ltd., Shipping Department, 15–17 Currie Street, (PO Box 244), New Plymouth, New Zealand. Telegrams, "Kingship". Tel. 5719 (10 lines) Business, 83174 Residence. Telex, N.Z. 3275, Answerback "Newking".

OTAGO: 45.46 S. 170.43 E.

Includes Dunedin, Port Chalmers and Ravensbourne
DOCUMENTS:
Ship's Register and Clearance from previous port.
Inward Cargo Manifests, in duplicate for each port of discharge separately.
Search List (crew's declarable items).
Passenger Manifest (4 copies airmailed forward from previous port).
Poisons Declaration (typewritten list detailing any poisons on board, or declaring nil on board).
Agents will produce N.Z. Customs Stores List for Master to complete on arrival.
PILOTAGE: Address "Harbour Master, Dunedin. Through coastal radio stations ZLW (Wellington) or ZLB (Awarua) giving ship's name, draft, and ETA. First message 72 hours out, revise 24 hours out: if from another New Zealand port (coastwise) similar message as soon as possible after leaving that port. Subsequent contact with port private radio station ZLES Taiaroa Heads on 2182 kc/s. or VHF Channel 16. Pilot boat is 55 ft., white launch, also fitted with same frequencies, which meets vessels as required but does not remain on station otherwise. Boarding position is with Taiaroa Head Lighthouse bearing 170° distant 2 miles; good anchorage in same position, depth 12 fathoms. Pilots can always board in this vicinity provided Master has ship under way at slow speed and obeys Pilot's instructions. Vessels arriving to work general cargo should endeavour to embark Pilot by 5 a.m. in order to be alongside berth ready to take labour on board at normal commencing hour of 7 a.m.
ANCHORAGES: With Taiaroa Heads Lighthouse bearing 170° distant 2 miles, good holding ground in all weathers, safe except in very strong Easterly gales which are extremely rare. If this position is already occupied by another vessel, there is ample room close Westward, Northwestward, and Northward. Depths 12 to 16 fathoms.
RESTRICTIONS: Tankers proceeding to or from the oil jetty at

Dunedin make passage of the upper harbour in daylight hours only. Otherwise ships are not boarded between midnight and 5 a.m. as no working time is gained by so doing.

MAX. SIZE: For berthing at *Port Chalmers:* Maximum draft 34 ft. at high water, 29 ft. at low tide. Channel is worked as required by circumstances; it is not restricted to slackwater. Maximum size of ship dependent on displacement; largest to date, length 702 ft. but vessels with displacement up to 35,000 tons may safely berth and larger vessels will be considered individually. For berthing in the upper harbour at *Dunedin* or *Ravensbourne,* maximum draft 26 ft. high water, 21 ft. zero tide; maximum length 585 ft.

HEALTH: Master to radio to Port Health Officer (entry port in N.Z. only) 24 hours before ETA requesting free pratique or declaring adverse state of health. Agents will advise Port Health Officer and Health Department inspectors who will board vessel on arrival, alongside actual wharf if free pratique requested. N.Z. regulations will require sealing of domestic meat chambers and purchase of local meats for use coastwise.

RADIO: Through Awarua Radio ZLB or Wellington Radio ZLW.

RADAR/VHF: Port radio station at entrance Taiaroa Head (ZLES) maintains 24-hour watch on R/T 2182 kc/s. and VHF Channel 16. Radar operated at station on request has range in excess of 20 miles to North and East.

TUGS: Tug used in vicinity of wharves turning, berthing and unberthing, etc. Tug's lines used without charge.

BERTHING: Some restrictions for larger vessels berthing with flood tide at Beach St. Wharf Port Chalmers.

STEVEDORES: Labour for Saturday work must be ordered by 8.30 a.m. Fridays, otherwise by 1430 for following day. Advise Agents of firm ETA in time to judge this. Evening shift work to 2300 can be arranged when labour available.

MEDICAL: Emergency medical services and full hospital services always available at short notice. Emergency advice by radio available. Top priority given to arrangements for landing urgent cases for medical treatment.

TANKERS: Diameter of lines 8 in.; minor slop facilities only; one tanker discharge berth 700 ft. long, 28 ft. depth alongside at low water. Maximum size ship 585 ft. long; draft for channel transit 26 ft.

DENSITY: Harbour density 1024 all states of tide.

FRESH WATER: Fresh water available all berths, approx. delivery rate 20 tons per hour.

FUEL: Bunkers available at oil berth; all grades up to 1,000 secs. Redwood.

DEVELOPMENTS: New Beach St. Wharf Port Chalmers 1200 ft. long, 35 ft. depth at low water alongside, for container ships.

GANGWAY/DECK WATCHMEN: Shore watchman not normally required except at entry to oil jetty, such watchman arranged for by oil company. Ships required to maintain own gangway surveillance.

OPENING/CLOSING HATCHES: Automatic hatch gear may be operated by ship's personnel. Manual hatches by shore labour only.

CERTIFICATES: Normal cargo gear and equipment certificates as required for British ports; also Fumigation (Rats) or Exemption Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes or 50 cigars or 8 oz. tobacco. One opened quart bottle any spirits or wine.

IDENTIFICATION CARDS: Not required for British subjects. Alien identification cards to be retained on board in case of need.

CONSULS: Consular agencies France, Norway, Denmark, Sweden, Germany, Italy, Netherlands, Portugal.

REPAIRS: All types deck and engine repairs possible; good machine shops, etc.

DRY DOCKS: Otago dock takes ships up to 520 ft. but beam limit 65 to 66 ft.; maximum draft entry 19 ft.

REPATRIATION: Repatriation arrangements can be made.

AIRPORT: Dunedin is served by all internal main airlines with connections to overseas via Christchurch, Wellington and Auckland. Airport 35 minutes from Dunedin City by car.

TIME: N.Z. Standard Time throughout year is GMT plus 12 hours.

HOLIDAYS: As for all N.Z. ports, i.e. January 1st and 2nd; Good Friday and Easter Monday; Anzac Day (April 25th); 1st Monday in June; Labour Day (Monday, nearest October 24th); Christmas Day and Boxing Day; Waterside Picnic day (Wednesday at end January). Where New Year and Christmas holidays coincide with Saturdays and/or Sundays, holidays are taken following Monday and/or Tuesday. General cargo not worked on these days nor on Sundays: tankers discharge 365 days: ships arrive and depart regardless of holidays. Container ships worked all days except Good Friday and Anzac Day.

POLICE/AMBULANCE/FIRE: Police 76012; Ambulance 77111; Fire Brigade 79111; Hospital 76740; Emergency (serious) dial 111 and ask for any service needed.

TELEPHONES: Slot telephones can be put on board with all local calls free, others by cash in slot.

GENERAL: No special moorings are required. Harbour, though tidal, is landlocked and there is no surge at any berth. Tide rise averages 6 ft. above datum (extremes 5 ft. and 8 ft.).

SERVICES: Radar and gyro compass technicians available. Good shop and providore facilities. Compass adjuster usually available.

SHORE LEAVE: Crew members not restricted ashore.

REGULATIONS: No special local regulations, but all N.Z. ports have very strict rules for garbage collection and disposal, etc. and against oil spillage.

DELAYS: Ample berths normally available. Occasional delays for labour shortage or wet weather (rainfall average 30 in. per year). Small quantities bunkers available ex-tank wagons at any berth. Larger quantities obtainable by shifting to oil jetty outside cargo work hours or as otherwise convenient.

AUTHORITY: Otago Harbour Board, PO Box 1, Dunedin, New Zealand. Tel. 77881. Telegraphic address "Koputai", Dunedin.

PICTON: 41.17 S. 174.02 E.

PORT LIMITS: A straight line drawn in a 303° direction from Paparoa Point on Arapawa Island to the opposite shore of the mainland.

DOCUMENTS: Ship's Agents will advise on all matters of documentation before arrival re the number of Crew Lists, Passenger Lists, Customs Documents, Health Documents, Manifests, Bills of Lading, Ship's Papers, etc.

PILOTAGE: Compulsory. Pilot will board vessels between Long Island and Motuara Island provided he is notified at least four hours before estimated time of arrival of a vessel off these islands.

Pilot boat 48 ft. in length equipped with VHF radio. International signals are carried by pilot boat and are used to call Pilot.

ANCHORAGE: Except during strong North-west winds, there is a good anchorage Northward of Mabel Island in 16 fathoms for vessels of all sizes.

Quarantine Anchorage. Within the navigable area to Westward of Mable Island enclosed between the foreshore and a line from Kaipupu Point 047° to the Western extremity of Mabel Island, thence 349° to Wedge Point. Vessels not in quarantine can use this anchorage.

RESTRICTIONS: Controlling depth in approaches to anchorage is 44 ft. MLWOS.

MAX. SIZE: Max. length 620 ft. Draft, fore 30 ft., aft 36 ft. Vessels of this size can berth at any state of the tide. Longer vessels may be accommodated by arrangement with the Harbour Master.

HEALTH: First entry at a New Zealand port pratique is granted after vessel berths provided she has a clean bill of health from her last port, otherwise vessel would anchor in the quarantine anchorage, where port Health Officer would board. Once clear at the first port in New Zealand no further pratique is required.

RADIO: Port is equipped with medium frequency and VHF, call sign ZLVH, calling frequency 2182 kilocycles. Watch is maintained Monday to Friday, 0900 to 0933, 1140 to 1203, 1540 to 1603 daily and at other times by arrangement.

BERTHING: One overseas wharf 700 ft. length with accommodation for two vessels. Depth at wharf up to 38 ft.

A road/rail ferry berth 500 ft. long with modern terminal facilities for roll-on/roll-off traffic. A second road/rail ferry berth is under construction.

TUGS: None.

STEVEDORES: Agents will provide gangs and other facilities provided Master gives prior notice of his requirements.

MEDICAL: It is necessary for Master to give his Agent as much advance notice as possible. Two doctors reside in the port. Hospital at the port and the main hospital at Blenheim, 17 miles by road. Ambulance service available.

DENSITY: 1025.

FRESH WATER: Unlimited supplies available.

FUEL: By tank wagon only.

GANGWAY/DECK WATCHMEN: Required by general harbour regulations and is generally carried out by ship's deck hands.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Tobacco. ½ lb. tobacco or 200 cigarettes per man per 10 days. Wine/Spirits. 1 quart bottle of wine or spirits per man per 10 days; 1 bottle of beer or two 12 oz. cans of beer per man per day.

CARGO GEAR: Marine Department control this and regulations are issued accordingly. These regulations are very similar to those in the United Kingdom.

IDENTIFICATION CARDS: Not required.

CONSULS: These are stationed at Wellington. (See "Wellington".)

REPAIRS: Small repairs undertaken by three companies.

REPATRIATION: Crew changes can be made.

AIRPORT: Woodbourne – 22 miles by road from Picton, served by feeder services to Wellington – Christchurch.

TIME: GMT plus 12 hours, no change.

HOLIDAYS: New Year's Day, Anniversary Day, Good Friday, Easter Monday, Labour Day, Sovereign's Birthday, Christmas Day, Boxing Day, Anzac Day, Watersiders' Workers Picnic Day.

POLICE/AMBULANCE/FIRE: Police, tel. 439M; Ambulance, through doctor or in case of emergency tel. 160; Fire, ring exchange operator.

TELEPHONE: Facilities exist to place telephones on board.

SHORE LEAVE: Allowed.

AUTHORITY: Marlborough Harbour Board, PO Box 84, Picton. Tel. 270.

TIMARU: 44.24 S. 171.19 E.

DOCUMENTS: On arrival from overseas, HM Customs require:
Crew List with Master's Declaration.
2 copies Stores List.
List of Prohibited or Restricted Immigrants.
Slop List from Chief Steward.
List of Firearms.
List of Poisons, or Certificate that none are on board.
List of Animals on board.
List of all Passengers.
Search List.
Excess Tonnage Form.

PILOTAGE: Pilotage is compulsory, and Pilots are available day and night. A vessel requiring a Pilot should remain 1 mile seaward of Eastern Extension Mole, and should not proceed Northward of line of leading lights on Benvenue Cliff.
ANCHORAGES: A vessel should anchor in a depth of not less than 7 fathoms, sand, and Eastward of harbour light structure, and not within 1 mile of Eastern Extension Mole.
RESTRICTIONS: Tidal conditions may affect the time of entering harbour.
MAX. SIZE: Length, 700 ft.; beam, 90 ft.; draft 27 ft. 6 ins. Time of berthing vessels of over 21 ft. draft. will be dependent on tidal conditions at Harbour Master's discretion.
HEALTH: Due to exposed nature of anchorage, incoming vessels are examined and pratique is granted after a vessel berths. In event that vessel is quarantined, she will be required to return to anchorage without any contact being made with shore.
RADIO: Timaru Harbour Board has a radio telephone station equipped with both medium frequency and VHF installations.

Call sign ZLSD, calling frequency 2182 kc/s., working frequency 2162 kc/s. Fixed watches maintained for a period of 15 minutes every 4 hours, e.g.: 0345–0400, 0745–0800, 1145–1200, 1545–1600, 1945–2000, 2345–2400 (New Zealand Standard Time) and at other times mutually arranged. VHF call sign is Timaru Harbour, Channels 6, 12, 16.
RADAR/VHF: Port radar set is located at the Old Lighthouse immediately behind harbour, and is available to assist vessels arriving and entering port in poor visibility.
TUGS: One tug, 1100 h.p. and pilot launch/tug, 200 h.p. available.
BERTHING: Moorings supplied at all berths.
SPECIALISED CARGO-HANDLING FACILITIES: *All weather mechanical loaders:* Four all-weather mechanical meat loaders. Each machine is capable of loading 720 units per hour, to a maximum of 2,500 units per hour. Also butter, cheese, frozen vegetables can be handled.

Bulk Handling: A modern bulk-handling installation capable of handling grain, lucerne and certain types of minerals. Intake rates: grain 120 tons per hour; lucerne 100 tons per hour. Ship's loading rate: grain 800 tons per hour; lucerne 680 tons per hour. Ship loader equipped with belt weigher. Wharf conveyor has maximum belt rate of 1,000 tons per hour. Total silo storage at present available 6,000 tons grain. Inert gas protection provided for lucerne.
STEVEDORES: Gangs must be ordered before 7 a.m. weekdays, and before 9 a.m. Friday for Saturday work.
MEDICAL: Full medical facilities are available as required, including an excellent public hospital.
TANKERS: One tanker berth, discharge through 8-in. hoses.
DENSITY: Specific gravity 1.025 at all states of tide.
FRESH WATER: Available at all berths, delivered at up to 25 ton/hour.
FUEL: Bunkers available, heavy and medium fuel oil. 24 hours advance notice required.
FIRE PRECAUTIONS: When tankers are discharging, access to wharf is prohibited except to those holding passes. Fire-fighting equipment is placed in readiness on wharf.
DEVELOPMENT: Main consideration in future planning is increasing the depth of water in the entrance channel and in the port.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: Half lb. tobacco, or 200 cigarettes, per 10 days, first issue on day of arrival. Two gallons spirits per 10 days per vessel.
IDENTIFICATION CARDS: Not required.
REPAIRS: Most deck and engine repairs can be undertaken.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: Situated about 7 miles from city, and there is one flight per day to and from Christchurch International Airport.
TIME: New Zealand Standard Time (GMT plus 12).
HOLIDAYS: New Year's Day; 2nd January; Picnic Day (port holiday, last Wednesday in January); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (first Monday in June); Dominion Day (third Monday in September); Labour Day (last Monday in October); Christmas Eve (work ceases midday); Christmas Day; Boxing Day. Work can be arranged only by private negotiation on a voluntary basis.
POLICE/AMBULANCE/FIRE: Emergency No. 111 and ask operator for service required. Other than emergency calls: Police, 84–199 Timaru; Ambulance, 5253 Timaru; Fire Brigade, 7089 Timaru.
TELEPHONES: Can be supplied to vessels at all berths.
SHORE LEAVE: Alowed.
PORT AUTHORITY: Timaru Harbour Board, PO Box 76, Timaru. Tel. 4199

WANGANUI: 39.56 S. 175.04 E.

PORT LIMITS: Arc of a circle of 3 nautical miles radius centred at the flagstaff at Castlecliff, sited 39° 56′ 49″ S. 174° 59′ 23″ E.
DOCUMENTS: See "Auckland".
PILOTAGE: If Wanganui is first N.Z. port, initial application for Pilot and vessel's ETA should be passed to local Agent by radio through one of three Post Office radio stations. If not first N.Z. port, this information should be given to local Agent by Agent at previous port. Final details settled when R/T contact made between pilot station and ship.

Pilot launch "Karere", 41 ft. OA, painted white, high midship wheelhouse. Pilot boards at anchorage position. International signals for Pilot should be used if no R/T contact made.
ANCHORAGES: One anchorage for vessels awaiting to enter.
RESTRICTIONS: Port worked day or night at high water when bar conditions are suitable.
MAX. SIZE: Length 350 ft., beam no limit, draft dependent on bar depths at particular time but usually 15 ft. maximum at high water springs. No installations outside main port area.
HEALTH: See "Auckland".
RADIO: Wellington Radio ZLW. No radar or VHF. R/T frequencies 2182, 2162, 2012.
TUGS: No tug available. Pilot launch used for swinging.
BERTHING: Berthing takes place at high water slack.
SPECIALISED CARGO-HANDLING FACILITIES: *No. 6 Berth:* pipe-line for bulk cement connecting wharf with adjacent silos.
No. 1 Wharf: direct handling into cool store for fruit.

Portable hoppers used for bulk cargoes to load directly into railway wagons.

There are no facilities for containers, roll-on/roll-off traffic, liquid chemicals or LPG carriers.
STEVEDORES: Requirements for labour should be given with ETA and request for Pilot. At least 24 hours notice required.
MEDICAL: 24 hours notice required if possible. Hospital facilities available. Inoculations, certificates, etc.
DENSITY: 1020 at HW. 1005 at LW. These figures vary greatly according to amount of freshwater in river.
FRESH WATER: Plentiful supply through wharf hose connections. Rate of delivery depends on height of ship's filling pipe above wharf level.
FUEL: All grades available but ship has to pump out of road tankers. Amount of notice depends on grade required.
DEVELOPMENTS: Development plan in course of preparation but as yet no details of size of any possible new installations or draft increases.
GANGWAY/DECK WATCHMEN: Watchman necessary, either crew member or shore watchman.
OPENING/CLOSING HATCHES: Carried out by stevedores.
IDENTIFICATION CARDS: Not required.
REPAIRS: Minor deck and engine repairs possible.
REPATRIATION: Facilities exist but more easily accomplished at a main port.
AIRPORT: About 6 miles. Airport caters for internal services only.
TIME: N.Z. Standard Time (12 hours in advance of GMT) is kept throughout year.
HOLIDAYS: As Auckland, except Anniversary Day holiday which is that held in Wellington Province. No cargo is worked on these days.
POLICE/AMBULANCE/FIRE: Ambulance, 8909; Police, 4488; Fire Brigade, Wanganui, 8185; Fire Brigade, Emergency 111.
TELEPHONES: Arrangements can be made for placing telephones on board.
SHORE LEAVE: Allowed.
DELAYS: Fresh onshore winds could make entrance unworkable for a vessel waiting to enter. Cargo work stops in rain and in unusually strong wind. Bunkering would be slow if large amount of bunkers required.
AUTHORITY: Wanganui Harbour Board, Box 8001, Castlecliff, Wanganui, N.Z. Tel. 35137 Wanganui. Telegraph Harborbord, Wanganui.

WAVERLEY HARBOUR, North Island: 39.50 S. 174.37 E.

LOCATION: Waverley Harbour is located on the West coast of the North Island of New Zealand in the Northern end of the Taranaki Bight.
PORT LIMITS: Waverley harbour is defined as being all that area of water bounded by the line of mean high water spring tides, and having as its seaward limit the arc of a circle of 2 nautical miles radius centred at 39° 49·6 S. 174° 36·5 E, near the mouth of the Wairoa Stream.
DOCUMENTS: Besides the Port Health Doctor, other Government personnel boarding the vessel by helicopter for inward clearance are: 1 Port Health Officer, 1 Customs Department Officer, 1 Agriculture Department Officer.

Port Health Officer will inspect Deratisation Certificate and (possibly with Agriculture Officer) inspect food store rooms, refrigerated spaces, galley, pantry, etc.

Customs Officer: The Customs Boarding Officer acts for the Immigration Department and the Marine Department and will inspect the following ship's documents: Register, Loadline Certificates, Safety Equipment Certificates, Radio Certificates.

The following documentation is required on Inward Clearance:
Last Port Clearance.
List of Prohibited Immigrants (Form Lab. Imm. 290).
4 Crew Lists.
Inward Manifest/Nil Declaration.

Search List (Reg. Form 2) Crew.
Stores List.
Poisons Lists.
Firearms List.
2 copies of List covering birds, animals, and fish on board (certified by Master).
Passenger List (if any).

For Outward Clearance (Customs):
2 copies of Special Red Printed Outward Manifest (front page) with attached Ship Printed Manifest.
2 copies of Stores List.
2 copies of Crew List.
5 copies of Embarking Passenger List.
2 copies of Transit Passenger List.
1 Passenger Arrival Card (Lab. Imm. 290) for any crew of passenger leaving vessel.

Agriculture Officer: on arrival:
2 copies of Ship's Meat Locker.
Reg. 1966 Agl. 36.

The Boarding Officer will inspect the vessel's meat locker and inspect the garbage containers.

Australia, United States, Canada and New Zealand meat not loaded in the place of origin, and Japanese meat will be sealed up if the vessel is in port in excess of three days; however, a 12-hour extension of this period could be given.

At sailing time, the Agriculture Officer may attend to check on garbage, sealed lockers, etc., together with the Customs Officer, who issues the Port Clearance, to check if all crew are aboard, and that the Bonded Stores Seal is intact.

NAVIGATION AIDS: SBM – radar reflector, white flashing light, one flash every 9 second, range 6 miles.

Leading Lights: In transit bearing 355° 33′.

Range Lights: In line bearing 312° 03′.

All four light towers are of louvred timber construction, painted white with vertical centre line painted red.

The pumphouse building immediately to the West of the two leading lights is prominent with a radar visibility to 15 miles.

PILOTAGE: Pilotage is compulsory for Waverley Harbour and under control of the Waverley Harbour Master.

It has become customary for vessels to await the Pilot in a position 2 miles South of the SBM. Vessels equipped with VHF will be contacted accordingly when within range. Information on weather conditions and time of Pilot boarding will be advised through this media.

Due to the nature of the coastline adjacent to Waverley Harbour and the weather conditions experienced, the transportation of the Pilot (and other port official personnel) is effected by helicopter, from a pad adjacent to the Administration Building. It must be ensured that radio antennas running respectively from foremast to bridge and bridge to aft, as the case may be, are lowered clear in good time prior to the arrival of the helicopter, and the landing area cleared of loose gear and portable foam fire equipment properly charged, available for immediate use at the landing area.

Berthing to the SBM is effected day and night but dependent on weather conditions being favourable for placing the floating mooring hawsers on the buoy, and visibility and flying conditions being acceptable to the helicopter pilot and in concurrence with the Master of the vessel.

For night flying a wind sock will be erected for the helicopter pilot's observation of wind direction, and vessel is to be floodlit overall.

ANCHORAGE: The recommended anchorage off the port is a rectangular area 0·75 miles East and West, and 1 mile North and South of a position 3 miles South of the SBM. The bottom is sandy in 11 to 12 fathoms and the holding ground is reported fair.

A safe anchorage for vessels having to leave the buoy and/or to await suitable weather to moor to the buoy is recommended in Golden Bay. Distance is approximately 90 miles S.W. of Waverley, the approaches are clear and the lights on Farewell Spit and Separation Point, of 15 miles and 12 miles respectively, most reliable. The holding ground is good and depth of water 15 to 16 fathoms.

WEATHER: The Harbour and SBM is exposed to the West through South to South-east. The swell conditions caused by Westerley and South-westerley weather are considerably reduced by the shallow ground to the Westward, but Southerly swell rolls in unhindered. Very sudden changes of weather are experienced on this coast with the rapid movements Eastward of cold fronts over the Tasman Sea.

PRATIQUE: Port Health Doctor boards the vessel on arrival with the Pilot. All crew members should hold valid International Certificates for smallpox. These cards will be inspected by the Port Health Doctor, who requires one copy of the Crew List which should include date of expiry of Health Certificates held.

The doctor will supply on arrival N.Z. Maritime Declaration of Health Form H-Q2 for completion by the vessel. It is customary to procure an additional form for the following voyage to facilitate easy inward health clearance thereafter.

RADIO: There is no Government Radio Station at Waverley. Vessels trading to Waverley use ZLD Auckland Radio, ZDB Awarua Radio, or ZLW Wellington Radio.

Advice of Arrival: Vessels to radio ETA to "Wavermarine" Waverley on departure from last port, and 48 hours and 24 hours prior to arrival.

Vessels are also to radio "Health" Wanganui, 24 hours before arrival Waverley, advising number of passengers and crew, and "All Healthy" or state any suspected diseases.

In addition to the vessel's ETA to "Wavermarine", arrival draft and details of the hatch loading plans should be advised.

Vessels equipped with VHF should listen in on Channel 14 (156·7 mHz) when in range of Waverley Harbour.

Base Station is at the Shiploading Pump Station, on board the tender vessel *Margaret J*, and a remote control unit is fitted in the main administration building. Mobile units are also employed during the loading operation.

Bast Station Channels are:
Channel 6 – 156·3 mHz Intership.
Channel 9 – 156·45 mHz Private and Loading
Channel 14 – 156·7 mHz Port Operations/Docking.
Channel 16 – 156·8 mHz Safety.

Meteorological information for shipping is broadcast by the Coast Radio Stations ZLW, ZLB and ZLD at frequent scheduled times. ZLW broadcast by radio telegraph on 417·5 kHz, ZLD 487·5 kHz.

BERTH DESCRIPTION: The single point mooring buoy of 11 metres diameter is moored in 62 ft. at low water, 1·5 miles from the shore in position 39° 51′ 02.2″ S. 174° 35′ 52.14″. E.

BERTHING: The tender vessel *Margaret J* when the carrier approaches the buoy will receive a 50 m.m. messenger rope with suitable shackle from the vessel and run out and shackle to a small strop on the eye of the first 18-in. floating mooring hawser. When fast, the vessels will heave all aboard, and when the spliced eye is at a suitable distance inside the bull nose a bight of the vessels 9-in. or similar mooring rope will be passed through the eye of the 18-in. hawser and brought back to the bitts and the working end turned up on said bitts. This will give four parts of the vessels mooring ropes to one 18-in. floating hawser.

Alternatively, two ends of a vessels mooring rope could be used to one hawser and turned up to two sets of bitts, also giving four parts of mooring rope to each hawser. Similar method to be used for the second 18-in. hawser from the other side and both 18-in. hawsers to be set up with equal tension on each. Conveyor belt rubber is employed on each hawser where it passes through the bull nose. A good supply of heavy grease should be available for application to the rubber belt to reduce chafing.

It is essential that two or three good heaving lines be available with the messenger rope in the first instance to pass to the tender vessel, to avoid any delays in mooring.

HOSES: The floating loading hose string comprises ten 35-ft. lengths of hose, with the shipboard end supported by a steel buoy. After mooring is completed the tender vessel will tow around the floating hose underneath the pick-up derrick, plumbed over the manifold connection on the port side of the foredeck abaft the forecastle head. The pick-up buoy of the hose-end will have shackled into it a 30-ft. length of polypropylene, of 7 in. circumference, to which is attached a 100-ft. length of 2¼ in. circumference for passing to the vessel. The 7-in. polyprop is hove up to the rail and hooked into the vessel's cargo hook. The flange elbow with attached camlock coupling is then hove up and connected to the vessel's deck hose manifold. The hose is presently supported on the ship's derrick and stayed fore and aft after coupling up has been completed.

It has been estimated that after the iron sand slurry has been loaded, and the excess water decanted from the surface of the cargo, that the bulk density of the iron sand should be 190 lb. to the cubic foot.

LOADING: All compartments to be loaded should be clean with all drain sumps and double bottom butterworth hole filter places clear.

If weather conditions permit, the vessel should arrive with the after hatch lid of each hold open to facilitate visual inspections of the hold decanting eductors.

FRESH WATER/FUEL: Not available.

REPAIRS: Emergency repairs can be arranged, including radio.

MEDICAL: The Port Health Doctor is a qualified doctor of medicine and can be acquainted of any medical problems affecting any crew member; the necessary arrangements can then be made for treatment aboard or ashore, as convenient.

CONSULS: There are no consular representatives at the port of Waverley.

REPATRIATION: Lists of personal effects, accounts of wages, etc., of any vessels' personnel left ashore, hospitalised or deserted, should be available to Agent as early as possible.

A letter of authorisation is required if the Agent is to provide accommodation, meals, medical attention, transportation or travel expenses, and/or cash advances for account of vessel.

SHORE LEAVE: Shore leave for vessel's personnel is not practicable.

GENERAL: No Port Authority personnel remain on the vessel during the loading period at the SPM Buoy.

The Marine Department require that all vessels, while moored, "shall at times be kept in readiness to proceed to sea".

The Pilot who is the loading master for Waipipi Iron Sands Limited will accept the Notice of Readiness for the vessel, and acts as Agent for all the vessels requirements. It is customary for the Pilot/Loading Master/Agent to be accommodated on board the vessel during her period on the buoy.

Whistle signals in an emergency may be used for medical, police, etc., as required.

Due to limited means of communicating with vessels while at the loading facilities, Masters are advised that no storing will be accomplished at this port.

No garbage is to be thrown over the side of the vessel whilst she is on the New Zealand coast and moored to the buoy. Garbage must be retained on board and not dumped until the vessel is one day's steaming clear of the Northern point of New Zealand.

AUTHORITY: Waipipi Iron Sands Limited, POB 143, Waverley, North Island, New Zealand.

WELLINGTON: 41.18 S. 174.46 E.

PORT LIMITS: All the waters comprised within the harbour of Wellington having as their outward seaward limit the arc of a circle running from the land ward boundary of the foreshore at Fitzroy Bay and thence into Cook Strait and thence to the landward boundary of the foreshore at Island Bay, such arc being an arc of a circle 3 nautical miles radius and having its centre at a point on the Outer Rock in the harbour of Wellington.

DOCUMENTS:

Port Health Authorities.

Maritime Declaration of Health (1 copy).
Crew List, stating name, rank, sex, nationality and date of smallpox vaccination (1 copy).
Port Health Officer will also wish to sight each member of crew's smallpox Vaccination Certificate.
Current International derating Exemption Certificate.

Customs Authorities.

Outward clearance papers from last port of call before arriving at a N.Z. port (2 copies, 1st N.Z. port of call.)*
Bills of Health (see Port Health).
Passenger List (3 copies).
Transit Passenger List (3 copies).
Stores List, completed by Master (1 copy).
Crew List, stating name and occupation of each member of crew (3 copies required).
Search List to be completed by each member of crew (1 copy).
List of Prohibited or Restricted Immigrants (1 copy).
List of Fuel Oil carried in Double Bottom Tanks only (1 copy).
List of Animals or Birds (1 copy).
Manifests typed, or written in ink, together with declaration of cargo form, signed by Master (2 copies).
List of Poisons in Cargo and where stored (1 copy).
List of Cargo carried in unregistered spaces and or on deck (1 copy).

**Note:* It is not necessary for vessel to produce any documents when departing finally or transversing between New Zealand ports as it is the responsibility of Agent to supply Authorities with these documents.

Agent.

Crew List, stating name, occupation, rank, sex and nationality (1 copy).
Freight Manifest (3 copies).

Note: Manifests should be airmailed by loading port to arrive in New Zealand at least one week prior to vessels arrival.

Stowage Plan, airmailed same as Manifest (2 copies).

Agricultural Authorities.

Port Agriculture Inspection Instructions – Ship's Meat Locker Regulations 1966.

PILOTAGE: Compulsory. Pilot vessel is not normally on station outside entrance, and all vessels requiring a Pilot are required to give 24 hours notice by radio of their expected time of arrival off port limits. A second notice confirming or amending the first is to be sent 4 hours before expected time of arrival. In event of a ship expecting to arrive earlier than the time given in 24-hour message, 4-hour message shall be sent 4 hours before the new expected time of arrival. Should vessel expect to arrive later than her 24-hour message, her 4-hour message shall be sent 4 hours before expected time of arrival given in her original 24-hour message. All communications which should be addressed "Harbour Master, Wellington", will be attended to at all hours of the day or night.

Should it not be possible to give previous notice of arrival it may be up to 1½ hours after a vessel is sighted by signal station on Beacon Hill before a Pilot can board.

Pilots normally embark or disembark South of Pencarrow Head, but in the event of heavy Southerly weather, it may be necessary to embark or disembark Pilot in smooth water at or near the compulsory limit.

ANCHORAGES: Depth in anchorages up to 60 ft.

Fairway. Within portion of harbour lying inshore and to Westward of a line drawn from Easternmost point of Oriental Bay, in a 344° direction, to Kaiwharawhara Shore.

Inner Anchorage. Within portion of harbour laying between the Eastern boundary of fairway anchorage and a line drawn from Point Jerningham, in a 354° direction to Kaiwharawhara Shore.

Outer Anchorage. Within portion of harbour Eastward of inner anchorage.

Note: Vessels anchoring in outer anchorage should take up a position well up towards Kaiwharawhara.

Explosives Anchorage. Within portion of harbour contained in an area 4 cables square with sides 000°, 090°, 180°, and 270°. Centre of area lies approximately 1·45 miles due North of Point Halswell light beacon.

Caution: It is advisable when anchoring (especially when in light draft) to drop two anchors in an Easterly and Westerly direction, veering from 75 to 90 fathoms of cable, as it frequently blows hard with heavy gusts of wind off the high land that surrounds harbour, causing a vessel to sheer about. In very strong winds a ship will lie much easier by having both anchors down. A strict watch should be kept.

Prohibited Anchorages. Anchorage is prohibited within 500 ft. of the jetty situated on the North-eastern side of Somes Island.

RESTRICTIONS: Controlling channel depth is 37 ft. below chart datum. All vessels may enter, berth, unberth, or depart during the hours of darkness. Tankers do not usually berth or depart during hours of darkness. Berthing is carried out at any state of the tide.

MAX. SIZE: Maximum draft 35 ft. LW with no swell. Size no limit.

HEALTH: *Health Officer's Examination Ground.* Within portion of harbour contained in an area 3 cables square, North-western corner of which is at the intersection of a line drawn from Point Jerningham in a 354° direction, towards Kaiwharawhara shore, and with a line drawn from tower on the Government Life Insurance Building (adjacent to the General Post Office) in a 055° direction, which line is the Northern boundary of the examination ground. Until pratique has been granted vessels arriving from ports beyond New Zealand must not proceed inwards beyond the limits of this area.

RADIO: Medium frequency: Call sign is ZLEG, calling frequency only 2182 kHz, working frequency 2012 kHz. Vessels working on the port and calling 2182 kHz should listen for reply on 2012 kHz. A continuous watch is maintained on 2182 kHz.

VHF: Call sign "Wellington Harbour Control", on Channel 16, Working Channel 12 and Channel 14. A continuous watch is maintained on Channel 16.

Port operations. Vessels equipped with radio-telephone when within harbour limits must maintain a listening watch on 2182 kHz or Channel 16 to ensure immediate contact if required. Only calls for information on harbour conditions, berthing or safety of navigation will be accepted.

When a vessel is notified by radio-telephone or Morse lamp of berth allotted she must confirm this with Pipitea Wharf signal station prior to berthing.

Note: Pipitea Wharf signal station and pilot launches are equipped with both medium frequency and VHF radio-telephone. Harbour Master's Office and Union Steam Ship Co. of New Zealand Ltd. tugs are equipped with VHF radio-telephone.

TUGS: Two tugs owned by Union Steam Ship Co., of New Zealand Ltd., are available. (Tapuhi, 850 i.h.p., and Taioma, 900 i.h.p.) Two new Voith Schneider twin-tractor propulsion tugs each of 2,700 h.p. owned by Harbour Board.

BERTHING:

	Berth No.	*Length of Wharf ft.*	*Maximum Length of Vessel ft.*	*Maximum Draft ft.*
Overseas				
Passenger Terminal	2	780	700	34
do.	3	837	800	34
Taranaki Street Terminal	—	500	500	27
Queen's Wharf	1	740	No Limit	27
do.	2	307	280	24
do.	3	315	280	19
do.	4	375	400	23
do.	5	265	250	18
Waterloo Quay	1	374	350	22
do.	2	494	470	22
do.	3	352	400	22
Inter Island Wharf	2	488	470	26
do.	3	701	600	28
Glasgow Wharf	1	271	220	16
do.	2	720	700	32
do.	3	760	750	33
King's Wharf	1	281	220	16
do.	2	882	800	33
do.	3	787	750	33
Pipitea Wharf	1	303	280	18
do.	2	764	750	34
Thorndon Wharf	2	950	950	39
Aotea Quay	—	3,680	No Limit	35
Rail/Road Ferry Terminal	1	410	420	32
do. Jetty	—	220	200	21
2nd Road/Rail Ferry Terminal (under construction)	—	480	480	33
Petone Wharf	—	363	350	14
Point Howard Wharf	—	520	560	34
Burnham Wharf	—	841	No Limit	30
Miramar East Wharf	—	420	400	23
Miramar West Wharf	—	562	600	34

CONTAINERS: Thorndon Container Wharf, situated South of the Aotea Quay breastwork, consists of a pre-stressed pile and reinforced concrete structure 84 ft. wide extending for 1,900 ft. which provides two container berths each 950 ft. in length, with a depth of water alongside of 40 to 45 ft.

The Board operates a 45-ton twin-lift quayside container crane with 115 ft. waterside outreach and 35 ft. landside outreach to serve the 1,900 ft. quay frontage.

Berth II or Common User Terminal has been leased to a terminal operating consortium on behalf of certain shipping lines.

Adjacent to the Terminals, the New Zealand Government Railways are providing a 32½-ton rail/road Goliath transfer crane, together with six rail tracks, 700 ft. in length, and will control the transfer of all refrigerated and general containers between rail and road, or terminal transport.

DEVELOPMENTS: Container handling facilities: Thorndon Wharf Development – 38 acre reclamation, depths of water in excess of 40 ft. MLWS, two berths 950 ft. long, working area behind berths of potentially 22 and 24 acres respectively. It is also anticipated to dredge harbour entrance another 2 ft.

Taranaki Street Terminals: roll-on, roll-off berth 500 ft. long, stern bridge ramp, with sectional roadway able to be varied up to 20 ft. Other berth for conventional shipping 680 ft. long. New oil berth and mole, Point Howard.

TANKERS: Tankers can berth alongside Point Howard Wharf,

Aotea Quay and Miramar Wharves. Side connections are to be used at all wharves. During hours of darkness pipe-line must not be disconnected without first obtaining permission from Harbour Master. All precautions must be taken to avoid oil pollution of Harbour. Scuppers must be plugged and sawdust kept at hand in case of spillage.

Point Howard Wharf is exposed to weather and in the event of a Southerly gale special attention must be paid to vessel's moorings.

No facilities are provided for discharge of tank washings other than when a vessel is on the floating dock.

DENSITY: 1.025.

FUEL: Available at tanker discharging wharves.

FRESH WATER: Available at all wharves, delivered by hose (4 hoses per vessel max.), 50 tons per hour.

DRY DOCKS:

Floating Dock. A floating dock capable of lifting vessel of 17,000 tons displacement is available.

Floating Crane. Harbour board has an 80-ton revolving and self-propelling floating steam crane of sufficient radius and height to serve the largest vessels when floating in light draft conditions.

REPAIRS: Major repairs can be undertaken. There are machine shops and foundries. Diving equipment and the services of trained divers are available for underwater inspections and repairs.

GANGWAY/DECK WATCHMEN: Shore watchmen available.

OPENING/CLOSING HATCHES: Work normally carried out by stevedores. Only time crew are to open and close top hatches is when advised by stevedore. In case of hydraulic hatches in tween-decks, crew are to open and close, not stevedores.

STEVEDORES: Available. No particular ETA advice required except as normally sent by Master.

CERTIFICATES: Customs Department require Ship's Register on arrival. Marine Department require:

Load Line Certificate.
Tonage Certificate.
Certificate of Registry.
Convention Certificates, i.e.
Safety Equipment Certificate.
Safety Radio-telegraphy Certificate.
Safety Construction Certificate.
Exemption Certificate (if any).
If passenger ship, Passenger and Safety Certificate.
Cargo Gear Register.
Certificates for all Cargo Gear, i.e. runners, spans, shackles, swivels, etc.
De-Ratification Certificate.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes, or ½ lb. tobacco, or 50 cigars permitted for each crew member. Wine and/or spirits: One opened bottle spirits or wine for each crew member.

IDENTIFICATION CARDS: Not required.

CONSULS: United Kingdom and the Commonwealth Countries of Canada, Australia, India, Singapore and Malaysia have High Commissioners in New Zealand with Headquarters in Wellington.

Foreign Representatives: Argentina, Austria, Belgium, Bulgaria, China, Czechoslovakia, Denmark, Ecuador, Finland, France, Germany, Greece, Indonesia, Ireland, Italy, Japan, Netherlands, Norway, Poland, Portugal, South Africa, Sweden, Switzerland, Thailand, U.S.A., U.S.S.R., Yugoslavia.

REPATRIATION: Facilities are available for crew changes and arranging any necessary repatriations.

SHORE LEAVE: Crew members are allowed shore leave at all times.

AIRPORT: Situated 4½ miles South-East of City Wharves by road; regular internal and Australian services.

TIME: Local time is GMT plus 12 hours throughout the year.

HOLIDAYS: New Year's Day (1st January); Wellington Province Anniversary Day (22nd January); Waterside Workers Union Picnic Day (18th January); Good Friday; Easter Monday; Anzac Day (25th April); Sovereign's Birthday Observance (first Monday in June); Labour Day (fourth Monday in October); Christmas Day (25th December); Boxing Day (26th December).

MEDICAL: Four hour's notice is sufficient for Agent to mobilise the service concerned. For minor attention it is sufficient that Master advises Agent on arrival. Hospital facilities are available. Current International Certificates of Vaccination against smallpox are required by the Authorities.

POLICE/AMBULANCE/FIRE:

	Routine	*Emergency*
Wharf Police	547–000	Dial 111 and ask operator for service required
Ambulance	555–999	
Fire Brigade	50–188	

TELEPHONES: Vessels may be connected to telephone system at city berths by application to the Harbour Master.

AUTHORITY: Wellington Harbour Board, PO Box 893, Wellington, Queen's Wharf, Jervois Quay, Wellington.

WHANGAREI: 35. 45 S. 174. 21 E.

DOCUMENTS: See "Wellington".

PILOTAGE: Compulsory. Pilots embark on the line of leads 141°/321° at the seaward extremity of Pilotage District, i.e. up to 1½ miles South-eastward of the Fairway Buoy. In heavy Easterly weather, it may be necessary for pilot vessel to lead ship in through the Outer Channel and embark in the lee of Frenchman Island.

Pilots are available all hours day and night subject to prior minimum notice of 24 hours being received during normal week-day working hours. Second notice confirming or amending first to be sent four hours before expected arrival. The Pilot supplies a set of Harbour bylaws. Pratique, agriculture and customs clearance is normally undertaken on arrival at berth.

Pilot boat is equipped with VHF. Working frequency is Channel 12, but Channels 6, 8 and 16 are also fitted. Pilot vessel *Manaia* – call sign ZM3830; pilot vessel *Ngapuhi* – call sign ZM2146. Range approximately 20 miles.

ANCHORAGE: Is situated 5 to 10 cables Eastward of the Fairway Buoy in 12 to 20 fathoms of water in the section enclosed by the Fairway Buoy bearing 225° T to 315° T. Holding ground good in fine sand, but exposed to Easterly weather.

Harbour Anchorage. At Marsden Point, 2 cables West of Passage Island light, in 5 fathoms of water. Max. draft 24 ft. Good holding ground, sand and shell bottom.

RESTRICTIONS: Controlling depth in entrance channel 50 ft. MLWS. Depth in upper harbour channel maintained at 28 ft. MLWS.

MAX. SIZE: Marsden Point: Oil Refinery dolphin berths, LOA 1,000 ft., draft 50 ft., Cargo berth LOA 600 ft., draft 28 ft.

Port Whangarei: LOA 600 ft., draft 31 ft.

HEALTH: All vessels examined by Health Officer on arrival.

RADIO: The station is Marsden Point, Whangarei. Call sign ZLKW Continuous 24-hour watch is maintained on VHF Channels 16 and 12, range 40 miles. Medium frequency, listening watch on 2182 kc/s., working frequency 2012 kc/s., range 200 miles.

TUGS: Available. Tugs equipped with VHF. Tugs usually secure to vessels entering in vicinity of Frenchman Island. Numbers of tugs normally used are 1 tug for vessels up to 25,000 tons dwt., 2 tugs for vessels up to 45,000 tons dwt., 3 tugs for vessels up to 65,000 dwt. 4 tugs over 65,000 dwt. Unberthing: one tug is normally required for vessels under 25,000 dwt., and two tugs for all other vessels, subject weather conditions.

BERTHING: Marsden Point Oil Berths (2) – operated by the New Zealand Refining Company, Marsden Point. LOA 1,000 ft., maximum draft 50 ft.

Marsden Point Cargo Berth (1), LOA 600 ft., maximum draft 28 ft.

Port Whangarei berths (3), LOA 600 ft., maximum draft 31 ft.

Portland berths (3), bulk cement berth LOA 270 ft., maximum draft 18½ ft.; bagged cement berth LOA 210 ft., maximum draft 12½ ft.; cargo berth LOA 350 ft., maximum draft 18½ ft.

STEVEDORES: Confirmation of arrival time four hours before ETA or revised ETA, whichever is earlier is required. Notice of arrival during a week-end or public holiday must be given not later than 1400 hours on the last working day preceeding arrival.

MEDICAL: Hospital and dental services available.

TANKERS: Are berthed at all hours day and night. Vessels of 30,000 tons dwt. and upwards are usually berthed portside to berth at slack water, and should position ship's gangway 20 ft. upstream of hose connections prior to arrival.

Slop reception facilities are available.

DENSITY: 1025.

FRESH WATER: Available at all berths. If required at the Oil Refinery, supply is limited and arranged by Refinery.

FUEL: Available from berths.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes or ½ lb. tobacco or 50 cigars permitted each crew member. Wine/spirit: one opened bottle wine/spirits for each crew member.

IDENTIFICATION CARDS: Refinery passes are required when berthed at the Refinery wharves. Passes are brought on board by Agent.

CONSULS: None.

REPAIRS: Most repairs undertaken.

DRY DOCKS: None. One slipway capable of receiving vessels up to 1,500 tons dwt.

REPATRIATION: Facilities exist.

TIME: GMT plus 12 hours. No change.

HOLIDAYS: As for Wellington except Waitangi Day (February 6th), instead of Anniversary Day and Waterside Workers' Picnic Day (second Statutory in December).

POLICE/AMBULANCE/FIRE: Telephone 111 for emergency, and ask for service required.

TELEPHONES: Available at wharves.

SHORE LEAVE: Allowed.

AUTHORITY: Northland Harbour Board, PO Box 141 and 269, Whangarei.

Nicaragua

CORINTO: 12.28 N. 87.11 W.

DOCUMENTS:

Clearance	1 visaed			
Crew List	3	,,	6	unvisaed
Store List	3	,,	6	,,
Passenger List	3	,,	6	,,
Cargo Manifest	3	,,	17	,,
Ballast Manifest	2	,,	6	,,
Health Declaration	—	—	1	,,
Passenger in Transit	—	—	8	,,

Mail List	—	—	9	,,
Bills of Ladings			1 complete set	
Voyage Memorandum	—	—	9	,, sets
No Passenger List	—	—	9	,, ,,
Cargo Tally Books			18 books	

Note: Documents must be legalised at the last port of call before proceeding to Corinto.

PILOTAGE: The Port Authority must receive in writing from Agents advice regarding vessels ETA 72 hours prior to vessels arrival and a confirmation 12 hours. There is no VHF apparatus in use, therefore all advice must be sent through Agents by cable via Balboa or Limon station. Pilotage is compulsory on all vessels exceeding 500 gross registered tons or exceeding 7 ft. draft. Pilot boards 1 mile off Isla de El Cardon.

RESTRICTIONS: The port is open 24 hrs.; however, entry is restricted in accordance with tide and vessels draft. If draft exceeds 24 ft. entry has to be with the high tide. Due allowance should be made for heavy swell if necessary. Speed limit 8 knots in Corinto Bay, and 5 knots in the vicinity of berths or other craft.

MAX. SIZE: Maximum permissible length 650 ft., 80 ft. beam. Draft controlled by depth of water in approach channel and state of swell up to maximum of 29 ft.

HEALTH: After entry and vessel has berthed or anchored, three long blasts are given requesting free pratique; after these blasts the Authorities board the vessel together with the Agent's representative and proceed with distribution of the documentation. In the event of any suspected disease on board, the action to be taken will be given by the Representative of the Health Department. There is no automatic pratique even though vessel is proceeding from another port in the same country.

RADIO: ETA cables are generally routed via NBA Balboa Station or TIM Limon Station, and received through Tropical Radio & Telegraph or All America Cable.

TUGS: Compulsory for berthing and unberthing. The tug joins vessel just after vessel passes Buoy No. 7. Tug's lines are generally used: however, at times ship's lines are used. There is no charge for use of tug's lines.

BERTHING: There is no preferential berthing, and berthing is indicated by the Port Authority. Vessels are attended to in the manner "first come first served".

STEVEDORES: Working hours 0700–1200, 1300–1800, 1900–2330, Monday to Saturday. Outside these times, overtime is charged. The deadline for ordering gangs is 21:30 hours; therefore if a vessel intends working overtime the Port Authority must be advised regarding vessels ETA and number of gangs required prior to ship's arrival.

MEDICAL: There are several doctors in the port and most of the Agents have a particular doctor to their service. Hospital facilities are also available. No particular inoculation is required.

TANKERS: The only tankers which frequent this port are those of Esso Standard, Parcel Tankers and the Athel Line. There is only one tanker berth and each of the above-mentioned companies have their particular load/discharge lines.

The Esso tankers only discharge oils, the Athel tankers load out molasses, the Parcel tankers discharge solvents and occasionally others load out cotton seed oil.

DENSITY: 1025.

FRESH WATER: Fresh water is available and is supplied from connections on the pier, by gravity at a rate of approximately 10 tons per hour.

FUEL: The only fuel available at this port is diesel.

DEVELOPMENTS: Projected installation of bulk handling plant, additional warehouses and extension of pier 1,500 ft. with 2 transit sheds, new administration building, stevedores shed, equipment shed and repair shops; redesigning of range lights and buoys and increasing amount of same, also area for Industrial Park.

GANGWAY/DECK WATCHMEN: After entering, 2 Custom Officers are placed on board all vessels and their meals must be furnished on board.

OPENING/CLOSING HATCHES: If vessel is equipped with regular hatch boards or pontoons, stevedores open and close hatches as well as swing out booms. However, if covers are of the McGregor type or mechanical, the crew has to do the job.

CERTIFICATES: Ship's Registry Certificate is required from ships making their first call at the port.

CUSTOMS ALLOWANCE: There is no limit on tobacco allowance to be held out of Bond but crew members are only permitted to take two packages of 20 cigarettes ashore. Crew not permitted to take any alcohol ashore. Anyone trying to do so will be subjected to heavy fines.

IDENTIFICATION CARDS: All crew members except Officers are requested to submit to the gangway watchman, proper identification with a photograph such as seaman book or passport.

CONSULS:

Denmark	Costa Rica
France	Panama
Mexico	Colombia
El Salvador	Venezuela
Guatemala	Ecuador

REPAIRS: There are no repair shops available only for minor welding jobs.

AIRPORT: The airport is approximately 160 kilometres from the port and served by regular airlines with daily flights.

REPATRIATION: Yes, repatriation can be effected.

TIME: Local time is Central Standard Time, GMT minus 6 hours. There are no alterations during the year.

HOLIDAYS: January 1st; Holy Thursday; Good Friday; 1st & 3rd May; 14th & 15th September; October 12th; December 25th. Cargo work can be arranged on these days.

POLICE/AMBULANCE/FIRE: Police 269; Ambulance 313; Fire 421.

SHORE LEAVE: Crew members are allowed shore leave.

AUTHORITY: Autoridad Portuaria de Corinto, Apartado Postal No. 11, Corinto, Nicaragua, C.A. Tel. 211/215. Telex 27. Cable Address: Portuaria.

PUERTO CABEZAS: 14.01 N. 83.23 W.

DOCUMENTS:

1 Clearance from Last Port.
10 Voyage Memorandums.
11 Crew Lists.
10 Passenger Lists.
10 Stores Lists.
1 Bill of Health.
12 Ballast Manifests.
13 Manifests of Cargo.
4 Bills of Lading.
10 sets Tally Books.

PILOTAGE: ETA required 24 hours before arrival at the port. The Pilot uses a boat with an outboard motor and boards about one mile off the port. Agent advises the Pilot the date of arrival, he goes out when he sees vessel.

ANCHORAGE: Vessels can anchor about half mile South of the wharf. Depths in anchorage 20–22 ft.

MAX. SIZE: Maximum length, 400 ft. Draft 19 ft. 6 in. Difference between high and low tide is 18 in.

HEALTH: The inspection takes place on arrival. It is not necessary when the vessel comes from some other port in Nicaragua.

RADIO: The Nipco has a radiophone for personal use, but they make contacts with vessels. The frequency is 2738. It is better to use or send radiogram via Radio Tropical in Managua.

TUGS: There is no tug service.

BERTHING: There is wreck in front of the wharf. The location is: 14° 0′ 57″ North, 82° 22′ 4″ West, 1,200 yd. from wharf end.

STEVEDORES: The Agent advises stevedores arrival of vessel. They discharge 8 tons of general cargo each hatch (one gang) per hour.

MEDICAL: Not necessary to advise the need of a doctor, only for emergencies. One hospital and two other doctors, apart from the official doctor of the port.

TANKERS: There are two pipes of 6 in. diameter on the wharf. There is no special berth for oil tankers.

DENSITY: 1025.

FRESH WATER: The fresh water is carried to the wharf by truck or from one pipe on the wharf. The boiler water gets to the vessel by the pipe on the wharf.

FUEL: Gasoline, diesel oil and lubricants are supplied by Texaco. Arrangements are made at the arrival of the vessel.

DEVELOPMENTS: A hydrographic survey is being performed in the port zone and surrounding area to establish the best place for future port facilities or whether expansion should be made to the existing port. This survey is being effected in view of projected installation of paper and pulp industry and forthcoming development of agricultural and mineral products which could be exported through the port.

WATCHMEN: It is not obligatory. It is customary to have two custom guards in the gangway.

OPENING/CLOSING HATCHES: The opening and closing of hatches is done together by the crew of the vessel and the stevedores.

CUSTOMS ALLOWANCES: Each of the crew can take 2 packs of cigarettes with the seal broken, and one bottle of wine or liquor opened.

IDENTIFICATION CARDS: Not needed, just passport or seaman's book.

CONSULS: Only consul of Panama available locally.

REPAIRS: Minor repairs only can be effected.

REPATRIATION: It is possible and only a passport needed. Necessary to go to the capital by air, thence to any part of the world.

AIRPORT: Distance of airport from wharf is about 2 kilometres. Service every day to the capital except Sundays and holidays. The name of the only airline is Lineas Aereas de Nicaragua (Lanica).

TIME: Local time is Central Standard Time, GMT minus 6 hours.

HOLIDAYS: Holidays are 1st January; Holy Thursday; Good Friday; 1st May; 14th July; 14th and 15th of September; 12th October and the 25th December.

SHORE LEAVES: The crew is allowed to go ashore after the vessel is received by the Authorities.

DELAYS: Delays in berthing can be expected from bad weather.

AUTHORITY: Autoridad Portuaria de Puerto Cabezas.

PUERTO SOMOZA: 12.12 N. 86.46 W.

DOCUMENTS:

Clearance from previous Port.
6 copies Voyage Memorandum.
6 Stores Lists.
6 Passenger Lists or negative declaration, 3 to be visaed.

6 Crew Lists.
8 Cargo Manifests, 3 to be visaed.
8 Tally books.
6 Lists of Mail, Explosives or Drugs if carried.

Nine crew lists and six store lists should be despatched by the Nicaragua Consul at loading port if possible, otherwise they are forwarded by Agents from the Panama Canal.

PILOTAGE: Optional by local Pilots. Leading lights are installed, at the entrance to the port, prominently sited on a hill. Several buoys indicate exact anchorage positions.

Tannkers: A Pilot is provided by the oil company in agreement with the Panama Canal Authority. Pilot boards about half a mile West of the sea berth.

ANCHORAGE: About one and three quarter miles off port entrance, depth is 30 ft. at low water, and about 45 ft. at high water.

RESTRICTIONS: Port is open day and night without exception.

MAX SIZE: Tankers at Sea Line Terminal up to 850 ft. length and 41 ft. draft.

HEALTH: Port Health inspector boards all vessels on arrival.

RADIO: There is a radiotelephone installation at the Customs office. No VHF.

TUGS: Not available for manoeuvring vessels. Five small tugs employed for shifting lighters.

BERTHING: No quays for ocean-going vessels. Vessels work cargo to lighters at the anchorage.

STEVEDORES: Port has four gangs of forty men each for boarding vessels.

TANKERS: *Sealine Terminal.* The sea berth is situated in approximate location 12° 10′ N. 86° 49′ W., about two miles off shore in a depth of 47 ft. There are five mooring buoys, two at the bows and three at the stern of the vessel. The first lines to the buoys should each consist of two good ropes lashed end to end to effect the length required. Five lines are normally used at each end of the vessel.

Strong winds may delay berthing or cause vessel to vacate the berth once moored. Sailing at night is not recommended for safety reasons. The discharge hose is lifted on the port side by ship's crew.

MEDICAL: Doctor available in case of emergency. Nearest hospital at Leon, 35 km. away.

FRESH WATER: Not available for supply to ships.

FUEL: Not available for supply to ships.

OPENING/CLOSING HATCHES: Normally performed by stevedores. Mechanically operated hatches are opened by ship's crew.

CUSTOMS ALLOWANCES: Each crewman allowed two packets of cigarettes. No wine/spirits allowed to be taken ashore.

IDENTIFICATION CARDS: Seaman's Book required for going ashore.

CONSULS: Nearest at Leon, 35 km. distant.

REPAIRS: Small items for repair can be sent to Leon, 35 km. away.

REPATRIATION: No facilities for crew changes. If crew member left behind, Agents are responsible for his repatriation at vessel's expense.

AIRPORT: Las Mercedes international airport at Managua, 75 km. away.

TIME: Central standard time, GMT minus 6 hours. No alterations.

HOLIDAYS: All holidays can be worked.

POLICE/FIRE/AMBULANCE: Police available locally. Nearest fire and ambulance stations are at Leon, 35 km. away.

AUTHORITY: Administracion de Aduana. Puerto Somoza.

Nigeria

BONNY: 04.25 N. 07.13 E.

DOCUMENTS:
9 Crew Lists.
9 Passengers Lists.
6 Arms and Ammunition Lists.
6 Livestock Lists.
7 Ports of Call Lists.
2 Bonded Store List.
3 Vaccination Lists.
10 Manifests.
2 Bills of Lading.
2 Crew Declaration (Special List).

PILOTAGE: Pilot station at Bonny, 15 miles from Fairway Buoy. Harbour Master listening on VHF Channels 14 and 16 as well as 2182 kHz from 0700 to 1800 hours. Pilot boards at Fairway Buoy, pilot cutter green hull, stone colour superstructure. Pilot ladder with manropes essential. Shell/BP Terminal listening on VHF Channel 14, call "Tankfarm".

Position of Fairway Buoy 4° 12′ 56″ N. 7° 00′ 28″ E.

ANCHORAGES: West of Fairway Buoy: depth 8–9 fathoms.

RESTRICTIONS: Berthing now allowed by day or night. Sailing is restricted by a depth of 37 ft. 6 in. in the channel. The height of tide is 3–6 ft., but local pilots require an under-keel clearance of 2 ft. 6 in. to 4 ft. depending on seasonal weather conditions. At the berth the water depth is over 48 ft., density about 1015.

MAX SIZE: Max. length 1060 ft., beam no restriction, draft up to about 39 ft. depending on tide and keel clearance.

HEALTH: Q-flag to be shown on arrival, except if from another Nigerian port, Yellow fever and small-pox inoculations compulsory. In case of suspected disease on board, advance notice to Agent advisory.

RADIO: Lagos Radio.

TUGS: Not available.

BERTHING: Four buoy berths for tankers. No slop discharge facilities.

Vessels berth on flood tide using the starboard anchor. 5 in. wires are taken from three buoys aft and two forward. The port derrick must be used for hose handling. An accommodation ladder is required on the port side.

Crude oil is loaded via 32-in. submarine line with two 12 in. hose connections to the ship. Loading rates up to 6,500 tph.

MEDICAL: No hospital at Bonny, nearest at Port Harcourt.

DENSITY: Channel 1020; berth 1015.

FRESH WATER: Available by barge at rate of 15 tons per hour. 48 hours advance notice required as barge comes from Port Harcourt.

FUEL: Available only by barge from Port Harcourt.

CUSTOMS ALLOWANCES: 200 cigarettes per man per 7 days. 1 wine or 1 btl spirit per officer per 7 days.

IDENTIFICATION CARDS: Crew to carry passport or seaman's book whilst ashore.

CONSULS: Nil.

REPAIRS: Nil.

REPATRIATION: Possible via Port Harcourt and Lagos.

AIRPORT: 28 miles by river, to Port Harcourt, then 7 miles by road, twice daily to Lagos, no international flights.

TIME: GMT plus 1, no change.

POLICE/AMBULANCE/FIRE: Contact Via Harbour Master or Shell/BP, VHF 14 or 16.

SHORE LEAVE: No restrictions.

SPECIAL PRECAUTIONS: Masters are recommended to maintain extra watches by ships personnel to prevent pilfering. Masters should pay particular attention to any special instructions advised by the Agents.

Topping off cargo outside the channel. Terminal operations will advise procedure if required.

AUTHORITY: Nigerian Ports Authority.

AGENT: Scanship (Nigeria) Ltd., 26 Creek Road Apapa. POB 266, Apapa. Tel. 47 776/9. Telex 21 244. Cables: "Scanship Lagos".

BURUTU (incl. Warri): 05.21 N. 05.31 E.

DOCUMENTS:
7 Ports of Call Lists.
5 Crew Lists.
5 Kroo boy Lists.
2 Animal Lists.
2 Arms and Ammunition Lists.
9 Manifests.
2 Summaries.
1 extra Manifest for transshipment cargo.
3 Stores Lists.
2 Crew Declarations.
2 Inward Reports.
2 NPA Master's Declaration.
2 NPA ship's particulars.
1 Customs Clearance.
1 Declaration of Health.
1 Vaccination List.

PILOTAGE: No compulsory pilotage, local pilots or rather river guides, available at Escravos. No communication is possible with these guides from Burutu.

ANCHORAGES: One anchorage known as "the pool", opposite Okorodudu Town; maximum draft for pool anchorage 14 ft. MLWS. Further anchorage at Forcados for vessels waiting to proceed to Burutu or Warri.

MAX. SIZE: Restricted only by draft. Official depth 21 ft. MLWS, governed by actual depth on Escravos bar which does vary from time to time. Latest information always available from Nigerian Ports Authority, Lagos.

HEALTH: International pratique regulations prevail. Pratique *not* necessary when coming from another port in Nigeria.

RADIO: Station, Port Burutu. Watch kept from 0730–1200, 1400–1700 on week-days and 0730–1200 on Saturdays on 2182 kc/s R/T and channel 16 VHF.

TUGS: No tugs available.

BERTHING: No specific requirements to berthing. Berth number is hoisted on flagpole situated on No 4 berth. Ships berthed in order of arrival.

Warri		*length*	*draft*
1	Buoys Fore and Aft	525 ft.	21 ft.
2	Buoys Fore and Aft	525 ft.	21 ft.
3	Single Buoy	No limit	21 ft.
4	Holt's Wharf Private	525 ft.	21 ft.

Burutu

Two vessels normally berth alongside the wharves. The main wharf being some 750 feet in length and a smaller wharf of some 300 feet. There is plenty of water alongside these berths and the depth that a vessel can load to is controlled by the Burutu flats which is 13 feet.

STEVEDORES: Advice given on radio during transit Escravos–Burutu is quite adequate. Normal rates approximately 13/15 ton per hook hour.

MEDICAL: Fully equipped hospital under supervision of resident European medical officer situated at Burutu.
TANKERS: Only small coastal tankers use Burutu to periodically replenish bulk tanks, which have capacity for 1,800 tons gas oil and 900 tons fuel oil, used primarily for consumption by local vessels.
DENSITY: Fresh water.
FRESH WATER: Limited amount available in wet season from shore line at rate of 4 tons per hour.
FUEL: No fuel available.
FIRE PRECAUTIONS: Small fire station situated in port area. No specific fire precautions required.
GANGWAY/DECK WATCHMEN: Considered advisable have gangway/deck watchmen.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, except in ships fitted with Mcgregor hatches.
TOBACCO/WINE ALLOWANCE: 200 cigarettes; part bottle.
IDENTIFICATION CARDS: Either discharge books, or passports advisable.
CONSULS: No consulates at Burutu.
REPAIRS: Dockyard has four slipways which can accommodate most creek and river vessels up to tonnage of 600 tons. Management of dockyard in hands of qualified European engineers who are able carry out afloat, hull and/or machinery surveys as required. Limited deck, hull and engine repairs can be carried out.
REPATRIATION: Facilities exist for individuals but not for crew changes.
AIRPORT: Small airstrip one and a half hours away by launch, where daily scheduled flights by small twin-engined aircraft operate to Lagos.
TIME: GMT plus 1.
HOLIDAYS: January 1/2, March 9/10, April 12/15, June 8, October 1, December 25/26. Cargo may be worked on all these holidays except Christmas Day.
POLICE/AMBULANCE/FIRE: No telephone numbers – all these services available in port area.
TELEPHONES: Facility available for connecting telephones on board.
SHORE LEAVE: Crew members allowed ashore.
PORT AUTHORITY: Nigerian Ports Authority, Burutu.
AGENT: Scanship (Nigeria) Ltd. 9 Roberts Road, POB 374, Warri. Tel. Warri 341. Telex via Lagos 21.244.

CALABAR: 04.57 N. 08.27 E.

Situated on right bank of Calabar River, 42 miles from sea.
DOCUMENTS, and all general information, refer to "Lagos".
PILOTAGE: Not compulsory, but the services of the Harbour Master can be requested for pilotage duties.
MAX. SIZE: The maximum recommended draft for vessels using the port of Calabar is 19 ft. 6 in., which is, at present, governed by a depth of water on Duke Town Crossing of 12 ft.
BERTHING:
(*a*) Pool Anchorage, 3 ocean going vessels.
(*b*) Millerio Wharf, 1 ocean going vessel.
(*c*) Cement Wharf, 1 ocean going vessel.
(*d*) Ivy Wharf, 1 coaster vessel. This wharf has been damaged seriously and is not in use at present.
Moorings: One mooring berth is available for main line ships Pilot Service.
AIRPORT: At Calabar.
AUTHORITY: Nigerian Ports Authority.

ESCRAVOS: 05.30 N. 05.00 E.

DOCUMENTS: Required and brought out by Pilot:
4 Nigerian Ports Authority/Masters Declaration.
2 Customs and Excise (Form C 13).
4 Ship's Report (Gulf) } on behalf of Agent.
2 Requests for Service }
The sailing clearance will be completed after B/L figure of cargo loaded is available, and will be delivered to the ship before sailing.
NAVIGATION AIDS: Berth Operations Platform is a conspicuous steel structure 85 ft. high and is approx. 1 mile from Berth No. 2, between the berth and the shore. On top of this structure is a heliport, which at night is surrounded by red lights. In the event of a power failure a green intermittent light will be shown from one corner of the seaward side of the platform.
A RACON reflector is mounted on this platform for easy identification of the Gulf Sea loading area. Radar transmission from the incoming vessel triggers the RACON Unit which responds with the Morse Code letter "G" (– – .), followed by a solid tail. This signal is observed visually on the ship's radar screen and appears very close to the point where the radar echo of the berth operations platform itself should appear.
ANCHORAGE: Vessels required to anchor on arrival will anchor in position approx. 3 miles West-North-Westward of the berth operations platform, i.e. in a position Lat. 05° 31′ 00″ N., Long. 04° 57′ 30″ E., or as otherwise instructed.
On approaching the terminal, VHF contact can be established with the Mooring Master on Channel 16 and the vessel will be advised of which berth has been nominated for her cargo. At the same time, the vessel will be advised where the Mooring Master will board. In cases where VHF contact is not made, the vessels will remain in the anchorage area until such time as contact is made by radio or the pilot boat. Vessels are advised to anchor only in the stated area due to the existence of submarine pipe-lines in other areas.
Anchorage is forbidden in the mooring area.
RESTRICTIONS: Mooring and unmooring operations will be undertaken by day and by night under normal weather conditions.
Notice of Readiness will be accepted by the Company representative on arrival providing that the ship is in all respects ready to load.
MAX. SIZE: The Escravos Terminal consists of two Single Buoy Mooring Berths Nos. 2 and 3 only, the conventional Sea Berth (Berth No. 1) having now been de-commissioned.
The location of the Sea Terminal Berth No. 2 (SBM) for vessels up to 100,000 dwt is off the North of the Escravos River in a position Lat. 5° 30′ 37″ N., Long. 4° 59′ 25″ E., and has a minimum depth of water of 72 ft. at LWS.
Berth No. 3 (SBM) for 350,000 dwt, vessels is situated 4·25 miles West-South-Westward of No. 2 berth in a position Lat. 5° 29′ 29″ N., Long. 4° 55′ 54″ E., and has a minimum depth of 105 ft. at LWS.
RADIO: Vessels bound for Escravos must advise their ETA to Gocon, Lagos, 72 hours and 24 hours before arrival – the message to contain the vessel's name, ETA, Master's name. A 24-hour watch is maintained on VHF Channel 16, in the Senior Mooring Master's Office, and ships are usually able to make contact on this Channel at a distance of 20 to 30 miles on the seaward side of the Berth Operations Platform. Channel 10 is used for internal traffic and ship berthing operations.
MOORING: Before arrival at the pilot boarding area, it will be necessary to ensure that the following moorings are ready for use on arrival at the berths:
Four mooring ropes – buoyant lines if possible, e.g. polypropylene, on the forecastle head.
A mooring line must be available aft, secured to the bitts and of sufficient length to enable a tug-boat to pick up the eye and two on it to realign the vessel if necessary. If available, a buoyant line is also preferred in this position.
CARGO: Nigerian Light Crude – API 36° approx. Temperature 85° F. (fairly steady throughout the year).
HOSES: Lifting, connecting, disconnecting, lowering and other handling of hoses will be performed by the ship's crew, as advised by the Company representative, and where possible the Company will provide a pipe-line gang to assist the ship's crew. At all times handling of hoses will be performed by the ship's crew, as advised a deck officer must be in attendance.
Both derricks must be rigged and ready for use on arrival and vessels are cautioned that the weight of each hose is at least 3 tons under favourable conditions. Where possible, it is requested that the derrick runner is on one winch and the topping lift on another, as this will make the hose-handling operation much smoother and faster. In any case, members of the ship's crew will be required to operate the winch or winches.
BALLAST: Vessels proceeding to Escravos to load must arrive with sufficient clean ballast for safe manoeuvring. A vessel arriving with dirty ballast will incur costly delays as it is not permitted to discharge dirty ballast to the sea. The "load on top" system is accepted at this port and vessels are requested to arrive with the slop tank "settled out" as far as possible, and so avoid any chance of pollution of the terminal waters from this particular tank.
The Nigerian Government has very strong views on pollution and vessels are warned that a very careful watch is kept at all times to ensure that pollution does not take place, or that if pollution should occur it is controlled as quickly as possible. Masters are advised that it is against the law to pollute the waters, and the coast of this country and severe penalties are imposed for such offences.
In order to reduce the turn around time at this terminal, but with close attention to safety, vessels will be permitted to load cargo and discharge ballast simultaneously provided that no contamination of cargo or pollution of the sea can occur. Vessels desirous of adopting this method of loading can do so but will be required to advise the company in writing, stating that the vessel accepts full responsibility if this method of loading results in contamination of cargo and/or pollution of the terminal waters.
REPAIRS: No facilities of any kind are available at this port. Under no circumstances are engine repairs or the immobilisation of main engines permitted within the port limits.
REPATRIATION: Not permitted except in grave emergency and then only if the person concerned holds all the necessary valid certificates and documents, e.g. valid Smallpox, Cholera and Yellow Fever Certificates.
TIME: Local time is GMT plus one hour throughout the year.
SHORE LEAVE: In view of the isolated positions of the buoy moorings (approx. 15 and 19 miles from the shore) Masters are strongly advised not to grant shore leave. The weather and swell conditions could result in persons being injured either embarking or disembarking from the vessel, and in addition the boat journey will take approx. 2–2½ hours. Should the weather deteriorate, it could mean delay to the vessel as outward clearance would not be granted until all the crew were on board the vessel. As the terminal does not own any suitable boats, it would be necessary for the vessel to charter one for shore leave purposes.
In view of the foregoing, the terminal does not recommend shore leave being granted.
AUTHORITY: Gulf Oil Company (Nigeria) Limited, Private Mail Bag 2469, Lagos, Nigeria. Cables: GOCON – LAGOS.

FORCADOS: 05.22 N. 05.26 E.

DOCUMENTS:
Last Port Clearance.
Ship's Register.
4 Copies Crew List.
3 copies Vaccination and Innoculation List (Smallpox/Yellow Fever).
2 copies Passenger Lists.
3 copies Stores List (Company printed form).
2 copies Arms and Ammunition Lists.
2 copies Livestock List.
3 copies List of Ports of Call during previous six weeks.
2 copies Crew Manifest.
Other documents (printed forms) will be presented for signing by the boarding party.

APPROACHES: An efficient sounding machine and a high definition radar will assist in making the terminal for the first time. A heavy cluster of radar echoes from the Escravos area may be recorded on passing the 100-fathom line. On making the 20-fathom line, it is reported that the coastline from North Point to Moore Point and from South Point to Ajamabri shows on the radar screen with good chart comparison.

Once the vessel's position is ascertained and the course for Forcados adopted, the first and most obvious sighting, at night, will be that of the control tower, which is marked with numerous fixed lights at several levels. The control tower, which also serves as a helicopter platform, is in close proximity to the two SBM's.

PILOTAGE: Pilot can be contacted by VHF, call sign "Forcados Pilot", calling Channel 16, working Channel 14. The Pilot/Loading Master boards about 2 miles to the seaward of the berths. The pilot launch also brings equipment for connecting moorings and hoses.

RESTRICTIONS: Vessels berth at any state of tide, night or day.

MAX. SIZE: Maximum length overall, 1,100 ft. Maximum draft, 65 ft. Maximum summer dwt, 250,000 tons. This allows 7 ft. under-keel clearance in the channel and 10 ft. under-keel clearance at the berth.

PRATIQUE: Health and Customs Officers board at a convenient hour and come from Forcados, 20 miles distant from the buoys. Normally travel by high-speed launch, but may occasionally use helicopter.

RADIO: ETA to be given via Lagos Radio, 72 hours before arrival.

TUGS: No tugs required and none available.

BERTHS: Vessel moors at one of two single-buoy moorings, situated about 20 miles offshore. Berthing area at each SBM is a circle of 3,500 ft. radius from the buoy.

MOORING: Ship required to have ready upon arrival: Port derrick topped and doubled up, a 75-fathom 3 or 3½ in. messenger on fo'c'sle head, and accommodation ladder, rigged on starboard side with pilot ladder at foot.

On approaching the SBM, the ship's messenger will be attached to the port SBM mooring line first, which is a 10-in. polypropylene. The full length of the 10-in. line is heaved aboard until a monkey face and short length of 1-in. studded chain comes up to the ship's roller fairlead. With the shackle provided, the monkey face is shackled to the 4-in. wire snotter, one end of which is turned up on the bitts. The studded chain is kept in the roller fairlead to avoid chafing. Outboard of the chain and secured to the buoy is a 14-in. nylon cable The same procedure then follows for the starboard mooring line.

HOSES: The two 16-in. hoses are of the buoyant type, which on being raised and hung off are connected to the ship's manifold amidships by means of the sixteen 12-inch reducers provided. Hose connecting is carried out by ship personnel under the supervision of the loading master.

Vessel's derrick capacity required to be at least 7 tons.

LOADING: Maximum loading rate 9,000 tons per hour. Sample specification of Nigerian crude oil as loaded, SG 0·8720 at 60° F.

BALLAST: No facilities for disposal of slops or dirty ballast. Vessel must arrive with clean ballast only.

MEDICAL: No facilities for medical attendance but assistance may be given only on an emergency basis.

FUEL: Not available.

FRESH WATER: Not available.

TERMINAL OPERATOR: Shell Nigeria Limited.

LAGOS (including Apapa): 06·27 N. 03·25 E.

DOCUMENTS: See Burutu.

PILOTAGE: Compulsory. Hoist "G" flag. Agent to give notice of ETA to Harbour Master as early as possible. Contact Pilot by VHF Channel 16. No pilot boat stationed outside.

ANCHORAGES:

	Length	*Draft*
Pool 1	480 ft.	24 ft.
Pool 2	600 ft.	28 ft.
Pool 3	450 ft.	26 ft.
Pool 4	450 ft.	26 ft.
Pool Buoy 5	320 ft.	18 ft.
Badagry Creek	380 ft.	16 ft.

RESTRICTIONS: Draft only.

MAX. SIZE:

	Length	*Draft*
Marina Buoys	750 ft.	24 ft.
Container Berth	720 ft.	27 ft.
Pool	600 ft.	28 ft.
APQs	600 ft.	27 ft.
Customs	520 ft.	23 ft.
PWA	580 ft.	25 ft.
BOP	500 ft.	26 ft.
Ijora	420 ft.	19 ft. 6 in.

HEALTH: Port Health Officer boards vessel on arrival. ETAs must be advised by ship or Agent direct to Port Health. Pratique automatic when from Nigerian port.

RADIO: Messages routed through Lagos Radio.

Continuous VHF watch on Channel 16 maintained in Harbour Master's office. Contact Signal Station by VHF Channel 16.

TUGS: No specific joining position, depending on tide and on Pilot's request, otherwise close to berth. Normally tug's line used. 2 tugs available 1,280 HP. 24 hour service available.

BERTHING: Cargo for Apapa and Lagos should be stowed separately on all liner ships as the Apapa wharves have rail connections to the North, and the customs wharf only receives cargo for Lagos locally.

No specific arrival time is required for berths, except for Petroleum Wharf where tankers need high water. Berthing on ebb tide required for Fish Wharf and Ikjora Wharf.

There are three berths at the Customs Jetty, 1, 2 and 3. The depths alongside are 22 ft. 6 in.; 21 ft. 6 in.; 19 ft. 6 in. respectively. Each berth can accommodate a vessel of maximum 500 ft. in length.

Lighter Berth, length 380 ft., draft 16 ft.
Fish Wharf, length 280 ft., draft 19 ft.
Marina Dolphin, length 250 ft., draft 19 ft.
Iddo Pool Buoy No. 1, length 300 ft., draft 15 ft.
Iddo Pool Buoy No. 2, for naval vessels.
Iddo Pool Buoy No. 3, for naval vessels.
Iddo Pool Buoy No. 4, length 400 ft., draft 17 ft.

STEVEDORES: Available.

MEDICAL: Agents to be given advance notice of medical attention required as early as possible. Hospital facilities available. International Certificates of smallpox and yellow fever required.

TANKERS: Length 580 ft. Draft 25 ft. (FW).

DENSITY: 1012.

FRESH WATER: Delivery by barges at between 20 to 40 tons per hour. Advance notification needed.

FUEL: Fuel oil available, coal bunkers obtained from Ijora Wharf.

FIRE PRECAUTIONS: Tankers and vessels with explosives: fire-boat always in attendance with fire-control depot ashore working in conjunction with the Harbour Master on VHF Channel 16. Port area tugboats also equipped for fire fighting.

GANGWAY/DECK WATCHMEN: Advisable, available if required.

OPENING/CLOSING HATCHES: Stevedores/crew.

CUSTOMS ALLOWANCES: Tobacco allowance: 200 cigarettes per person reissue after 8 days. Wine/Spirit: One part bottle reissue to officers after 4 days.

IDENTIFICATION CARDS: Passports or identity cards.

CONSULS: Most countries maintain Embassies/High Commissions or Consuls.

REPAIRS: Major repairs available.

DRY DOCKS: Authority maintains large well-equipped dockyard which primarily for maintenance of Authority's own fleet, provides facilities to commercial interest. In installation is modern floating dock which has lifting capacity of 4,000 tons. Max. draft 18 ft. Slipways also available for use of small craft.

In addition to facilities offered by Authority's dockyard, major shipping agencies in port maintain dockyard installations, including slipways for raking smaller vessels and lighters; can provide first-aid repair for main line vessels.

REPATRIATION: Facilities available for effecting crew changes and arranging any necessary repatriations.

AIRPORT: 8 miles from harbour, served by regular airlines.

TIME: GMT plus 1 hour.

HOLIDAYS: Fixed: New Year Day (1st January); National Day (1st October); Christmas Day (25th December); Boxing Day (26th December). Variable: Good Friday; Easter Monday; Eid-El-Fitir Festival; Eid-El-Kebir Festival; Maolud Nabiyyi (Mohammed's Birthday).

POLICE/AMBULANCE/FIRE: Police Apapa 45798, Lagos Custom 20030; Ambulance Apapa 41341/227; Fire Apapa 41741, Lagos Custom 20777, General Emergencies 199.

TELEPHONES: No arrangements for telephones on board.

GENERAL: 2 floating cranes 1×50 ton capacity, 1×100 ton capacity.

SERVICES: Small services available.

SHORE LEAVE: Crew members allowed ashore after clearance by Port Health and Immigration Authorities.

PORT AUTHORITY: Nigerian Ports Authority, 26–28 Marina, PMB 12588, Lagos. Tel. 26471.

AGENT: Scanship (Nigeria) Ltd., 38 Warehouse Rd., Apapa. POB 266, Apapa. Tel. 47 776/9. Telex. 21 244. Cables: "Scanship Lagos".

PENNINGTON TERMINAL: 04.37 N. 05.26 E.

All vessels required fly Nigerian Ensign on foremast during daylight hours.

OPERATORS: Texaco Overseas (Nigeria) Petroleum Company.

LOCATION: Pennington Marine Terminal located in 65 ft. of water in latitude 4° 37′ 20″ N., longitude 5° 26′ 10″ E., bearing approximately 210°, distance 5,300 ft. from "Special Purpose Vessel 367001" (which has been fabricated from the forebodies of two tank vessels, and is approximately 740 ft. in length).

APPROACHES: The berth should be approached from a Westerly direction to a point not less than 2 miles seaward of "Special Purpose Vessel". At this location, Mooring Master will board vessel.

DOCUMENTS: Following documents required on arrival:
Last Port Clearance.

Register.
4 copies Passenger Manifests.
4 copies Crew Lists.
2 copies Stores Lists.
2 copies Bonded Stores Lists.
2 copies Arms and Ammunition List.
2 copies Livestock List.
1 copy Vaccination List, showing date of last smallpox and yellow fever inoculations of all crew members.
2 copies of Master's Declaration to Nigerian Ports Authority.
These forms will be supplied when Authorities board the ship.

PILOTAGE (see "Approaches"): Mooring Master, together with Custom Officials will board incoming vessel about two miles seaward of the "SPV 367001". Vessel's Master will be advised on approach to the berth details in respect of mooring, unmooring, connecting and disconnecting hoses, and all other operations within the berthing area.

Vessels requested to have pilot ladder safely and securely rigged for immediate use, and long enough to reach Mooring Master's launch. A light line should be ready to take on board the Mooring Master's radio and/or briefcase.

Mooring Master will remain on board during loading operations and he will be in direct control of all ship communications while in Terminal area.

TUGS: 3,200 h.p. tugboat and a mooring launch to assist in mooring and unmooring. A flat charge is made for use of tugboat and mooring launch.

MAX. SIZE: Maximum draft approximately 45 ft. depending on sea conditions. Maximum capacity 50,000 dwt.

RADIO: All vessels to be loaded at the Terminal must cable ETA to "Topcon, Lagos", 96 hours and 24 hours prior arrival. The Company, Lagos, will then notify Senior Mooring Master on board Special Purpose Vessel.

Ship to "SPV 367001" communication, while ships are in mooring, will be by portable VHF radio-telephone units, provided by Terminal. Mooring Master will advise ship's Master regarding emergency whistle signals set up for use in event radio-telephone units become inoperative. Use of ship's radio station and/or battery charging is prohibited while loading is in progress.

READINESS: The Company will make every effort to load vessels upon arrival, or as promptly as berth is available, weather permitting.

"Notice of Readiness" will be accepted as at time of arrival, provided vessel is in all respects ready to load. Arrival time will be considered as at time Mooring Master boards vessel, or time vessel anchors off the terminal, which ever occurs first.

Mooring Master may reject a vessel if in his judgment she is not properly equipped or suitably manned, or if, upon inspection, he deems her to have dirty ballast or tanks unsuitable for cargo. However, Company will not issue any certificate or representation purporting to state that vessel's tanks, pipes and pumps and appurtenances are clean or acceptable for receiving cargo nor will the company assume any responsibility for "contamination of cargo aboard ship caused by condition of ship's tanks, pipes, pumps or appurtenances."

Vessels shall have in readiness:

1. Windlass and both bower anchors, each with not less than 150 fathoms of chain.
2. At least 14 good mooring lines, each no less than 120 fathoms in length, with eyes and tailropes spliced into each end.
3. Suitable stoppers for all manila lines and chain stoppers for use with wires.

Vessels must be adequately equipped with blocks, tackle and booms to hoist submarine hoses, a 5-ton lift from seabed to ship's rail, in a safe, efficient and expeditious manner. Vessels must also have an adequate supply of nuts, bolts, gaskets and wrenches to connect cargo hoses.

BALLAST: ABSOLUTELY NO PROVISION IS MADE FOR DIRTY BALLAST. VESSELS WITH DIRTY BALLAST WILL BE REJECTED AND ALL COSTS THEREFROM WILL BE TO THE VESSEL'S ACCOUNT.

As soon as practicable after arrival, and prior acceptance for loading, all vessel's tanks will be inspected for evidence of oil in ballast, and during discharge of ballast, similar inspections will continue. If evidence of oil appears at these inspections, the vessel may have to vacate berth and proceed to sea to dispose of oil ballast. Upon return, vessel will be obliged to tender new "Notice of Readiness".

If, during first inspection or during progress of loading it is revealed that vessel's tanks are not oil-tight, she will be rejected, or refused further loading.

In addition to lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate area around the ship to satisfaction of Mooring Master, in order that any oil on the surface of sea may readily be detected and appropriate action taken. Vessels unable to illuminate sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable floodlights for working on deck during night operations.

Vessels properly equipped will be encouraged to discharge clean ballast and load simultaneously.

MOORING: Weather and other circumstances permitting, vessels are moored, loaded and unmoored during daylight hours only.

Signals displayed on Special Purpose Vessel:

(*a*) By day, on offshore end of vessel, three shapes in vertical line; the upper and lower shapes globular and red; the middle shape diamond and white.

(*b*) By night, three lights in vertical line; the upper and lower in red; the middle white.

The permanent mooring consists of 7 steel buoys. All buoys fitted with quick-release hook to which vessel's mooring lines are attached by Company Mooring launch. Berth is laid out so that vessels will head 210° true when moored. Vessels mooring use both bower anchors and 14 ropes to respective mooring buoys.

Each buoy is fitted with $1\frac{3}{4}$-in. diameter preventer wire, one end of which is secured to mooring buoy. When Mooring Master considers it required, the other end is brought on board vessel after moored in position. Preventer wires are supplemental to vessel's regular mooring lines and intended assist holding vessel in moorings during adverse conditions. Vessels should have chain stoppers for handling these wires.

All manoeuvring within loading berth area is to be done only in accordance with advice of Company Mooring Masters, subject to understanding that in all cases and circumstances Master of vessel being manoeuvred shall remain solely responsible for safety and proper manoeuvring. Vessel's Master or a qualified Deck Officer must be on bridge at all times during manoeuvring.

Winds and swells mostly from South-westerly direction. From March through November, the unfavourable weather period, extra mooring lines will be required. Currents are irregular and at times strong, and Mooring Master will provide Master with this information when boarding.

LOADING: During loading, the International Code Flag "B" shall be displayed from top-mast signal halyard during daylight hours. During hours of darkness, a red light shall be displayed, visible at a distance of at least one mile, and showing unbroken light all around the horizon.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by vessel's crew under direction and supervision of an appropriate vessel's Officer as advised by the Mooring Master, who will remain on board while the vessel is in moorings.

After vessel securely moored, two 12-in. submarine loading hoses will be lifted to rail amidships. Weight of each lift approximately 5 tons. Hoses lifted with vessel's gear on port side. Mooring Master advises vessel's personnel in the lifting, connecting, disconnecting and also when lowering the hoses, when mooring launch may be used to avoid bends or kinks in the hoses. A vessel's Deck Officer must be present, and direct the crew in all hose handling. There must be sufficient crew on deck to perform this work.

Master is responsible for own vessel at all times. The maximum loading rate is about 20,000 bbls. per hour and Company Mooring Master will advise in respect to loading pressures and hazards, but will not direct loading except as may be necessary to protect Terminal facilities. Manipulation of vessel's valves is direct responsibility of vessel's personnel.

Prior commencement loading, Chief Officer will assure Mooring Master that sea suction valves are *closed* and he will make note to that effect in Mooring Master's log before cargo loading started. Final ullaging and computation of cargo will be done by an Officer of the vessel who will hand this information to Mooring Master for transmittal to officer in charge on board "SPV 367001" for use in comparing metred-out cargo.

Caution.—The incoming oil stream is controlled on board the "SPV 367001" and it is extremely dangerous to close a cargo valve against the incoming stream. Such a procedure creates excessive pressure, which may damage hoses, piping or Terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

Emergency Signal.—When normal ship-to-shore communications fail, the emergency signal to stop the flow of oil will be a continuous blast on the whistle until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle signal is used, all loading operations will be shut down until communications can be re-established.

Shore Stops.—Request for Terminal to stop the flow of cargo at a predetermined tonnage must be made in writing. Requests must include statements that the Company will not be held responsible for any error and in case of overloading, the excess cargo cannot be pumped back to the "SPV 367001". Some delays are always incurred when such a shore stop request is made.

SAFETY: Pennington Terminal considered an open roadstead, and under no circumstances may engines be shut down for repairs while a vessel is moored in the submarine berth. Vessel must be able to depart from berth immediately on instructions to do so.

Vessel's personnel responsible for safety of vessel, and must take all necessary precautions whether or not so advised by Mooring Master. Any safety precautions imposed by Company Mooring Master and so disregarded by ship's Officers or crew, will be considered just cause for rejection of vessel and all expenses and liabilities related thereto will be for account of the tanker.

Not less than one Deck Officer and three seamen shall be available on deck at all times while vessel in moorings.

Power must be available at all times on deck winches and windlass while vessel in moorings.

Presence of unauthorized craft alongside is extremely hazardous and Masters are requested to require all unauthorized craft to clear vessel's side prior ballast pumping and cargo loading.

Mooring Masters are authorized to shut down loading operations during severe electrical storms, if another vessel or craft of any description comes alongside the loading vessel, and under any other circumstance which imperil loading operations.

MEDICAL: Medical assistance on an emergency basis only.

FRESH WATER/FUEL: Not available.

AGENCY: General Agency functions to perform services necessary to document and clear vessel and export cargo will be handled

at Pennington Terminal by Palm Line Agencies. The Company will provide transportation of Customs and Agency personnel to and from the S.P.V. where they will be available to assist vessels in such Customs and Agency requirements as necessary.

PORT HARCOURT (incl. Okrika): 04.46 N. 07.01 E.

DOCUMENTS:
9 Crew Lists.
9 Passengers Lists.
6 Arms and Ammunition Lists.
6 Livestock Lists.
7 Ports of Call Lists.
2 Bonded Store List.
3 Vaccination Lists.
10 Manifests.
2 Bills of Lading.
2 Crew Declaration (Special Lists).

PILOTAGE: The Pilot Station for Port Harcourt is at Bonny, 15 miles from Fairway Buoy, 28 miles from Port Harcourt. The Harbour Master keeps watch on VHF Channels 16 and 14 and on 2182 from 0700 to 1800. As there presently is no radio station at Port Harcourt Masters should cable their Lagos Agent with a 48 hours ETA asking the Lagos Agent to pass the information to Port Harcourt. Pilot boards at Fairway Buoy from pilot-cutter green hull, stone colour superstructure.

Position of Fairway Buoy: 4° 12′ 56″ N., 7° 00′ 28″ E.

It should be noted that Bonny is an Oil Terminal and as such heavy traffic of tankers is continuous. In extreme circumstances vessels may be requested by Harbour Master to pass the channel from Fairway Buoy at Bonny, and anchor at Bonny without a Pilot, in which case latest Notices to Mariners should be studied in order not to damage oil pipe-lines in prohibited anchorage areas.

ANCHORAGES: Position West of Fairway Buoy, depths 8–9 fathoms.

RESTRICTIONS: Night pilotage expected resume end 1972.

MAX. SIZE: Maximum draft is 25 ft. at high water, minimum depth in approaches 18 ft. datum. Max. length 600 ft. no restrictions on beam. Ebb tide reaches a max. of 3 knots off the berths and 2½ knots in the river, flood tide 2½ knots off berths and in the river.

HEALTH: Q-flag to be shown on arrival, except if from another Nigerian port, Yellow fever and small-pox inoculations compulsory. In case of suspected disease on board, advance notice to Agent advisory.

TUGS: Not available.

BERTHING: *Main Quay:* The main Quay is 3,459 ft. long and capable of berthing seven vessels, with drafts from 24 ft. to 26 ft.

The old quays at Port Harcourt have been completely reconditioned to enable them handle bigger ships. Dredging in front of these quays is in progress and when completed ships with drafts of up to 29 ft. will be able to use these berths.

B.O.P. Berth. This berth lies outside the Quay area, and is for the loading of palm oil by means of a direct pipe line from the installation of Bulk Oil Plants (Nigeria) Limited. It consists of a central "T" jetty with dolphins and is capable of berthing vessels up to 480 ft. in length. It is also used for the discharge of explosives as such cargo is not permitted to be handled across the general cargo Quay.

Oil is supplied by a 6-in. diameter pipe at a maximum rate of 250 tons per hour.

Okrika Oil Refinery: Okrika lies on the Bonny River, some 35 miles from Bonny Fairway Buoy. The approach is by a buoyed channel some 8 miles in length, dredged to a depth of 38 ft. chart datum. The river from Bonny to Okrika has been dredged as necessary and least depths are 29 ft. chart datum. Jetty at the oil refinery suitable for berthing coastal and ocean tankers up to 33,000 tons deadweight. The jetty is "L" shaped with a square dolphin at the end of the arm. Ocean tankers secure on the outside of the jetty making fast to two sets of mooring dolphins each end. The coastal vessels and barges are berthed on the inside of the jetty. Oil is supplied via gantry hoses on either side.

STEVEDORES: Gang requirements and hatch distribution should be included in 48-hours ETA cable to Agent. Discharging general cargo 8 tons per gang/hour, cement 15 tons per gang/hour, bagged cargo 20 tons per gang/hour, loading produce 15–20 tons gang/hour.

MEDICAL: Doctors available 24 hours, but limited supply of medicaments. Yellow fever, cholera and smallpox vaccination required.

DENSITY: Appx. 1015 oz.

FRESH WATER: No restriction, from barge (15 ton/hour). From quay low pressure, max. 8 ton/hour.

FUEL: Most standard lubricants available, fuel available by barge only. Requirements by 48-hours ETA cable.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Normally by crew.

CUSTOMS ALLOWANCES: 200 cigarettes per man per 7 days. 1 wine or 1 btl spirits per officer per 7 days.

IDENTIFICATION CARDS: Crew to carry passport or seaman's book whilst ashore.

REPAIRS: Only very minor repairs available, no spares.

REPATRIATION: Possible via Lagos.

AIRPORT: 7 miles away, twice daily flights to Lagos, no international flights.

TIME: GMT plus 1 hour, no changes during the year.

HOLIDAYS: New Year (Jan. 1st); Id-El-Kabir (Feb. 16–17th); Good Friday and Easter Monday; National Day (Oct. 1st); Fasting Period (October 31st); Id-El-Fitri (Nov. 29–30th); Christmas Day (Dec. 25th); Boxing Day (Dec. 26th). The Muhamadan holidays are subject to changes. The port does not work on Dec. 25 and Good Friday, other days on overtime.

POLICE/AMBULANCE/FIRE: All can be contacted by tel. 999.

SHORE LEAVE: Allowed provided crew carry passport or seaman's book.

AUTHORITY: Nigerian Ports Authority.

AGENT: Scanship (Nigeria) Limited, PO Box 432, Port Harcourt, tel. 8053. Telex Scanship Lagos 21244 attention—Port Harcourt.

QUE IBOE: 04.20 N. 07.59 E.

DOCUMENTS:
Port of Call List and clearance from previous port.
Crew Lists with passports and Certificates of Vaccinations available for inspection.
Stores List.
Crew Personal Effects List.
Manifest of Cargo.
Arms and Ammunition List.

PILOTAGE: An 80,000 dwt. storage tanker *MOBIL JAPAN* is moored in position 4° 20′ N. 7° 59·5′ E. Notice of arrival should be given five, three and one days before arrival to "Mobiloil Lagos" and to the storage tanker, call sign 62JG. A company mooring master will board approximately 2 miles South of the storage tanker.

RADIO: Storage tanker, call sign 62JG keeps 24-hour watch on VHF Channel 16. Listens on MW 425 kHz between 1600 and 1700 GMT, and on HF 12350 to 12710 kHz between 1730 and 1800 GMT.

BERTHING: Loading berth is seven point conventional buoy mooring. Sea-line hoses are lifted on the starboard side, total weight of lift, 6 tons.

BALLAST: No facilities for reception of dirty ballast. Tankers must arrive with clean ballast only.

FRESH WATER: Not available.

FUEL: Not available.

REPATRIATION: There are no facilities for repatriation or crew changes.

SHORE LEAVE: Not possible.

AUTHORITY: Mobiloil Lagos.

SAPELE (incl. Koko): 05.55 N. 05.42 E.

DOCUMENTS:
Crew List.
Port of Call List.
Passenger List.
List of Arms and Ammunition.

These documents required by following Government Departments: Collector of Customs, Customs Preventive Service, Ports Health Authority, Police Authority/Immigration, Nigerian Produce Marketing Co., Nigerian Ports Authority NPA also require Inward and Outward Masters Declarations and all other documents such as Manifests and Bill of Lading, etc.

PILOTAGE: None.

ANCHORAGES: No laid-down areas.

RESTRICTIONS: None under normal conditions.

MAX. SIZE: Average length 400/450 ft., draft 16½ ft. plus tide for the day, minus Master's underkeel clearance.

HEALTH: Normal International Regulations, but between ports in Nigeria nothing required.

RADIO: ETA and ETD best passed via Lagos Radio to Lagos Agents who in turn advise local Agents. Port Authority operate VHF Channels 16, 14, 13, 12, 11 and 9.

TUGS: None available.

BERTHING: Berthing/unberthing normally done in daylight hours.

Sapele:

Berths	*Type*	*Berth length*	*Depth*
1	Anchorage and stern to buoy	No limit	21 ft.
2	Buoys fore and aft	550 ft.	22 ft.
3	do.	800 ft.	21 ft.
4	do.	675 ft.	20 ft.
5	Anchorage and stern to buoy	No limit	16 ft.
6	Buoys fore and aft	675 ft.	20 ft.
7	do.	700 ft.	25 ft.
8	do.	675 ft.	21 ft.
9	do.	620 ft.	18 ft.
9a	Anchorage and stern to buoy	620 ft.	16 ft.
10	A. T. & P. Wharf	400 ft.	16 ft.
11	do.	475 ft.	15 ft.

N.B.: Berth 9a only used if port is full in emergency.

Koko: One wharf 450 ft. 24 ft.

STEVEDORES: Handled by Shipping Agents.

MEDICAL: Local general hospital.

TANKERS: Only small coastal tankers.

DENSITY: River water almost fresh at all states of tide.

FRESH WATER: None available.

FUEL: None.

GANGWAY/DECK WATCHMEN: Supplied by Shipping Agents.

OPENING/CLOSING HATCHES: Either by crew or stevedores.

TOBACCO/WINE ALLOWANCE: 200 cigarettes per person per week. 1 bottle per officer per week.

CARGO GEAR: No extra requirements.

IDENTIFICATION CARDS: Seaman's identity card.

CONSULS: None.

REPAIRS: No facilities.
DRY DOCKS: None.
REPATRIATION: By road to Lagos and international airways or by road to Benin/Lagos.
AIRPORT: Benin 37 miles, internal only.
TIME: GMT plus 1 hour.
HOLIDAYS: Port closed only Christmas Day and Good Friday.
POLICE/FIRE: Police Sapele 19. No fire service.
TELEPHONES: No facilities exist for placing on board.
SERVICES: None.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Nigerian Ports Authority, Sapele 221, Genports Sapele.

AGENT: Scanship (Nigeria) Ltd. Private Mail Bag 4030, Sapele Tel. 177. Telex: Lagos 21244.
N.B. Correspondence should be addressed to Warri office, see Burutu.

Norway

ÅLESUND: 62.27 N. 06.09 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Customs Documents.
1 Health Documents.
3 Manifests.
3 Bills of Lading.
1 Ship's Papers.
1 Stores Lists (provisions).

PILOTAGE: From open sea, Pilot is taken on board at Rundo pilot station. Watch 24 hours a day. To be called 3–4 hours before ETA by VHF 16, or radio.
RADIO: Ålesund Radio 2182. VHF 16. Harbour Office is manned 24 hours. Tel. 21425.
TUGS: Meet vessel normally before entering the harbour, or by order.
BERTHING: At the Southern Harbour there are the following commercial quays: Storneskaien: East side, length 97 m., depth alongside, 5 m. min.; South side, 160 m., depth 13 m.; Warehouse cap. 1,200 sq. m. Prestebrygga: South side, length 200 m., depth 13 m.; West side, length 42 m., depth 5 m. min. Warehouse cap. 715 sq. m. Two quays for mooring: length 310 m., depth alongside 5 m.; and length 200 m., depth 9 m. respectively. At Northern Harbour there is one commercial quay. Skansekaien: North side, length 155 m., depth alongside, 9 m. South side, length 150 m. depth 5 m. This quay forms protection for a small inner harbour with several smaller quays.
STEVEDORES: Obtained by Agent who requires ETA 12 hours before ships arrival.
FRESH WATER: Available.
FUEL: Bunkering facilities from all major oil companies. Loading by barge or pipeline at berth.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: This work is normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle of spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS: Available. Floating dock 380 ft. by 50 ft. to lift 3,000 tons. Three patent slips for vessels up to 700 tons.
AIRPORT: Ålesund airport, Vigra. Passenger flights (three times a day) to and from Oslo. Trondheim, Bergen.
TIME: GMT plus 1 hr.
HOLIDAYS: 1st May; 17th May.
POLICE/AMBULANCE/FIRE: Police 21321; Ambulance 23348; Fire 014.
TELEPHONES: No arrangements for placing telephones on board.
PORT AUTHORITY: Havnefogden. Alesund Havnevesen, Alesund. Norway.

ÅLVIK: 60.26 N. 06.24 E.

Ålvik located in inner part of Hardangerfiord. Ferrosilisium works. Vessels from abroad may call Haugesund for inward Customs' clearance.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs' district.
LENGTH OF QUAY: 80 metres. 2 cranes, each 7·5 tons.
AUTHORITY: See "Bergen".

AGENT: Joachim Grieg & Co., Bergen.

ARDALSTANGEN: 61.14 N. 07.42 E.

Årdalstangen: Aluminium works. Located in innermost part of Sognefiord. 61° 14′ 03″ N. 7° 42′ 28″ E.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs' district and unless otherwise arranged beforehand vessels from abroad must call at Bergen for inward clearance.
BERTHING: 1 quay 600 ft., 29 ft. depth alongside; 1 quay 210 ft., 18 ft. depth alongside.
Cranes up to 50 tons capacity. Ice free.
TRAFFIC: about 500 ships loading and discharging.
AUTHORITY: See "Bergen".

AGENT: Joachim Grieg & Co., Bergen. (See "Bergen".)

ARENDAL: 58.28 N. 08.46 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot station Merdøy. Contact by VHF/R/T. Pilot available day and night. Telephone 36247.
ANCHORAGE: Safe anchorage ground is readily available and there are numerous mooring places for vessels not docking alongside the quays.
MAX. SIZE:

	Depth Feet	*Length Metres*
Nye Tollbodkaien	33	165
Batterrikaien	33	110
Hotellbryggen	30	77
Malmkaien	28	30
Stenkaien	26	140
Utstikkerkaien i Barbu	24	58
Fryselagerkaien	22	76
Jaktekaien	20	50
Gamle Tollbodkaien	20	45
Kallevigs Brygge	20	43
Jernbanekaien	18	75
Langbryggen	15	120

No tide, even in exceptional weather conditions increase in water level never exceeds 3 ft.
TUGS: Two small tugs.
RADAR/VHF: Radar at pilot station. VHF see "Pilotage".
MEDICAL: Advance notice required for medical attention.
FRESH WATER: Available all quays.
FUEL: Advance notice required.
GANGWAY/DECK WATCHMEN: Necessary and recommended.
OPENING/CLOSING HATCHES: Crew or stevedores.
CERTIFICATES: Normal International Certificates required.
CUSTOMS ALLOWANCE: 200 cigarettes, 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: Sweden, Denmark, Finland.
REPAIRS: Port has well-equipped workshop to carry out engine repairs as well as hull work above water line.
AIRPORT: Kjevik 60 km.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 22030; Fire Station 22255.
TELEPHONES: Can be placed aboard.
PORT AUTHORITY: Harbour Master, tel. 21071–23668.

BERGEN: 60.24 N. 05.19 E.

DOCUMENTS:
1 Provision List.
1 List of Bonded Stores.
1 Health Declaration.
2 Manifests.
2 Crew Lists.
2 Passenger Lists.
Certificate of Tonnage.
Dangerous Cargo List.

PILOTAGE: Compulsory. Main entrance to port at Marsteinen Lighthouse (pilot station) 60° 24′ N. 5° 18′ 50″ E. 24 nautical miles from town, but vessels from South may enter at Skudesnes (88 nautical miles) and from North at Fedje pilot station (32 nautical miles). VHF Channel 16. Practically no tide. Port free of ice throughout whole winter and well sheltered from all winds. Sound signals for pilot, three long and one short. Harbour pilotage not compulsory but advisable.
ANCHORAGE: Puddefiord. Good holding grounds. Depth 10 to 50 fathoms of water.
RESTRICTIONS: Vessels can enter day and night.
MAX. SIZE: Max. draft 35 ft. Vessels up to 50,000 tons have been berthed at Dokkeskyærsquay. Oil installation up to 30,000 tons d.w.
HEALTH: See "Documents". If vessel carries quarantine flag on contagious diseases, radio communication should be sent to Agents for instructions, otherwise no special regulation.
RADIO: Communication to Agent should be sent through Rogaland Radio or Bergen Radio.
TUGS: Two tugs, each 1,000 h.p. available. Ship's lines to be used, contractors Bergen Steamship Co. Tugs normally join vessel at Puddefiord or subject to requirements.
BERTHING: Berthing instructions from Harbour authorities through Agent's office.
BRIDGES: A bridge between Knarrevik and Drotningvik is under construction. Height of bridge from the water will be 50 metres at mean water level. Bridge position will be 5 miles from harbour in the entrance to port from South.
STEVEDORES: Stevedoring arranged by Agents subject to requirements. 24 hours notice, important obtain in good time accurate ETA. Ordinary working hours at port 0730–1600. Saturdays until 1300.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: Discharge lines usually 6 and 8 in. No slop (residues)

discharge facilities. Numbers of tanker berths 5: Shell, Esso, Fina, Mobil Oil, and BP. Max. drafts 30 ft.
DENSITY: Salt water.
FRESH WATER: From all quays and wharves with exception of some oil berths where water barge necessary.
FUEL: All grades of diesel, fuel and gas oil including lubricating oil available at all wharves in main entrance. Supplies also from barge subject reasonable notice.
FIRE PRECAUTIONS: No special precautions. Special harbour fire-fighting boat. As usual no smoking permitted during discharge operation.
GANGWAY/DECK WATCHMEN: Obtainable subject inquiry for 12 hours watch from 1900 to 0700 hours.
OPENING/CLOSING HATCHES: Crew allowed to open and close hatches.
SHIP'S CERTIFICATES: All certificates to be on board. Ship's tonnage certificate to be produced to Custom authorities upon arrival.
CUSTOMS ALLOWANCE: Tobacco, 20 cigarettes per day or 20 gramme tobacco per crew member. Wine and/or Spirit, 1 bottle spirit or wine for consumption on board allowed per crew member.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgian	33 873	Panama	00 011
British	10 990	Peruvian	18 028
Danish	15 000	Portuguese	18 140
Finnish	30 700	Spanish	14 192
French	30 050	Swiss	15 115
Guatemala	14 483	Swedish	19 760
Greek	15 090	Turkey	10 105
Icelandic	19 680	German	19 984
Italian	18 135	Uruguay	13 307
Dutch	56 000	Austrian	10 173

REPAIRS: All repairs possible.
DRY DOCKS: Major: Bergens Mekaniske Verksteder. Minor: Mjellem & Karlsen Verksted A/S, Bergen. 6 patent slips and 1 dry dock, 365 ft. long. Floating dock for vessels up to 20,000 tons d.w.
REPATRIATION: All facilities available.
AIRPORT: Flesland Airport, 12 miles outside Bergen. Bus service from town, daily connections with Europe and U.S.A.
TIME: GMT plus 1 hour.
HOLIDAYS: General holidays 1970. New Year's Day (January 1); Maundy Thursday Good Friday Easter Monday; Labour Day (May 1); Ascension Day (May 7); National Holiday (Sunday) (May 17); Christmas Eve (December 24); Christmas Day (December 25); Boxing Day (December 26); New Year's Eve (December 31).
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 10 185; Fire 10 000.
TELEPHONES: Telephones may be installed on board during ship's stay at Dokkeskjæsquay or Skoltegrunnsquay if required.
SERVICES: Compass adjusting, laundry, ship chandlers for delivery of provisions and bonded stores. Radar servicing for following types: Decca, Nera, RCA, AEI, Raytheon, Kelvin Hughes, Therma Sperry. Service arranged through port agent.
SHORE LEAVE: No restrictions.
DELAYS: Under normal conditions, no special delay should be expected.
AUTHORITY: Bergen Havnevesen.
AGENT: Messrs. Joachim Grieg & Co., Raadstuplass 2–3, PO Box 234–237, N–5001 Bergen. Tel. 18 140, after office hours: 80 835 and 56 302. Telegraphic address "Expeditor". Telex 42 700.

BODO: 67.17 N. 14.24 E.

DOCUMENTS:
2 Store Lists.
2 Crew Lists.
2 lists Crew's Personal Effects.
PILOTAGE: Sea pilot North of Fleinvær Island position 67° 12′, N. 13° 48′ E. White pilot boat with VHF Channel 16. Harbour Pilot outside breakwater head – 24 hours notice.
ANCHORAGE: Outside breakwater. According instructions from Sea or Harbour Pilot. No draft limitation.
RESTRICTIONS: None – weather permitting.
MAX. SIZE: Max. 18,000 dwt. for oil carriers with max. draft 32 ft. Otherwise max. draft 22 ft. along quays for coal, salt and warehouse goods.
RADIO: Bodö Radio/LGP. VHF Harbour office and Bodö Radio.
TUGS: Not available.
BERTHING: Usually on arrival – otherwise harbour pilot will bring instructions from Agent or Port Authorities.
STEVEDORES: Ordered by Agents – working day and night.
MEDICAL: 24 hours notice of medical attention required. Hospital facilities available.
TANKERS: Shore lines 6, 8 and 12 in., 2 berths, slop facilities not available, max. draft 32 ft. Fresh water available.
DENSITY: 1025.
FRESH WATER: Available all quays.
FUEL: All kinds bunkers and oil without notice from two installations.
GANGWAY/DECK WATCHMAN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew.
CERTIFICATES: Ship's Register Certificates.
CUSTOMS ALLOWANCES: 200 cigarettes or 150 gr. tobacco and ½ bottle of spirit.
CARGO GEAR: No additional requirements. Ships gear to be used except for discharging coal, coke and salt where special cranes used.
IDENTIFICATION CARDS: Not required.
CONSULS:

Sweden	20115	Finland	20010
France	21000	Germany	20089
Denmark	21070		

REPAIRS: Minor deck and engine repairs possible.
DRY DOCKS None.
REPATRIATION: Good facilities.
AIRPORT: 2 km. distant. Regular airlines.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: 1st May and 17th May (national holiday) Cargo work may be arranged.
POLICE/AMBULANCE/FIRE: Police 20020; Ambulance 22360;. Fire 22622.
TELEPHONES: No arrangements for placing telephones on board.
GENERAL: Imports oil, coal, coke and salt. Exports fish, herring, meal, herring oil.
SERVICES: Compass adjusting, all kinds of nautical instruments. Ships chandler.
SHORE LEAVE: No restrictions.
AUTHORITY: Bodo Havnevesen.
AGENT: Erling Sannes, Bodö. Tel 20010–21889 or 21457. Telegraphic address: Sannesbo. Telex. 64055–Sannesbo. Code New Boe. Agents, Brokers, Shipowners.

BREVIK: 59.03 N. 09.43 E.

PORT LIMITS: Port limits begin in Langesundfjorden, 2 nautical miles South East of Brevik.
DOCUMENTS:
Crew List.
Tobacco and Spirit List.
Cargo and Stores List.
3 copies of Manifest.
Declaration of Health List.
PILOTAGE: Langesund Pilot Station—call sign LHXP. Twenty-four hours prior notice and 2 hours before arrival. VHF Channel 16—radio telephone 2182. Pilot boat located 1 mile South-east of Langoytangen Lighthouse (pos. 58° 59′ 30″ N., 9° 45′ 30″ E.).
ANCHORAGE: At Helgerofjorden, 2 miles East of Langoytangen Lighthouse. Depths 15–25 fathoms.
RESTRICTIONS: No entry restrictions, except in bad visibility.
MAX. SIZE: Tankers draft 30 ft. 6 in., length 600 ft.; others draft 32 ft. 6 in., length 550 ft.; recommended by Pilots.
HEALTH: Pratique obtained when alongside wharf; arranged by customs.
RADIO: Rogaland Radio, call sign LGQ.
TUGS: Tugs not normally used in Brevik. One tug, 1200 h.p. used for tankers.
STEVEDORES: 24 hours prior notice required for ordering gangs.
BULK HANDLING: One berth handling bulk cargo, situated at Norcem, half a mile North of Brevik. Cargo: Cement and cement-clinker. Length of berth: 200 metres. Depth alongside: 36 ft.
No other berths handling bulk cargoes.
MEDICAL: No advance notice required for medical attention.
TANKERS: Discharging hoses 8 in. diameter. No slop discharge facilities. 2 tanker berths draft 30 ft. 6 in.
DENSITY: Brackish water, density from 1012 to 1023.
FRESH WATER: Hoses from shore, capacity 10 tons per hour.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Watchmen available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew members.
CERTIFICATES: Ship's Register, and Derat. Certificate required.
CUSTOMS ALLOWANCES: 200 cigarettes per man. One bottle of spirit per man.
IDENTIFICATION CARDS: Not needed.
CONSULS: Swedish Vice-Consulate, tel. 70040.
REPAIRS: All types of repairs possible (deck and engine).
REPATRIATION: Can be arranged.
AIRPORT: Fornebu—Oslo Airport—100 miles, served by regular airlines.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 17th; 25th and 26th December. No work done on these days.
POLICE/AMBULANCE/FIRE: Police 71123; Ambulance 70111; Fire 71171.
TELEPHONES: Can be placed on board at no extra cost.
SHORE LEAVE: Crew members allowed ashore.
AGENT: S. Stiansen, Shipping Agents, Brevik, Norway. Tel. 70040; private 70664. Telex 16388. Telegrams "Stiansen".

BRONNOYSUND: 65.30 N. 12.13 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot ordered through Harbour office tel. 78. Cable address "Losforman".
ANCHORAGE: Prestoytaren. 65° 29.0′ N. 12° 11.5′ E. Depth 28 ft. to 180 ft.
MAX. SIZE: Largest ship approximately 5,000 GRT. Depth at Port Authorities quay 18 ft. to 24 ft. LWOST.
At tanker installations:

A/S Norwegian Esso	16 ft. LWOST
A/S Norske Shell Central fishing port	15 ft. LWOST
A/S Braendselolje, Salhus	16 ft. LWOST
A/S Algea Produkter	14 ft. LWOST
Central fishing port	15 ft. LWOST.

RADIO: Rorvik radio station call signal: LGY. Hours of attendance 0800 to 2100.
TUGS: None.
STEVEDORES: Bronnoysund Discharge and Loading Society tel. 301.
MEDICAL: Nearest hospital Sandnessjoen 67 kilometres.
FRESH WATER: Delivered by hose to all Port Authority Berths.
FUEL: Delivered to all berths. 24 hour service.
GANGWAY/DECK WATCHMEN: Watchmen at gangways and pilot ladders optional. Can be ordered through Bronnoysund Discharge and Loading Society.
OPENING/CLOSING HATCHES: Usually by port workers.
CUSTOMS ALLOWANCES: Master 400 cigarettes or 40 grams tobacco; all other crew 200 cigarettes or 20 grams tobacco. Wine/spirits; Master 2 litres; all other crew ¾ litre.
IDENTIFICATION CARDS: Crew to possess identification card with passport photo.
CONSULS: None.
REPAIRS: Limited deck and engine repairs. Turner's shop and welder's shop available.
AIRPORT: Regular traffic North and South daily.
TIME: GMT plus 1.
HOLIDAYS: During Sundays and holidays not permitted discharge/load between 1000 to 1300, but dispensation can be obtained.
POLICE/AMBULANCE/FIRE: Police 45 and 450; Ambulance 28; Fire 19 and 106.
PORT AUTHORITY: Harbour Master, Torghattens Gate 30, tel. 200.

DRAMMEN: 59.45 N. 10.13 E.

DOCUMENTS:
Bill of Health.
2 Crew Lists.
2 Passenger Lists.
2 Customs Lists for crew members and passengers.
Bills of Lading.
3 Manifests for every port of discharge.

PILOTAGE: Give 6 hours notice by R/T 2182 kc/s or VHF Channel 16 to "Færder Pilot". Coast stations "Tjøme Radio" LGT or "Farsund Radio" LGZ can also be used. Harbour Pilots ordered through ship's Agents.
ANCHORAGES: Pilot service supplies information regarding anchorages.
RESTRICTIONS: Svelvikstrommen Channel, depth 10 metres, equipped with beacons and radar reflectors for safe navigation.
During ice-breaker season, which may last from end-December, to middle-March, ice breaker is in radio contact with port and with ships needing assistance.
MAX. SIZE: Max. draft for main harbour 26 ft. (7·92 metres), otherwise no restrictions.
BERTHING: *Main Harbour.*
Tangen Quays

Tollbukaia	length	328 ft.
Kranbrygga	,,	660 ,,
Myrakaia	,,	478 ,,
Langbrygga	,,	837 ,,
Tjomekaia	,,	526 ,,

Max. draught 26.2 ft./8 metres.
Holmen Ost (Holmen East)
Havnelagerkai, length 100 metres, max. draught 26.2 ft./8 metres. Roll-on/roll-off quay length 60 metres, max. draught 19.7 ft./6 metres.
Holmen Syd (Holmen South)
Quay length 421 metres. Max. draught 29.5 ft./9 metres. Within port area are several private quays mostly used by coastal shipping. For tanker berths, see "Tankers".
HEALTH: International procedure followed to obtain pratique. In case of suspected diseases or fever inform Port Authorities, tel. 831085. When arriving from a Norwegian port pratique automatic.
RADIO: Tjøme Radio, call sign "LGT" Farsund Radio, call sign "LGZ". Oslo Radio, call sign "LGO". R/T 2182 kc/s or VHF Channel 16 can also be used.
Port Authority maintains 24 hour VHF radio-telephone watch, call sign "Drammenhavne Radio". Channels 16 and 11.
TUGS: Under normal conditions not necessary except for large vessels, but available on request. Normally ship's hawsers or lines used for towing. Tugs ordered through Agent.
STEVEDORES: Labour must be ordered latest 1530 hours day before arrival. Saturdays before 1230 hours. Working hours: Monday to Friday from 0700 to 1600 with breaks from 0900 to 0930 and 1300 to 1330.
Saturday from 0700 to 1300 with break from 0900 to 0930.
Overtime can be arranged through Agent.
MEDICAL: In case of emergency, notice regarding required medical treatment must be given as soon as possible. First class hospital facilities available. No special inoculation or fever certificates necessary, except those according to international health regulations.
TANKERS:
Tronstad Berth
Wooden quay 92 metres long, max. draught 32,81 ft./10 metres. Fresh water available.
Pipeline connections: Gas oil 8 in.; light fuel oils 9 in.; asphalt 8 in.
Holmen South Berth
Concrete quay, max. draught 29,53 ft./9 metres. Fresh water available.
Pipeline connections: Gas oil 8 in.; light fuel oils 8 in.; paraffin 6 in. heavy fuel oil 4 in.
B.P. Berth, Solumstrand
9 metres wide quay at end of pier, max. draught 16,4 ft./5 metres.
Pipeline connections: Light gas oil 6 in.; petroleum 4 in.; white-spirit 3 in.; propane 2 in.
Bakketomta Berth, Lierstranda
Concrete quay, 23 metres long, max. draught 16 ft./4,88 metres.
Pipeline connections: Super petroleum 8 in.; petroleum 8 in.; light fuel oil 8 in.; gas oil-paraffin 6 in.; white spirit 4 in.
Esso Berth, Solumstrand
Concrete quay, 23 metres long, max. draught 16 ft./4,88 metres.
Pipeline connections: Light fuel oil 6 in. and 4 in.; gas oil 6 in.; Petroleum 6 in. and 4 in.
DEPTHS: Chart depths vary only slightly owing tidal fluctuations. Exceptional conditions, such as snow melting in spring, heavy rainfall and prevailing strong southerly or northerly winds will cause stronger currents and a variation in water levels.
FRESH WATER: Delivery by hose available anywhere at any time.
FUEL: Tronstad berth: gas oil 200 sec. Holmen S.: fuel 2000 sec., marine diesel 200 sec. Bakketomta Lierstrand: Bunkering by tank-lorry possible if necessary. Esso Solumstrand: gas oil visc. 1,2 at 20 degrees cel.; diesel visc. 1,7 at 20 degrees cel. Lubricating greases and oils available.
FIRE PRECAUTIONS: International danger signals and precautions practised. Wires for towing must be ready for immediate use. In case of fire on board or in vicinity, vessel must leave quay and harbour as soon as possible.
DEVELOPMENTS: Increase of max. draught in main harbour to 10 metres/32.8 ft.
Planning of new roll-on/roll-off berths being carried out.
Latest developments in loading and discharging techniques under close observation.
GANGWAY/DECK WATCHMEN: Watchmen recommended.
OPENING/CLOSING HATCHES: If necessary hatches can be opened or closed by stevedores, but usually by crew.
CERTIFICATES: Usual ship's certificates according to international regulations.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes/100 grams of tobacco allowed weekly. Wine or Spirits, 1 bottle wine or spirits usual weekly allowance.
CARGO GEAR: International Safety Regulations followed.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	tel. 831485
Denmark	,, 834380
Finland	,, 832985
France	,, 833590
Germany	,, 832480
Sweden	,, 838670

All other consulates situated in Oslo.
REPAIRS: Shipyard facilities for all kinds of deck and engine repairs available.
DRY DOCKS: Two floating docks, 20,000 and 3000 tons cap. Nearest dry docks in Horten and Oslo. Distance by sea respectively 24 miles and 46 miles
REPATRIATION: All facilities available.
AIRPORT: Nearest airport Oslo Airport, Fornebu, situated 16 miles by road from Drammen. Regular services to all parts of the world.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: On Saturdays work stops at 1230, but if ships can be finished, loading and discharging is continued to 2230 hours.
All Sundays; 1st January; Maundy Thursday; Good Friday; Easter Monday; 1st May; Ascension Day (17th May); Whit Monday; Christmas Day; 26th December.
On Easter, Whit, Christmas, and New Year's Eve work stops at 1400 hours.
POLICE/AMBULANCE/FIRE: Fire-alarm accidents 832020; First-aid station 831585; Hospital 834585; Police 838170; Taxi 835060.
TELEPHONES: Two telephone kiosks situated Tangen quay. On Holmen S. quay connections for telephones under construction and will be completed in near future.
GENERAL: Notice will be given to local Agents regarding changes or new developments which can affect usual procedure in port.
SERVICES: Ice-breaker assistance available during winter months.
SHORE LEAVE: No restrictions on shore leave when all formalities in order.
DELAYS: Delays may occur, when very heavy traffic cause shortage of labour.
AUTHORITY: General Port Manager, Drammen Havnevesen, Hans Kiærs gt. 1, 3000 Drammen, Norway.

EGERSUND: 58.27 N. 06.00 E.

DOCUMENTS: Health Certificate (forms obtainable from customs when entering harbour). Crew List, Dangerous Cargo List, Ship's Register. Vessels bound for Egersund must be provided with document signed by Master, setting out specification of cargo to be discharged Egersund, also quantities all provisions and stores on board. Document must include name, tonnage, port of registration, last port, next port, and number of crew and passengers on board.
PILOTAGE: Pilot – if necessary – to be ordered latest 3 hours prior arrival pilot station. Order to be given to Pilot office – telephone 91.328 or to ship's Agent, giving ETA, name of vessel, gross tons, where Pilot required, draft in feet, and discharging/loading place. Vessels entering Egersund liable to inward and outward pilotage dues, mileage money according distance piloted; and pilot dues, whether services of Pilot used or not. Pilot station lying on Eigeroy – and Pilot available for Southern and Northern entrance, from pilot boat. Southern entrance mostly used, maximum draft 27 ft. In case of using Northern entrance, ship has to pass bridge between Eigeroy and the continent. Maximum height 23·5 m. Maximum draft 16 ft.
ANCHORAGE: Any place in harbour available for anchorage. Especially used is Hovlandsviken – 36 ft. draft.
MAX SIZE: Largest vessel which has entered Egersund – 25,000 dwt. Max. draft 27·5 ft. In harbour there are 2,000 ft. of quayage with 18–27 ft. alongside. One 30-ton crane.
RADIO: Rogaland Radio and Farsund Radio.
TUGS: Not available in Egersund.
STEVEDORES: Ordered by Agent – no ETA to stevedores necessary. Time for ordering gangs for next morning must be given by 1300 hours day before.
FRESH WATER: Can be delivered at most discharging/loading places.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Available – but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close.
CERTIFICATES: On first call Registered Tonnage Certificate necessary – thereafter not required unless gross/net tonnage changed.
CUSTOM ALLOWANCE: (Dependent size – destination, etc.) each crew member is allowed 100 cigarettes, 20 cigars or 100 grams tobacco and one bottle spirits.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark and Sweden.
REPAIRS: All minor repairs possible. Service station for electronic aids.
HOLIDAYS: Work can usually be arranged on all holidays.
TELEPHONES: Police 91.600; Fire 91.500; Hospital 91.338/91.940; Ambulance 91.325.

AGENTS: Messrs. Per Håland Jr. A/S, PO Box 115, 4371 Egersund, Norway. A.O. Tel. Håland, Per Jr. 91.071; Leidland, Per I. 91.657; Stapnes, Arne J. 92.307. Telex 33090. Telegraph "PER". Tel. 91.700.

FLORO: 61.31 N. 05.02 E.

DOCUMENTS:
2 Manifests.
Crew List.
Provisions List.
Health Document.
Passenger List.

PILOTAGE: Nearest station Fedje (60′ 51′ N., 04′ 37′ E.). Distance to Florø harbour about 52 nautical miles. Pilotboat a white-painted cruiser-type marked "LOS" on both sides of bow.
Fixed watch on Fedje island covers both Holmengrå and Hellesøy. VHF Channels 8, 12 and 16 on M. wave. Listening first 10 minutes of every hour. ETA 24 hours before arrival. Telegram" Feielos". If bad weather, Pilot to be picked up on Eastern side of Fedje island.
ANCHORAGE: No anchorages close to pilot station. Florø harbour: space of about 1 square kilometre, depths from 15 to 30 fathoms.
RESTRICTIONS: Tide difference about 1·5 metres. Max. draft *entering* Florø harbour 36 ft.
MAX. SIZE: Entering Florø harbour: No restrictions in main harbour concerning length and breadth. Max. draft *berthing:* "Ankerløkken Ship Yard" 13 to 25 ft. in a length of 100 metres. "Fugleskjærkaia" 16 to 18 ft. in a length of 150 metres. "Gunhildvågen" (herring-factory) 25 ft. in a length of 120 metres.
NB. – "Gunhildvågen" lies outside main harbour, and has narrow entrance. Weather permitting, ships of 100 metres length and breadth 20 metres can pass.
STEVEDORES: ETA before 4 p.m. for gangs required next morning.
MEDICAL: Hospital close to harbour, and available any time.
TANKERS: Harbour is only used by small tankers, about 500 to 1,000 reg. tons.
FRESH WATER: Only available alongside berth. Delivery 6 tons per hour.
FUEL: Ordinary fuel. Diesel and gas oil delivered by truck. Ships up to about 1,000 reg. tons receive oil-bunkers directly by berthing bunker station.
DEVELOPMENTS: In connection with harbour-works "Fugleskjærkai", to be built deep-sea pier (draft 30 ft.) length of about 105 metres and an area of about 9,000 square metres. Completion, earliest 1975.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Mostly done by crew.
CREW IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Most repairs possible.
DRYDOCKS: None.
AIRPORT: Harbour served by regular air transport (seaplanes twice a day).
TIME: GMT plus 1 hour.
HOLIDAYS: Cargo work can be arranged any time, holidays included.
POLICE/AMBULANCE/FIRE: Police 2101; Ambulance 2521 Fire 2600.
TELEPHONES: Can be arranged on board alongside wharf.
SHORE LEAVE: Permitted.
SERVICES: Servicing for all kinds of ships navigation instruments can be arranged, except adjusting radio bearings.
AUTHORITY: Harbourmaster's office tel. 2438, priv. 2602.

AGENT: K. Jansen, Shipping Agent, Stevedore, Shipbroker. Telephones: 2580–2303 A.O. 2222. Cable: Shipping. PO Box 15.

FREDRIKSTAD 59.12 N. 10.57 E.

DOCUMENTS:
Bill of Health.
2 Crew Lists.
2 Passenger Lists.
2 Custom Lists for Crew Members and Passengers.
Bill of Lading.
3 Manifests for each port of discharge.

PILOTAGE: Compulsory. Pilot boarding at Faerder Lighthouse, 59.2 N. 10.32 E. Agents report vessel's ETA to pilot station and vessel to give a couple of hours' notice by R/T 2182; kc/s. or VHF Channel 16 to Faerder Pilot. Coast station Tjome Radio LGT or Farsund Radio LGZ can also be used. Harbour Pilot and tugs, when necessary, will be arranged by Agents to meet at Belgen.
ANCHORAGES: Safe anchorage for larger vessels Belgen, East entrance. For smaller vessels anchorage to be pointed out by Pilot or Harbour Master.
RESTRICTIONS: Maximum draft, East entrance 36 ft.; West entrance, 17 ft. Otherwise no restrictions.
HEALTH: See "Documents".
If vessel carries Quarantine Flag for contagious diseases, radio communication should be sent to Agent for instructions, otherwise no special regulations.
RADIO: Communication to Agent through Tjøme Radio or Rogaland Radio.
TUGS: Three tugs, 750 h.p. and 1,200 h.p. Stronger tugs can be ordered from Oslo if necessary.
BERTHING: As instructed by Harbour Master through Agent, depending on vessel's draft and size.
STEVEDORES: To be arranged by Agent subject to requirements. Twenty-hour hours notice important to obtain in good time accurate ETA.
Ordinary working hours 0700 to 1530; Saturday until 1230. Bulk cargoes are usually discharged in shifts until Saturday 2200, in the extent stevedores available.
MEDICAL: Master to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: Discharge pipe-lines usually 6 and 8 in. No slop (residues) discharge facilities. Tanker berths are at BP and Denofa/Lilleborg.
BERTHS (East River):
Orea Quay:
Southern part, max. draft 36 ft.
Northern part, max. draft 33 ft.
Denofa Lilleborg Quay:
Max. draft 33 ft., 5 metres, off the quay.
DENSITY: Brackish water, 2·7% salt water.
FRESH WATER: From shore or by barge.
FUEL: All grades available. For larger quantities, delivery arranged by barge.
GANGWAY/DECK WATCHMEN: Obtainable.
OPENING/CLOSING HATCHES: Crew members allowed to open and close hatches.
SHIP'S CERTIFICATES: To be produced to Customs Authorities on arrival.
CUSTOMS ALLOWANCES: *Tobacco:* Twenty cigarettes or 20 grs. tobacco per man, per day. *Wines/Spirits:* One bottle of spirits or wine for consumption on board per crew member.
IDENTIFICATION CARDS: Not required, except at the quay of Defona/Lilleborg, when Master, upon arrival, will receive a sufficient number of cards for filling-in for each crew member, to be shown when passing the gate.
CONSULATES: Danish, French, Finnish, Dutch, Swedish.
REPAIRS: All repairs possible.
DRY/FLOATING DOCKS:
A/s Fredrikstad mek Verksted: Dry dock, 945 ft. length, 126 ft. breadth, 25 ft. draft when docking. Floating dock, 900 tons, 181·6 ft. length, 52·6 ft. breadth, 14 ft. draft when docking.
Langvik Sarpsborg mek Verksted: Floating dock, 3,000 tons, 380 ft. length, 55 ft. breadth, 18 ft. draft when docking.
REPATRIATION: All facilities available.
AIRPORT: Fornebo, Oslo, 110 km. from Fredrikstad. Frequent connection by train.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day (1st January); Maundy Thursday; Good Friday; Easter Monday; Labour Day (1st May); Ascension Day

(11th May); Constitution Day (17th May); Christmas Eve; Christmas Day; New Year's Eve.
POLICE/AMBULANCE/FIRE: Police, tel. 17700; Doctor, tel. 13333; Hospital, tel. 11080; Ambulance, tel. 13000; Fire, tel. 12345.
TELEPHONES: May be installed on board at the quay of Oera.
SERVICES: Compass adjusting, laundry, ship chandler for delivery of provisions and bond stores.
SHORE LEAVE: No restrictions.

AGENT: K. Andersen & Co A/S, Tordenskioldsgt, 6/8, POB 1601, Fredrikstad. Tel. 15940. Telegraphic address: Andersco. Telex: 16516.

GLOMFJORD: 66.50 N. 13.19 E.

DOCUMENTS:
3 Crew Lists.
Customs List.
Shipping Manifest.
Health Statement.
Bill of Lading.
Ship's Certificate of tonnage.
PILOTAGE: Pilot station, approach from South, is Aasvær, latitude 66° 17′ N. longitude 12° 18′ E., VHF/radio telephone, frequency 2182.
Pilot station, approach from North, is Fleinvær, latitude 67° 13′ N., longitude 13° 42′ E. Order Pilot over Bodø Radio, tel. Bodø 22115.
ANCHORAGE: No berth for anchoring in Glomfjord but possible anchor at Sandaabukten close to Glomfjord.
MAX. SIZE: Quay length 317 metres and depth 8 metres.
HEALTH: Health certificate—only for first port in Norway.
RADIO: Sandnessjøen or Bodø Radio station.
TUGS: None.
BERTHING: No specific requirements relating to berthing.
STEVEDORES: In accordance with Charter Party.
MEDICAL: Medical aid in Glomfjord, and hospital in Bodø.
TIDE: Difference between high and low water about 3 metres.
FRESH WATER: Alongside quay.
FUEL: None.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Usual certificates.
CUSTOMS ALLOWANCES: 200 gr. tobacco or 200 cigarettes per man. ¾ l. spirit or ¾ l. wine per man.
CARGO GEAR: Discharging by cranes on quay. Loading by conveyor.
IDENTIFICATION CARDS: Usual passport necessary.
CONSULS/REPAIRS/REPATRIATION: None.
AIRPORT: Airport in Bodø .
TIME: GMT plus one hour. Permanent.
HOLIDAYS: See "Drammen".
POLICE/AMBULANCE/FIRE: Police station 6147 Glomfjord.
TELEPHONES: No arrangements for placing on board.
PORT REGULATIONS: No particular or unusual regulations. Control by passing gate between dock area and surrounding field.
AUTHORITY: Glomfjord Salpeterfabriker, 8160 Glomfjord. Tel. 6321. Telex 64061 Bodø.

HALDEN: 59.08 N. 11.25 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot boat at Faerder light station. Pilot boat at Herføl Losstation – Hvaler. Ordering usually over Radio Land Station. Tjømø Radio = LGT (also VHF). Signals according to ordinary international requirements. Exact area for pilot boat: Faerder light station (Store Faerder); Herføl pilot station; Hvasser pilot station.
ANCHORAGE: At Faerder light station in Oslofiord – Singlefiorden west side.
RESTRICTIONS: No special restrictions but larger vessels have to take necessary care with passing Svinesund. The tide current altering according to high and low water time.
MAX. SIZE: For the harbour inside Svinesund (Main harbour) length 560 ft., beam 70 ft., draft 25 ft.
HEALTH: Pratique, ordinary.
TUGS: If wanted; outside Sponviksskansen light with the entrance to Svinesund. Usual, ship's lines.
RADIO: All radio services over Tjømø Radio – Land Station (use the ordinary international frequency (600–705–800 metres).
TANKERS: Maximum 20,000 dwt are received.
FRESH WATER: Yes, available; good quality.
FUEL: Available.
FIRE PRECAUTIONS: According to Harbour regulations.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
IDENTIFICATION CARDS: Required.
REPAIRS: Only small repairs carried out.
DRY DOCKS: None.
REPATRIATION: No facilities.
AIRPORT: Nearest Tombo (Islo).
TIME: 1 hour behind GMT.
POLICE/AMBULANCE/FIRE: Fire 81212; Police 82250.
TELEPHONES: None available for shipboard use.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Tel. 83200 – 81208 – 82104.

HAMMERFEST: 70.40 N. 23.40 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Entering from sea, a state Pilot is compulsory as one has to pass through prohibited sea area. Pilot should be ordered 24 hours in advance, and boards ship at Tarhalsen (situated at Eastern-most tip of Soroy island). Harbour Pilot boards outside harbour breakwaters.
ANCHORAGE: Anchoring in harbour or as appointed by the state Pilot or harbour Pilot.
MAX. SIZE: Alongside quay passenger ships up to 26,000 grt, with draught maximum 30 ft. For anchorage no limitation.
RADIO: Hammerfest Radio, equipped with VHF.
TUGS: None available.
MEDICAL: Hospital facilities available at Hammerfest.
TANKERS: General regulations only.
DENSITY: Salt water.
FRESH WATER: Capacity 200 tons per hour at Harbour Board quay, no water barge.
FUEL: All grades, except heavy fuel oil, available.
CUSTOMS ALLOWANCES: See "Stavanger".
IDENTIFICATION CARDS: Not needed.
CONSULS: French, Danish, Finnish, Icelandic and Swedish Vice-Consuls.
REPAIRS: Slipway for smaller ships, up to 200 ft. Only minor repairs and radar repairs available.
DRY DOCKS: None.
REPATRIATION: Daily connection by ship and air.
AIRPORT: Three hours by bus. Regular service several times a day.
PORT AUTHORITY: Hammerfest Havnevesen, Postboks 123, Hammerfest.

HARSTAD: 68.48 N. 16.39 E.

PORT LIMITS: Inside a straight line from Trondenes Church to Stangnes Light.
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
De-Rat Certificate.
PILOTAGE: If entering via Andenes, 12 hours advance notice of ETA in order to arrange pilot. If entering via Lödingen, 2 hours notice. VHF Channel 16 both at Lödingen and on pilot-cutter at Andenes.
ANCHORAGE: Inside harbour limits, fairly good anchorages available, Pilot will assist.
RESTRICTIONS: No restrictions, only all foreign ships must have a coast-pilot on board in inland waters.
MAX. SIZE: Any sizes can anchor in harbour.
HEALTH: In case of suspected disease doctor has to be called by radio before entering. After calling at another Norwegian port and no disease, pratique is not necessary.
RADIO: Routing of ETA cables to Agents at Harstad is best over Harstad Radio. VHF installed at Harbour Office.
TUGS: Two small tugs available.
MEDICAL: No advance notice required. Hospital facilities available. No medical information required if no suspected disease on board.
SPECIALISED CARGO-HANDLING FACILITIES: Two coal bunkering stations; draft about 24 ft.; equipped with cranes running on rails. No other specialized docks.
TANKERS: Two berths. Esso 33 ft. B.P. 24 ft.
TIDE: Rise in tide about 6 ft.
FRESH WATER: Available at most quays.
FUEL: All grades available. In the winter 3–4 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Usual International certificates.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes or equal amount of tobacco. Wine and/or Spirits: Spirit half a bottle per person.
IDENTIFICATION CARDS: Not needed.
CONSULS: Per Kind & Son – Iceland. O. Galschiödt – Finland. Kr. Holst – Denmark.
REPAIRS: All types of repairs possible.
DRY DOCKS: One dry dock 110 metres long, 17 metres wide.
REPATRIATION: Facilities available.
AIRPORT: From about July 1973, new airport in operation at Evenes, about one hour's drive from Harstad by road.
TIME: GMT plus 1 hour.
HOLIDAYS: Cargo work can be arranged on holidays, except 1st and 17th May, Easter Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. 62010–62000–61122.
TELEPHONES: Available, can be arranged by Agent or Dockyard.
SERVICES: Harbour Office, Tel. 62880 62892. Compass adjusting.
SHORE LEAVE: Allowed.
AUTHORITY: Harstad Havnekontor, Postboks 193. Tel. 62880.

HEROYA: 59.07 N. 09.38 E.

DOCUMENTS:
Clearance documents – forms obtainable from Custom officers on arrival.
Deratting Certificate.

Bill of lading.
Manifest.
2 Crew Lists.
Ship's Register.

PILOTAGE: Ships Agent gives ETA pilot station 24 hours before arrival and direct to Pilots 2 hours before arrival. Telegraphic address: Pilotstation, Langesund. VHF Channel 16 to be used when contacting Pilots. Pilot boards at Steingrunnen light buoy Langesund bay, 58° 55′ N.; 09° 44′ E. Flag, sound and morse signal: G. Pilotage compulsory for all foreign vessels but dispensation can be obtained for smaller Scandinavian vessels.
ANCHORAGES: All anchoring at Frierfjorden.
RESTRICTIONS: No restriction on night entry except for large vessels when Pilots prefer daylight.
MAX. SIZE: Max. draft 32 ft. 6 in., max. length 600 ft. entering Kjörttingen between Langesund and Brevik.
HEALTH: See "Documents". Norwegian Health Certificate required on clearance inwards.
RADIO: Cable Agents giving ETA, draft and cash required via Tjøme Radio/LGT or Farsund Radio/LGZ.
TUG: Tugs join at berthing place. Ship's lines used.
BERTHING: No specific requirements relating to berth.
CARGO-HANDLING FACILITIES: On the East side of the river, a berth of 800 ft. length, 20 to 21 ft. alongside. A new quay for vessels up to 10,000 tons, 26 to 27 ft. depth, specially for handling bulk cargoes.

No berth equipped for handling roll-on/roll-off traffic, but berth available for liquid chemical and LPG carriers.

BRIDGES: Brevik bridge max. height 45 metres. Porsgrunn bridge only when proceeding to Menstad, Borgestad, Waterloo and Skien, liftbridge with breadth of 30 metres. Sound signals for passing bridge inward, one long and two short. Outward signals, one long and one short.
STEVEDORES: Ordered by Shippers/Receivers or Agents.
MEDICAL: All medical assistance to be arranged via Agents.
TANKERS: Discharge lines 4 in., 6 in., 8 in.
DENSITY: Brackish 4–6 in. allowance.
FRESH WATER: Obtainable various quays:
FUEL: All grades available.
FIRE PRECAUTIONS: Tankers discharging, smoking only by officers in saloon, crew in messroom.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew normally open and close Otherwise according Charter Party.
CERTIFICATES: Registered tonnage certificate; Deratting certificate. Otherwise normal international certificates.
CUSTOMS ALLOWANCES: 400 cigarettes for the Master and 200 for each crew member. *Wine and/or spirits*, 4 bottles spirit for Master and half bottle for each crew member.
CARGO GEAR: No additional requirements, but using vessel's rain tents.
IDENTIFICATION CARDS: Only necessary at quays belonging to Norsk Hydro. Special identification cards will be delivered to Master on arrival.
CONSULS: Belgium 20083 (Skien), Denmark 50069, Germany 25093 (Skien), Holland 22 742 (Skien), Finland 52620.
REPAIRS: Repairs possible.
DRY DOCK: Draft 14 ft., length 155 metres, breadth 20 metres, also 4 smaller docks.
REPATRIATION: Facilities exist for effecting crew changes and repatriation.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: New Year's Day, Maundy Day, Good Friday, Easter Eve (half day), Easter Monday, Christmas Eve (Half day), Christmas Day, 26th December, New Year's Eve (half day).
POLICE/AMBULANCE/FIRE: Police 51040; Ambulance 51070; Fire 51522. Other numbers: Pilot station 73135; Tug station 50844; Norsk Hydro Central 51120; Porsgrunn Bridge 52492; Custom House 54540; Taxi 54112; Harbour office: 52308.

AGENT: Messrs. Nils P. Höyer & Son A/S, Storgaten 107, PO Box 204, 3901 Porsgrunn, Norway. Office tel. 54088. Telex 18010. Telegr. address "Hoyership". After office numbers: 24424 (Skien). 20625 (Skien). 53546.

HORTEN (on West Side Oslo Fjord): 59.24 N. 10.28 E.

DOCUMENTS: Health Certificate, Provision List, etc., all forms obtainable from Custom Officer boarding on arrival. Ship's International Register and 2 copies of Manifest (with or without freight).
PILOTAGE: Compulsory for foreign ships over 50 GRT. Pilot station at Hvasser (Sandøsund) outer Oslofjord, tel. Hvasser 178 via Tjøme Radio, VHF Channel 16 and RT 2182 kc/s. Cutter or motor-cruiser at Fæder lighthouse bearing 3 miles North-N.E. White hulls with word LOS in black letters. Pilot usually ordered through Agent. Inner Harbour, Horten, compulsory Harbour Pilot ordered through Agent.
ANCHORAGE: Langgrunn outside Horten. Up to any size vessel.
RESTRICTIONS: No restrictions night entry, but inner harbour at Horten only entered with Harbour Pilot on board.
MAX. SIZE: Tankers up to max. length 900 ft. (anchored moorings outside jetty). Deep-water Wharf, length of Quay N.E. side 530 ft. Draft 28 ft.
HEALTH: See "Documents". Advise Agent if suspect any disease or fever.
RADIO: Cable Agent giving ETA via Tjemeradio. Local Harbour Master's Office can be contacted by VHF Channels 14 or 16. Hortens Brygge's "Pilotboat" when in service VHF Channel 16.
TUGS: Tugs if required use ship's line. Tugs ordered through Agent.
BERTHING: Max. draft alongside quay 28 ft.
STEVEDORES: Ordered by Agents.
MEDICAL: No special notice required, but preferred if urgent. Local hospital—Horten Sykehus tel. 43191.
TANKERS: Tank Cleaning Installation for slop discharge. Draft 23/40 ft. at oil jetty.
DENSITY: About 1022.
FRESH WATER: Available at most berths and from lighter.
FUEL: All grades. Direct from Installation and also by lighter. If large quantities, give earliest possible notice.
FIRE PRECAUTIONS: Usual restrictions and No Smoking inside Cleaning Installation gate.
DEVELOPMENTS: Committee at present working with plans for building more berths for ferries and traffic.
GANGWAY DECK WATCHMEN: Available, not compulsory.
OPENING/CLOSING HATCHES: Usually opened/closed by vessel's crew.
CERTIFICATES: Ship's International Register and usual certificates.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or 250 grammes tobacco 200 leaves cigarette paper for persons over 15 years only. Wine and/or Spirit, Spirit of max. 60% 1 bottle (¾ litre) and 1 litre wine (1¼ bottle) – 2 litres of wine if no spirits and 2 litres of beer (for persons over 21 years only).
CARGO GEAR: No additional requirements except when extra heavy lifts.
IDENTIFICATION CARDS: Not needed.
CONSULS: Only Finnish Consul in Horten tel. 42189, but most important consulates in Tønsberg – 18 kilometre distant. British Vice-Consul, Tønsberg tel. 11605, Dutch Vice-Consulate 13224.
REPAIRS: Any kind can be carried out.
DRY DOCKS: Dry docks for vessels up to about 60,000 dwt. at A/S Horten Verft.
REPATRIATION: Crew changes, etc., can be arranged.
AIRPORT: Nearest international Airport is Oslo Airport (Fornebu), but charter flights may be arranged to and from Sandefjord Airport—any size of plane, and small aircraft at Jarlsberg Airfield. Distance to Sandefjord about 30 kilometre, to Jarlsberg about 18 kilometre.
TIME: GMT plus 1 hour. No alterations during year.
HOLIDAYS: New Year's day; Thursday before Good Friday; Good Friday; Easter Monday; 1st May; 7th May (Ascension Day); 17th May; Whit Monday; Christmas Day; 26th December. 24th December is half holiday – work stops at noon or 1300.
POLICE/AMBULANCE/FIRE: Horten for immediate help phone 000 covering Police, Ambulance and Fire.
TELEPHONES: Can be placed on board at Deepwater Wharf, the Cleaning Installation and the Dockyard (A/S Horten Verft) at comparatively cheap rates.
GENERAL: A/S Horten Verft are licensed Sulzer builders. Important Electronic Industry.
SERVICES: Tank cleaning and facilities for discharge of tank-washings. Adjusting of all kinds of ship's instruments.
SHORE LEAVE: Crew members are allowed on shore.
PORT REGULATIONS: Compulsory harbour Pilot when calling at Inner Harbour and yard (A/S Horten Verft.)
AUTHORITY: Harbour Master. Tel. 41021.

AGENT: Hortens Brygge A/S, PO Box 156, 3191 Horten, Telegraphic Address: "Bryggen". Tel. 41100, 41745 and 42078. Telex 16545. After Office Hours: Berntsen 43917, Kristensen 43719, Bøe 43517, Abrahamsen 43317.

Agents, Chartering, Tramp, and Liner, Insurance Agents, Stevedores, Travel, and Forwarding Agents. "Pilot-boat" and lorries.

HOYANGER: 61.10 N. 06.04 E.

Høyanger – Aluminium Works – located North of Bergen in outer part of Sognefiord. 61° 10′ 18″ N. 6° 04′ 07″ E.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs district and unless otherwise arranged beforehand vessels from abroad must call Bergen for inward clearance.
LENGTH OF QUAY: 360 ft. Depth alongside: 27 ft. Cranes. Ice free.

AGENT: Joachim Grieg & Co., Bergen. Telegraphic address: 'Expeditør". Telex. 42700. Tel. 18140.

HUSNES: 59.52 N. 05.46 E.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
2 Bills of Lading.
2 Manifests.

PILOTAGE: No pilotage in port. Sea Pilots in stations at Skudesnes, Kvitsoy (or Kopervik) and Utsira.
ANCHORAGE: 59° 53′ N. 05° 45′ E. in 20 metres.
MAX. SIZE: Limited to depth of water at quay.
HEALTH: Custom authorities to be advised on entrance.
RADIO: Best radio stations: Rogaland Radio. ETA to Receiver's cable address: "Søral" Uskedal.

TUGS: Normally not necessary. If wanted, can be ordered from Bergen or Haugesund.
LENGTH OF QUAY: 240 metres. Depth alongside: South 10 metres, North 17 metres. 2 cranes, on quay, each 8 tons.
MAX. SIZE: Limited to 40/50,000 tons.
Aluminium usually discharged from bulk vessels with self-unloader. Output usually 300/400 tons per hour.
STEVEDORES: Normal working time: Monday–Friday 0600–2200. Sunday 0600–1400.
MEDICAL: Hospital at Stord (about one hour by ferry and car).
TANKERS: Discharging line 9 in.
FRESH WATER: Available, direct from quay to ship. No charge.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: To be carried out by crew.
CARGO GEAR: Per Norwegian safety regulations for loading and discharging.
IDENTIFICATION CARDS: Crew need cards signed by Master.
CONSULS: None.
REPAIRS: Only small workshops.
DRY DOCKS: None.
REPATRIATION: No facilities for obtaining new crew (Haugesund or Bergen).
AIRPORT: Bergen–Flesland. 2–2½ hours from Husnes to Bergen by hydrofoil, and ½ hour by plane.
POLICE/AMBULANCE/FIRE: Alarm telephone number 121 or 65.
TELEPHONES: Agent has one telephone, which can be placed on board. (No. Uskedal 5436.)
SERVICES: No services at quay. Tank cleaning at Bergen, compass adjusting at Haugesund.
SHORE LEAVE: Permitted. Crew required proceed direct from quay to gate of plant.
AUTHORITY: *Shippers/Receivers:* Sør-Norge Aluminium a/s, 5460 Husnes, Norway. Tel. Uskedal 5120. Telex 42420 "Soral".

AGENTS: Hagbart Thorsen, Tel. Uskedal 5247 (office); Uskedal 5266 (private). Telex 41516.

KIRKENES in Bökfjord: 69.36 N. 30.03 E.

DOCUMENTS:
3 Crew Lists.
Bill of Health.
Bill of Lading.
Ship's Certificates.
PILOTAGE: Pilot to be notified 4 hours in advance, boards vessel at Oksebaasen, and to be contacted over Channel 16 VHF. Pilot vessel carries white flag H.
ANCHORAGE: As directed by Pilot.
MAX. SIZE: Oil carriers 20,000 d.w., draft 24 ft. 6 in. Iron ore carriers 150.000 d.w. draft 54 ft.
HEALTH: If any contagious sickness quarantine to be informed by radio.
RADIO: Vardö Radio.
TUGS: Available 1300 h.p. Join vessel within harbour basin. Tugs' lines to be used.
BERTHING: Vessel to employ harbour Pilot.
MEDICAL: Agents to receive advance notice of required medical attention. Hospital facilities available.
TANKERS: Diameter of load/discharge lines 8 inches. Max. draft 24 ft. 6 in.
DENSITY: Specific weight of water at 17·5 centigrades = 1·02622 – 1·011 (varies very much with time of year).
FRESH WATER: Available, delivered through pipes from quay.
FUEL: None.
WATCHMEN: Not necessary.
HATCHES: Opening/closing hatches must be carried out by crew.
CUSTOMS ALLOWANCES: (Tobacco), 100 cigarettes or 100 gram tobacco for each crew member. (Wines/Spirits), 1 opened bottle of hard liquor, 1 opened bottle of wine, Reasonable amount of beer.
CARGO GEAR: No shore gear available.
IDENTIFICATION CARDS: Not needed.
CONSULS: Sweden, Finland, West Germany.
REPAIRS: No repairs possible.
DRY DOCKS: None.
REPATRIATION: Facilities exist for crew changing, but normally no crew available. Arranging repatriation possible.
AIRPORT: Distance to airport 10 kilometres. Airport served by regular airlines, 2 flights per day.
TIME: GMT plus 1. Permanent.
HOLIDAYS: 1st May, 17th May. Work carried out if permission given by the authorities.
EMERGENCIES: Fire alarm 91942; Ambulance 91701; Police 91151.
TELEPHONES: Ship's telephone connections available.
SERVICES: Compass adjusting.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Aktieselskabet Sydvaranger, 9900 Kirkenes. Tel. 91410 during office hours (0730–1500). Telex 64108.

KRAGERO: 58.52 N. 09.25 E.

DOCUMENTS:
Ship's Register.
Passenger List.
Crew List.
1 List of Articles – radios cigarettes, tobacco, spirits, etc.
If on inspection, articles or quantities not in conformity or in excess, Master responsible, articles removed and heavy fine imposed.
PILOT: Has to be ordered by Agent on given ETA. The Pilot boat will be at the light buoy one hour ahead of time given. Listening on Radio 2182 kc/s or VHF Channel 16. Calling "Pilotboat Kragerø".
ANCHORAGE: Almost anywhere in the Fjord, watch out for sign of waterpipes and telephone cables.
RESTRICTIONS: Weather permitting draft up to 26 feet.
RADIO: Tjømo Radio station or Farsund Radio Station.
TUGS: Only small tugs in harbour, tugs available from nearby town order to be given 24 hours in advance.
STEVEDORES: To be ordered by Agent. Notice to be given before 15.30 for next morning, or 3 hours before work to start.
MEDICAL: Doctor and hospital facilities available.
FRESH WATER: Available at centre quay.
FUEL: May be available with trucks ordered from nearby town.
OPENING/CLOSING HATCHES: To be carried out by crew.
CUSTOMS ALLOWANCES: 100 cigarettes or 50 cigars. One bottle wine or spirits per man.
CONSULS: France Tel: 81555. Denmark Tel: 81055. Netherlands Tel: 81020.
REPAIRS: Small repairs may be available.
DRY DOCKS: For ships up to 350 dwt.
AIRPORT: Kristiansand 170 Km. away. Oslo 200 Km.
HOLIDAYS: Work can be arranged on most Holidays, except New Year's Day, Easter Day, 1st and 17th May and Christmas Day.
TELEPHONES: Police: 81401. Ambulance 81436. Fire and First Aid 81200. On most berths telephones are available.
SHORE LEAVE: No restrictions.

AGENT: N. P. Olsen & Son, owner Burton Lyng Olsen, Dampskibskaien nr. 40. Telephone 81020 (3 lines) Telegram address "Expedtionen". 18066 Olsen N – Telex.

KRISTIANSAND S.: 58.09 N. 08.00 E.

DOCUMENTS:
3 Cargo Manifests for Customs
Tobacco/Spirits List
Bill of Health (if arriving from outside Scandinavia)
Passenger List for Immigration
No Crew List required
PILOTAGE: Oksøy Pilot Station. Compulsory pilotage for non-Norwegian ships, 2 hours notice minimum, contact on ordinary shipping channel, or VHF call channel 16, pilot boat marked "LOS" on each bow, international light or sound signals, pilot boarding between Oksøy and Grønningen Lighthouse, no special anchorage for vessel awaiting a pilot, but pilots available around clock.
ANCHORAGE: Several good and safe anchorages in inner and outer harbour for vessels of any size.
MAX. SIZE: Any size in harbour. Max. 25,000 dwt. at quay.
RADIO: Kristiansand Radio. Call sign LGR. Farsund Radio LGZ.
RADAR/VHF: Both at Oksøy Pilot Station.
TUGS: Lekterkompaniet. Signal: L, Tel. 21195. 3 tug-boats 700–180–180 h.p. A/S Sørslep. Tel. 22590. Night: 29521. 2 Tugs 725–325 h.p. 1 mooring boat.
STEVEDORES: ETA to Agent who arranges stevedoring.
MEDICAL: Hospital in Kristiansand. Doctor available around clock.
TANKERS: B.P. Bunker Station. one Berth depth 33 ft. Shell Bunker Station Odderøy, one Berth depth 31 ft.
FRESH WATER: Available from quays. No water barges.
FUEL: All grades up to 2000 sec. available at short notice.
DEVELOPMENTS: New roll on/roll off berth just finished, and another planned with areas for storing containers/flats etc.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Normally carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or equivalent tobacco or each member crew per 10 days and 1 bottle spirits.
CONSULS:

Sweden	Tel. 26160	France	Tel. 26210
Denmark	,, 23097	Netherlands	,, 26990
Finland	,, 29596	Greece	,, 24446
Great Britain	,, 24452	Iceland	,, 21068
Germany	,, 22455	Portugal	,, 29616
Spain	,, 21040		

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock; length 689 ft. width, 100 ft. width at entrance, 95·9 ft. Depth 25 ft. for vessels up to 13,000 dwt.
REPATRIATION: Can be arranged.
AIRPORT: Situated 17 km. from harbour, served by regular air lines.
TIME: GMT plus 1 hour, permanent.
TELEPHONE: Police, 29500; Ambulance, 26200; Fire, 21010. Possible to place telephone on board at some quays.
AUTHORITY: Board of Harbour Commissioners.

AGENT: Kristiansand Shipping and Terminal Service A/S and Co. Box 251, 4601 Kristiansand. Tel. 26160 (10 lines). Telex: 16563 KST. Cables: "Terminal Kristiansand".

KRISTIANSUND N.: 63.07 N. 07.43 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Customs Document.
1 Health Document.
1 Ship's Papers.

1 Stores List.
3 copies Manifest.
3 copies Bill of Lading.

PILOTAGE: From open sea. Pilot is taken on board at Grip Lighthouse. Watch 24 hours a day. Vessels approaching from the sea and desiring a Pilot should order the Pilot at 24 hours notice as far as possible.

RADIO: From ship at sea via Kristiansund Radio (LFK) or Alesund Radio (LGA) direct to the Sea Pilot. Watch calling frequency 2182 or by VHF radio-telephone, calling Channel 16. Harbour Office is manned day and night, telephone 71483.

ANCHORAGE: Several good and safe anchorages in inner and outer harbour for vessels of any size.

MAX. SIZE: Max. depth alongside quay 40 ft., length of all quays about 900 metres.

TUGS: None, but small motor vessels assist when required.

BERTHING:

Storkaia,	length 330 metres,	depth 19–40 ft.		
Holmakaia,	,, 100	,,	,,	34 ,, (East side).
,,	,, 50	,,	,,	24 ,, (South side).

BRIDGES: Sorsund Bridge 140 m. wide, 38 m. high. Nordsund Bridge 50 m. wide, 28 m. high.

STEVEDORES: Obtained by Agents provided ETA given 12 hours before arrival.

FRESH WATER: Delivered from quay or from Water boat.

FUEL: All grades available.

GANGWAY/DECK WATCHMEN: Available but not necessary.

HATCHES: Opening/closing hatches – this work will normally be carried out by crew, but can be done by stevedores.

CUSTOMS ALLOWANCES: For each man – 200 cigarettes, 1 bottle of spirits for ten days.

IDENTIFICATION CARDS: Not required.

CONSULS: Following countries are represented at Kristiansund N.:

Finland	Italy	Spain
France	Netherlands	Sweden
Germany (FDR)	Portugal	Uruguay
Great Britain		

REPAIRS: All kinds of repairs may be effected, deck and engine. Patent-slips for vessels up to 250 ft. long, crane-lift up to 40 tons. Ice-free harbour.

REPATRIATION: All facilities available.

AIRPORT: Kristiansund Airport, Kvernberget. Passenger flights three times a day to Oslo. Two flights a day to Trondheim and Bergen. Situated about 4 miles from centre of Kristiansund N. (about 15 minutes by car).

TIME: GMT plus 1 hour.

HOLIDAYS: 1st May and 17th May.

POLICE/FIRE/AMBULANCE: Police, tel. 75000; Ambulance, tel. 72011; Fire, tel. 71000.

TELEPHONES: May be installed during the ship's stay at the quay.

SERVICES: Laundry, ship-chandlers for delivery of provisions and bonded stores, and servicing for all kinds of ship's navigation instruments can be arranged.

SHORE LEAVE: Allowed.

AUTHORITY: Harbour Master, Kristiansund N. Havnevesen. Tel. 74333, Kristiansund N., Norway.

LARVIK: 59.03 N. 10.02 E.

PORT LIMITS: The official port limits for the port of Larvik is a line from Stensnes in East to Rødbergodden in West. Notices of Readiness for loading or discharging, however, will be accepted when the vessel is anchored in any of the anchorages in inner Larvik Fjord.

DOCUMENTS:

Maritime Declaration of Health.
Tolliste i.e. tobacco & curio list for total number of crew.
1 "Varefortegnelse med proviantliste", i.e. cargo & provisions list, (2 copies required for bulk cargoes).
"General-varefortegnelse", i.e. list of general cargo – 3 copies required.
3 Ship's Manifest.
3 Bills of Lading.
Custom Off. will accept tobacco & curio lists, also provision lists filled in on foreign forms, if all goods correctly stated.

PILOTAGE: Telegraphic address: Losstasjonen, Stavern. Pilot cutter can also be reached by VHF Channel 16. If possible 4 hours advance notice requested, minimum 2 hours required for pilot vessel to be on station. Pilot listening on 2182 kc. every hour from full hour to 10 min. past. Description of pilot boat: white painted, teak wheelhouse, 2 masts, "Los" on both sides of bow. Light and sound signals: international signal "G" with flag, sound or light. Exact area where pilot vessel situated when on station: "Rakke" sound and light buoy, 5 cables off. In poor weather pilot will board vessels off "Ramsholmflu" light and bell buoy. If Pilots not available, pilot vessel will conduct vessels to safe anchorage.

ANCHORAGE: Safe anchorages at end of fjord, west side. Masters should consult Pilots and/or charts before anchoring. Ample water and good holding ground for all sizes of vessels.

MAX. SIZE: Largest vessel berthed at Larvik Canal Quay, LOA 644 ft. 8 in., breadth 83 ft. 3 in., max. draught 32 ft. 6 in.

HEALTH: Advise Agents of any suspected disease or fever on board by radio or telephone before entering. Vessel will then anchor in anchorage and be boarded by state doctor. When vessel is healthy, Custom Officer will grant pratique.

RADIO: Tjømøe Radio LGT, Rogaland Radio LGQ.

TUGS: No tugs at Larvik. Tugs to be ordered via ship's Agents from Fredrikstad or Porsgrunn. If tugs required Agents should be given 12 to 24 hours notice. Tugs join vessel in fjord off harbour breakwater. Extra charges for use of tug's lines.

BERTHING: Draught restrictions: Max. draught Canal Quay 32 ft. 6 in. MLW.

Revquay West: 118 metres long; depth 9 metres. Adjacent to this quay a roll-on/roll-off berth, max. length 120 metres and depth of water 8 metres.

STEVEDORES: Gangs to be ordered before 1600 and cranes before 1500 for following day. During office hours 2 hours notice required.

MEDICAL: No advance notice required, unless in urgent medical cases and when ambulance needed. No particular inoculations required.

TANKERS: For larger oil-tankers for asphalt works, 8 in. connections required; for coasting vessels, 6 in. connections used. Fuel oil and diesel oil shipped in coastal vessels require 6 in. connections; kerosene, white spirit and gasoline, 4 in. connections. No slop tanks. Two berths for tankers, one for larger vessels and one for coasters. Max. draft in both berths 32 ft. 6 in.

DENSITY: Salt water, slightly brackish at times caused by South & South-east winds. Average density in port 1,20 approx.

FRESH WATER: Delivered by hose from wharf.

FUEL: Fuel oil, gas oil, diesel oil, delivery rate by tank lorry 20 t. per hour.

FIRE PRECAUTIONS: Any vessel discharging benzine must have city fireguard on watch. 30 m. clearance required to next vessel. Ships loading explosives require city fireguard on watch on board.

DEVELOPMENTS: A new ferry berth for the new ferry ordered at Le Havre for A/S Larvik Fredrikshavnferjen will be ready for the spring 1973, at the West side of the pier.

An area of about 10,000 sq. metres must be filled out, East of the pier, to give sufficient upstalling ground for vehicles to and from this ferry.

GANGWAY/DECK WATCHMEN: Not compulsory, but recommended for larger oversea vessels.

OPENING/CLOSING HATCHES: Usually done by ship's crew.

CERTIFICATES: Vessels must have all usual International Certificates, no special certificates required.

CUSTOMS ALLOWANCES: Every crew member allowed 1 bottle wine or spirits, and 200 cigarettes out of bond for use in port. This allowance is for 10 days. After this period new tobacco allowance is granted, but no new spirit issue.

CARGO GEAR: No additional requirements.

IDENTIFICATION CARDS: Not required.

CONSULS: Danish, tel. 84040, French Vice-Consulate tel. 82 030, Swedish and Dutch Vice-Consulates tel. 82 090, Finnish Vice-Consulate tel. 81 000.

REPAIRS: Minor deck and engine repairs only.

REPATRIATION: Facilities for effecting crew changes and necessary repatriation by railway, continental ferry and by air.

AIRPORT: Distances from airport: Skien, regular service to Oslo 40 km. Torp, charter planes, 35 km. Fornebu, 130 km., world-wide service. Private airport open for small aircraft at Larvik.

TIME: Local time, GMT plus one hour. Permanent.

HOLIDAYS: New Years Day; Ash Thursday, Good Friday; Easter Monday; May 1st & 17th; Ascension Day; Whit Monday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Tel. Police 82204, Ambulance 81234, Fire 81288.

TELEPHONES: Arrangements exist for placing telephones on board, Charges 40 kr. for one week's hire, plus cost of phone calls.

AUTHORITY: Captain of the Port, Havnefogden, Larvik Kommune.

LILLESAND: 58.15 N. 08.23 E.

DOCUMENTS:

Health Certificate.
Crew List.
Cargo List.
Manifest.
Passenger List.
Bill of Measurement.
Rat Certificate.

PILOTAGE: Ships arriving from South and West cable: Oksø pilot station, VHF Channel 16. Pilot to be taken on board at Oksø pilot station or if bad weather, inside Oksø.

Ships arriving from East cable: Merdø pilot station, VHF Channel 16. Pilot to be taken on board at Torungen, or if bad weather, inside Merdø. Pilot boat is 45 ft. long and marked "Los".

ANCHORAGE: Tingsakerfjorden – depth 40 metres.

MAX. SIZE: See "Berthing".

RADIO: Cable Agent giving ETA via Farsund or Tjøme Radio.

TUGS: Normally join at Kristiansand. Tugs lines to be used.

BERTHING: *The Kokkenesquay – Kokkeneskaia.* Length 80 metres with free water in both ends, Depth 10 metres. There is one crane with a lifting capacity of maximum 30 tons.

The Langquay – Langbrygga. Length 70 metres with free water in the deepest end, depth 10 metres reducing at inner end to 2 metres. Messrs. K/S Bjørum-Sibelco/Quarzwerke A/S & Co. have one quay.

The Fosbaekquay – Fosbaekkaia. Length 50 metres with free water in both ends, depth 10 metres.

The Langquay – Langbrygga: Length 80 metres with free water in

the deepest end. Depth 10 metres, reducing at inner end to 2 metres. Norfloat & Co. A/S have one quay.

Petroleum, coke and sand discharged by crane and grab about 60 tons per hour.

STEVEDORES: Work taking place between 19.00 and next day at 10.00 ETA to be required at 16.00, holidays at 12.30. For work on Saturdays between 12.30 and in normal time ETA to be required at least 3 hours before work starts.

FRESH WATER: Delivery by hose from quay.

FUEL: None available.

GANGWAY/DECK WATCHMEN: Available,

OPENING/CLOSING HATCHES: May be performed by ship's crew.

CUSTOMS ALLOWANCE: 200 cigarettes or 250 gram of tobacco, ¾ litre of spirits and 1 litre of wine.

IDENTIFICATION CARDS: Not required.

CONSULS: Denmark telephone 262.

REPAIRS: Some small repairs possible and electrical repairs.

DRY DOCKS: None.

AIRPORT: About 30 kilometres to airport.

HOLIDAYS: New Year's Evening no work after 12.30; New Year's Day no work; Maunday Thursday, Good Friday no work; Easter Evening no work after 12.30; Easter Sunday no work; Easter Monday, May 1st and 17th no work; Ascension Day no work; Whitsun Evening no work after 12.30; Whit Sunday 1st no work; Whit Sunday 2nd, Christmas Eve no work after 12.30; Christmas Day no work, and December 26th no work.

POLICE/AMBULANCE/FIRE: Police 170; Ambulance 18; Fire Brigade call the switchboard.

AGENT: Hansen & Narvesen, Lillesand, Norway. Liner and Travel Agents, stevedoring. Tel. 11 and 411. Cables: "Expeditionen". Telex 18981.

MAALOY: 61.55 N. 05.07 E.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
1 Health List.
3 Manifests.
1 Bill of Lading.
Goods Lists including Stores, 3 if general cargo and 1 if goods or oil in bulk.

PILOTAGE: Harbour Pilot available, ordered from Harbour Office, tel. 51278. No coastal pilots in harbour. Costal pilots ordered from Bergen through Maaloy Skipsekspedisjon, tel. 51303, and must be requested at least 24 hours before arrival.

ANCHORAGE: Good holding ground in about 17 fathoms of water 300 metres off-shore from middle of harbour.

MAX. SIZE: Entrance from South through main channel 33 ft. and entrance from North about 60 ft. The main quay 420 ft. long and from 24 to 36 ft. deep alongside. No cranes available at the dock.

RADIO: No radio or VHF stations. Nearest radio station, Aalesund Radio and Floro Radio.

TUGS: No tugs operate in Harbour.

CARGO HANDLING: Special berth equipped with a roll-on/roll-off berth in connection with quay 225 ft. long, from 18 to 36 ft. depth alongside.

STEVEDORES: From Maaloy Skipsekspedisjon.

MEDICAL: Nearest hospital Nordfijordeid Sykehus, 1 hour by car.

FRESH WATER: Available at main quay and delivered from a fresh-water line at quay.

FUEL: Bunkers available from Esso, Shell, B.P. and Mobil Oil. Three bunker barges available.

GANGWAY/DECK WATCHMEN: Available in the harbour.

OPENING/CLOSING HATCHES: Done by crew.

CUSTOMS ALLOWANCE: Tobacco: Wine/Spirits: 200 cigarettes or 100 gram tobacco. 1 bottle of spirit and 1 bottle of wine.

CONSULS: No consuls.

REPAIRS: Minor repairs only possible.

AIRPORT: Nearest airport Floro, 1 hour by boat, and Flesland Airport (Bergen) 8 hours night service by sea. Air route Bergen–Maaloy every day except holidays.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; Easter Sunday; Easter Monday; Thursday and Friday before Easter; 1st May; 17th May; Whit Sunday and Whit Monday; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Police tel. 51–175; Fire and Ambulance contact telephone station.

TELEPHONES: Can be placed on board and cost same as on shore.

SERVICES: No tank cleaning service available. Compass adjusting.

SHORE LEAVE: No restrictions about shore leave.

PORT AUTHORITY: Harbour Master, tel. 51-912.

MANDAL: 58.02 N. 07.29 E.

DOCUMENTS:

Bill of Measurement.
General Cargo List (two copies).
Cargo and Provisions List (ship's stores).
Deratting Certificate.
Maritime Declaration of Health.
Tobacco List.

PILOTAGE: Pilot station on Oksøy lighthouse outside Kristiansand. Telephone 32834 via Kristiansand radio.

ANCHORAGE: Mannefjorden. Depth approx. 30 ft. Bankefjorden, shallow entrance with approx. depth 15 ft.

MAX. SIZE: Ship up to approx. 12,000 br. reg. ton. No tide problems. Oil carriers to installations outside main port area up to 20,000 tons

HEALTH: Contact Agent for pratique.

RADIO: Farsund Radio or Kristiansand Radio.

TUGS: No tugs available in harbour. Can be ordered from Kristiansand at 5 hours notice.

BERTHING: Mandal main harbour is Kleven, situated 1 km. East of Mandal town. There is also some kind of a harbour in Mandal River, running through town. River entrance is shallow, 12 ft. In South-easterly strong winds it can be impossible to go up the river. Kleven harbour is a good harbour in all weather conditions. There is one 90 metre quay 30 ft. deep and one 45 metre quay 17 ft. deep.

STEVEDORES: 6 hours notice to Agent to arrange gangs.

MEDICAL: No advance notice required. Hospital facilities available.

DENSITY: 1026.

FRESH WATER: Delivered by local firemen. Rate of delivery 20 tons per hour.

FUEL: None.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: Certificate of Nationality.

CUSTOMS ALLOWANCE: Tobacco: 200 gr. Tobacco or 200 cigarettes. Wine and/or Spirits: 2 litre alcohol for ship's Master, ¾ litre for crew.

IDENTIFICATION CARDS: Not needed.

CONSULS: Sweden 62521; Finland 61288; Denmark 61799.

REPAIRS: All types of deck and engine repairs can be carried out.

DRY DOCKS: None.

AIRPORT: Kristiansand Airport at Kjevik. Distance from Mandal 64 km. Airport served by regular airlines.

TIME: GMT plus 1 hour.

HOLIDAYS: The only holidays that one cannot arrange cargo work Christmas Eve (after 2 p.m.) Christmas Day, Easter Day, 1st May, 17th May (Independence Day). The rest of the year cargo work can be carried out day and night.

POLICE/AMBULANCE/FIRE: Police 61211; Ambulance 61113; Fire 61112.

TELEPHONES: Telephones available at quay.

SERVICES: No services for tank cleaning. Compass adjusting and all kinds of electronic repairs.

SHORE LEAVE: No restrictions.

AGENT: T. Bessesen A/S, Rutebilstasjonen, Mandal, Bessesen, 62521–62511. After office hours: 62552 Director; 62268, 61227 quay-foreman.

MO-I-RANA: 66.19 N. 14.08 E.

PORT LIMITS: The vessel is considered to be an "arrived vessel" when within the Haukneset port lighthouse – about 2 nautical miles from the port.

DOCUMENTS:

1 Cargo List.
1 Stores List.
1 Sealing Certificate.
1 Health Certificate.
2 Crew Lists.
2 Passenger Lists.

(All Forms obtainable from Customs by clearance on board).

PILOTAGE: Asvaer pilot station, 66° 17′ N. – 12° 09′ E. (lighthouse). Order preferably through Agent or direct to station 24 hours before arrival. Two boats: L/K "Asvaer and L/K "Asvaer II" both painted white, two yellow masts and yellow funnel. "LOS" painted in black on both sides. Radio (frequency 2182) and VHF Ch. 16. Pilots embark at Asvaer Lighthouse. Pilots advise alternative place or anchorage if necessary. Pilot compulsory unless vessel ballasting for loading at another port in Norway.

ANCHORAGE: In the fjord at Utskarpen bay or in the inner harbour. To be advised by pilot.

HEALTH: See Documents. No animals allowed on shore.

RADIO: From south; Rogaland Radio/LGQ, LGW, LGB. Within 24 hours off; Rørvik Radio/LGD. From North; Vadso/LGV or Hammerfest/LGI or Tromsø/LGE or Bodoe Radios/LGP.

TUGS: Available and recommended for vessels above 13,000 dwt. 24 hours notice to be given. Ships' lines used.

BERTHING: Harbour pilot recommended but not compulsory for small vessels. Details given through pilot/harbour pilot.

Koksverket Pier	37 ft.	depth alongside
Town Pier	25 ft.	,, ,,
Jernverket Pier (Steel)	26 ft.	,, ,,
Andfiskaa Pier	23 ft.	,, ,,

CARGO-HANDLING FACILITIES: The harbour has the following facilities for handling cargoes, Norsk Koksverk A/S pier depth 36 ft.; length 427 ft. and 295 ft., North and South side handling following cargoes: ore, coal, coke, tar, bensol, ammonia and oil.

A/S Norsk Jernverk Quay: handling ore, coke, steel products and general cargoes. Length of quay, 823 ft.; depth 25 ft. A/S Bleivassli Gruber Pier, length 115 ft.; depth 23 ft. Has equipment and elevator for handling pyrites – fast loading. The Town Quay (Harbour Board Quay), length 823 ft. and depth 18 to 26 ft., handling general cargoes of all kind, with up to 15-ton lifts.

STEVEDORES: Ordered by Agents preferably in office hours 0900–1600. Exact time for commencement of work to be arranged with agent. By delays vessel to pay for waiting hours for workers if

delay not reported. If such report after office hours, vessel to pay for 2 hours.
VHF: At harbour office 0700–2200 hrs. (Channel 16).
MEDICAL: If in need of doctor/dentist preferably inform Agent from sea if vessel stays only 1 day.
FRESH WATER: Available at all piers from shore installations.
FUEL: All types available.
DEVELOPMENTS: New deepwater pier in 37 ft. water at Town pier planned to be opened 1973–74.
GANGWAY/DECK WATCHMAN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open/close.
CUSTOMS ALLOWANCES: Per 10 days in Norway per crew member – 200 cigarettes or 200 gr. tobacco and 2 packages cig. paper, and one bottle spirits.
CARGO GEAR: Winchmen from shore required acc. to local tariffs.
REPAIRS: Small damages can be repaired.
AIRPORT: 12 km. to local airport "Rana Airport" connection with Bodoe (North) twice per day and Trondheim (South) twice per day.
TIME: GMT plus 1 hour permanent.
HOLIDAYS: New Year's Day; Thursday before Good Friday; Good Friday; Easter Monday; Labour Day; National Day (17th May); Ascension Day; Whit Monday; Christmas Day and Second Christmas Day. No work can be arranged on any of these days.
TELEPHONES: Accidents/hospital: 51233; Ambulance: 51510; Fire: 51222 and Police: 51122.
SHORE LEAVE: No restrictions.
AUTHORITY: Port Manager, Mo Havnevesen. Te. 50866/50867.

AGENT: L. A. Meyers Skipsekspedisjon, Chartering, Tramp & Liner Agents, Forwarding Agents, PO Box 216, N–8600, Mo-i Rana. Cables: "Meyership". Telex: 55166. Telephones: 50161/50163.

MOLDE: 62.44 N. 07.10 E.

DOCUMENTS:
Health Certificate.
Crew Lists.
Passenger List.
Dangerous Cargo List.
Ship's Register.
PILOTAGE: Telegraphic address "Alesund Radio". Address of pilot station "Rundo".
ANCHORAGE: A well-protected harbour. Depth from 15 to 20 fathoms. Tide rises about 6 ft.
RADIO: Alesund Radio.
TUGS: None.
BERTHING: Depths alongside quay 25 to 32 ft. LW.
STEVEDORES: Available, ordered by Agents.
FRESH WATER: By shore installation.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally by crew.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark 51766; Sweden 53133.
REPAIRS: Most repairs possible.
POLICE/AMBULANCE/FIRE: Police 51111; Ambulance 52011; Fire 51100.
AIRPORT: Vigra 35 miles distant.
AUTHORITY: Molde Havnevesen, Molde.

MOSJOEN: 65.51 N. 13.11 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Ship's Register.
Cargo List.
Bonded Store List.
PILOTAGE: Pilot station at Asvaer, location 66° 15′ 9″ N. 12° 18′ 03″ E. Telegraphic address: Pilot Station, Asvaer. VHF Channel 16. Telegraph ETA 24 hours prior to arrival. Piloting around clock.
ANCHORAGES: Hellesvik. Location 66° 01′ 30″ N. 12° 54′ 20″ E.
RESTRICTIONS: No restrictions night entry. If draft above 33 ft. enter on high tide and commence discharging immediately.
HEALTH: Free pratique given automatically when "Q" flag not to be flown.
MEDICAL: Master to advise prior to arrival if medical attention required. Hospital facilities available.
RADIO: Rørvik Radio LGD.
TUGS: Stationed at Sandnessjøen. Have to be ordered through agents 24 hours prior to arrival. Normally used by vessels above 20,000 dwt.
BERTHING: Draft above 33 ft. berthed only on high tide and commence discharging immediately. No restrictions on length and breadth.
Crane for bulk cargo (alumina), capacity 300 tons per hour Mosjøen Aluminiumverk, private berth.
No other special facilities. roll-on/roll-off facilities may be constructed 1973/74.
STEVEDORES: Ordered through Agents. No ETA to stevedores necessary.
DENSITY: Brackish in port.
FRESH WATER: Supplied from installations at berth.
FUEL: Gas oil, delivered by lorries.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Performed by vessel's crew.
CUSTOMS ALLOWANCE: 1 bottle spirits, 200 cigarettes, 200 gr. tobacco.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Minor repairs possible.
TIME: GMT plus 1 hour. No alterations during year.
HOLIDAYS: New Year's Day; Good Friday; Maunday Thursday; Easter Monday; Workers' Day (1st May); 17th May; Ascension Day; Whit Monday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Fire 70222; First Aid 70800; Police 71611.

AGENT: A. B. Jurgensen, PO. Box 243, Mosjoen. Tel. 70 490, 71522, A.O. 70 273 71109. Telex 55099 Cable: Megler.

NAMSOS: 64.28 N. 11.30 E.

DOCUMENTS:
Crew list.
2 Passenger lists.
2 Health Certificates.
Manifests.
Ship's papers.
PILOTAGE: Sea pilot stationed at Namsos. Contact through Rørvik Radio. Pilot boat: white painted 46 ft. long. Usual signals. Pilot boards at 64.38′ N. 10.51′ E. Pilot can be ordered by ship's Agent.
ANCHORAGE: Good anchorage inside harbour.
MAX. SIZE: Vessels up to 15,000 tons d.w. have entered harbour. 3 small oil berths with depth 18 ft. LW.
HEALTH: Normal Norwegian regulations.
RADIO: Rørvik Radio. No radar or VHF service in the harbour.
TUGS: No tugs in Namsos. 1 tug stationed at Bangsund and can be hired.
STEVEDORES: Notify day before arrival to arrange gangs.
TANKER: 3 tanker berths 18 ft. alongside L.W.
DENSITY: Average density 1020 in spring, and in summer 1015.
FRESH WATER: Available by hose. Capacity 10–15 tons/hour.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Stevedores operate hatches.
CERTIFICATES: Usual international certificates.
IDENTIFICATION CARDS: Not needed.
CONSULS: None.
REPAIRS: Small repairs available.
REPATRIATION: Organized by seamen's office.
AIRPORT: 4 km. from town. Regular service twice a day South and North.
TIME: European standard time. GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 72151; Ambulance 72500; Fire 72000.
TELEPHONES: Can be placed on board.
SHORE LEAVE: Crew allowed ashore.
DELAYS: None expected.
AUTHORITY: Namsos Havnevesen Boks 107.7801 Namsos. Tel. office 42400. Harbourmaster 72401.

NARVIK: 68.26 N. 17.25 E.

DOCUMENTS:
Health Declaration in Norwegian form (if not available another form is possible.)
6 Crew Lists.
1 Provision List.
1 Private Customs List.
Passenger List.
PILOTAGE: Tranoy Pilot station. Position 68.11 N. 15.34 E. Pilots request 24 hours notice. Cable address: Tranoy pilot station. Before arrival pilot station Pilots should be called on VHF Channel 16.
ANCHORAGE: Narvik Harbour. Pilot will advise anchorage.
RESTRICTIONS: No restrictions on night entry.
RADIO: Cable Agents giving ETA, draft and cash required. Radio station: Rogaland Radio/LGB but other stations can be used.
TUGS: Must be employed for tankers.
HEALTH: Free pratique, otherwise see "Documents".
BERTHING: Ore-berth maximum draft 44 ft. Maximum dwt. 70,000 but larger vessels may be accepted. In that case drawings of the ship have to be sent to LKAB, Narvik.
STEVEDORES: Ordered by Agent. Not necessary to contact stevedores.
DENSITY: Fresh.
FRESH WATER: Ore berth has supply of fresh water. Otherwise delivery by tugs.
FUEL: Only clean oil (diesel) and lubricating oil available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: May be handled by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes or 250 grams tobacco and ¾ litre spirit or 2 bottles of wine. Must be declared on customs list together with radios, tape recorders, binoculars, etc.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish, Danish, English, West German.
REPAIRS: Only small deck and engine repairs possible.
DRY DOCKS: None.
AIRPORT: Bardujoss 3 hours bus trip from port. South-bound planes twice a day.

TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; May 1st; May 17th; Easter; Christmas Day; December 26th.
POLICE/AMBULANCE/FIRE: Police 41060; Hospital 44044; immediate help 4300 (only at night time); Ambulance 43600; Fire 41122.
SHORE LEAVE: Allowed.

AGENT: E. F. Bjørnstad, PO Box 147, Narvik, Norway. Tel. 41100. Cables Bjørnstad. Telex 64095. Chartering, Tramp & Line Agents. Travel Agents.

OSLO: 59.54 N. 10.43 E.

DOCUMENTS:
Maritime Declaration of Health.
Sealing Certificate.
2 Crew Lists.
2 Passenger Lists.
2 Lists Crew Personal Effects.
Provisions List.
3 Cargo Manifests.
Certificate of Tonnage.
Dangerous Cargo List.
PILOTAGE: Compulsory. Pilot boards at Faerder Lighthouse, 50 miles from docks. Give 6 hours notice by R/T 2182 kHz or VHF Channel 16 to "Faerder Pilot".
Harbour Pilots not compulsory except for vessels proceeding to tanker pier.
ANCHORAGE: Good sheltered anchorage in Western Harbour Basin, depths up to 20 metres.
RESTRICTIONS: Vessels may enter at any time. No tide or current.
MAX. SIZE: Vessels up to 34 ft. draft may berth at Filipstad Quay and Sjursoya Quay.
Tankers: up to 36 ft. draft at Oslo, or 38 ft. draft at Fagerstrand.
HEALTH: International procedure followed to obtain pratique. In case of suspected disease or fever on board, inform the Harbour Master's office in advance. When arriving from a Norwegian port, pratique is automatic.
RADIO: Communicate through Oslo Radio, call sign LGO. Harbour Master's Office equipped with VHF, Channel 16.
TUGS: Sufficient tugs available for all requirements.
BERTHING: Instructions given from Harbour Master. Masters of ships are requested to send their ETA to the Harbour Master's Office through Oslo Havne radio, VHF Channel 16.
Filipstad Quay: up to 11 metres depth alongside.
Sjursoy Quays: up to 11 metres depth alongside.
Vippetangen: up to 10 metres depth at Pier No. 1.
Pipervika: up to 8 metres depth at Akershus Pier.
Bjorvika: up to 7·30 metres depth at Lang Quay.
Bispekaia: up to 10 metres depth at Sorenga Pier.
Gronlia: up to 8·50 metres depth alongside.
Bekkelaget: up to 10·80 metres depth alongside.
BULK CARGO FACILITIES: Container traffic handled at Filipstad and Bekkelaget.
Sorenga Pier equipped for palletised cargo handling.
Four new berths for roll-on roll-off traffic. Cranes for ISO-container and other container handling equipment, quay cranes and mobile cranes of 30 tons capacity.
Sjursoya B North: cement, phosphate, grains and Molasses.
Sjursoya South: gasoline and oil, propane and gas.
Bekkelaget North: molasses.
Sorenga: coal, coke, sulphur, china clay and leca.
Pier 3: grains.
STEVEDORES: Arranged by Agents. Working hours 0700–1600, Saturdays 0700–1300 hours.
TANKERS: also see Slagen.
Oslo: Oil pier at Sjursoya, depth alongside 12 metres. A tug required to stand by during discharge.
Fagerstrand: Terminal operated by Norske Braendselolje A/S situated in Oslo fjord, 12 miles S. of Oslo. One berth for tankers up to 30 ft. draft.
One berth for tankers up to 38 ft. draft.
MEDICAL: All facilities available. Masters to advise by radio prior to arrival if medical attendance required on board.
DENSITY: Salt water, 1025.
FRESH WATER: Available by pipeline from all quays.
FUEL: All grades available, ex-wharf at many quays. Can be delivered by barge.
FIRE PRECAUTIONS: Two boats fully equipped with fire-fighting equipment.
DEVELOPMENTS: Extensions of the land areas in the port by approx. 200,000 sq. metres. Quay extensions of 1,000 metres. Storage halls in hills, 100,000 sq. metres or more, sheds and service buildings.
CUSTOMS ALLOWANCES: 200 cigarettes allowed weekly, 1 bottle spirit weekly, for each man.
CARGO GEAR: International Safety Regulations to be observed.
IDENTIFICATION CARDS: Not required.
CONSULS: Following countries are represented at Oslo:

Bolivia	Finland	Italy
Chile	France	Jordan
Costa Rica	Guatemala	Korea
Dominican Republic	Greece	Cyprus
Ecuador	Honduras	Lebanon
Ethiopia	Indonesia	Liberia
Malta	Peru	South Africa
Morocco	Philippines	Thailand
Mexico	Portugal	Tunisia
Nicaragua	Salvador	Turkey
Pakistan	Senegal	Uruguay
Panama	Spain	Venezuela
Paraguay		

REPAIRS: All types of hull and machinery repairs can be effected.
DRY DOCKS: Two ship repair yards managing a total of four floating docks with lifting capacity of up to 19,000 tons, maximum length 665 ft.
One graving dock; length 564 ft. depth 23 ft.
REPATRIATION: All facilities available without restrictions.
AIRPORT: Fornebu Airport situated 8 km. from city centre. Regular services to Europe and U.S.A.
TIME: Local time, GMT plus 1 hour all year round.
HOLIDAYS: January 1st; Good Thursday; Good Friday; Easter Monday; May 1st; May 17th; Whit Monday; Christmas Day; Boxing Day.
No cargo work normally on Sunday and Holidays.
POLICE/FIRE/AMBULANCE: Police, tel.: 33.12.90; Fire, tel.: 42.99.00; Ambulance, tel.: 20.10.90.
TELEPHONES: Can be placed on board vessels at most quays.
SHORE LEAVE: No restrictions.
AUTHORITY: Port Manager, Oslo Havnevesen, Prinsensgt 2, Oslo. Tel.: 41.68.60.

RISOR: 58.43 N. 09.14 E.

DOCUMENTS:
3 Crew Lists.
3 Customs Lists.
Ship's Register.
Bill of Lading.
PILOTAGE: VHF Channel 16. 45 ft. long boat "Los" on both sides Will be instructed by Pilot over VHF.
ANCHORAGE: In 15 fathoms depth.
MAX. SIZE: 10,000 dwt, draft 28 ft.
RADIO: Farsund and Tjomoy Radio. VHF Channel 16. No radar.
TUGS: No tugs for berthing.
STEVEDORES: Available 24 hours notice of ETA required.
FRESH WATER: Available by pipeline at berth.
FUEL: Small quantity gas oil only.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: May be performed by ship's crew.
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirits: 200 cigarettes per crew member for 10 days. 3 bottles spirit for ship's Master only for 10 days.
IDENTIFICATION CARDS: Not needed.
CONSULS: French and Swedish.
REPAIRS: All possible.
AIRPORT: 10 miles; every day service.
TIME: GMT plus 1 hour.
HOLIDAYS: Work can be arranged by 100% overtime.
TELEPHONES: Can be arranged on board.
AUTHORITY: Harbour Master, Risor Havnekontor. Tel. 473.

SARPSBORG: 59.17 N. 11.07 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Health Certificate.
3 Manifests.
1 Bill/Lading.
2 Tobacco/spirit Lists.
PILOTAGE: Pilot ordered by Faerder Losstasjon or Herfol Losstasjon via Tjome Radio. Harbour office can be contacted by VHF.
ANCHORAGE: Between Struten Light and Stromtangen Light.
MAX. SIZE: 24 ft. draft.
HEALTH: No particular action necessary, but Agent to be informed.
RADIO: Tjome Radio.
TUGS: Small harbour tug available.
STEVEDORES: Ordered through Agent.
MEDICAL: If medical attention necessary Agent must be informed in advance.
FRESH WATER: Only at Alvim Kai, average 15 tons per hour.
FUEL: Fuel obtained only with tank cars.
GANGWAY/DECK WATCHMEN: No gangways from shore. Watchman can be obtained.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: 100 gr. tobacco or 200 cigarettes per crew member. Wine 1 litre per member or 1 bottle of spirit.
IDENTIFICATION CARDS: Have to be used for Melloes Quai only.
CONSULS: Denmark, Finland, Iceland, Sweden, Greece, all have vice-consulates.
REPAIRS: Deck and engine repairs possible.
DRY DOCKS: One for 3,100 tons dwt.
REPATRIATION: No facilities.
AIRPORT: Fornebu Airport 110 km. from Sarpsborg. Served by regular airlines.
TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; 1st May; 17th May; 25th/26th December. No work on these days.
POLICE/AMBULANCE/FIRE: Police 52000; Ambulance 52040; Fire 51234.
TELEPHONES: No arrangements exist for placing telephones on board.
SHORE LEAVE: No restriction.
AGENTS: N. K. Witnes A/S., Box 540, N–1701 Sarpsborg, Norway. Telex 16526. Wship n, tel. 53637, AO 54518, 55995.

SAUDA: 59.40 N. 06.22 E.

DOCUMENTS:
Health Certificate.
Crew List.
Deratting Certificate.
Ship's Register.
PILOTAGE: Skudefjorden Pilot Station, tel. 86 Kvitsøy, position 59° 05′ N., 05° 20′ E.
ANCHORAGES: Safe anchorages everywhere in Sauda Harbour area.
ENTRY RESTRICTIONS: No restrictions night entry – but sea Pilots usually refuse to take in vessels over 10,000 tons dw. between 1800 hours and 0600 hours during winter time, November–January.
SIZE: Draft 30 ft. – but vessels over 30 ft. are allowed to get alongside at owner's own risk. Length no restriction. Breadth, 75 ft.
RADIO: Cable Agents giving ETA, draft and cash requirement via Rogaland Radio. No VHF station at Sauda.
TUGS: Not necessary.
BERTHING: May take place at any time provided quay available.
(1) Import Quay: 250 metres long. Two unloading towers with a capacity of about 3,500 tons ore per day.
(2) Export Quay: 150 metres long. Two loading cranes with a capacity of about 600 tons ferro alloys per day.
STEVEDORES: Ordered by Agents.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required aboard. Modern hospital.
DENSITY: Brackish in port area, average salinity 2·39%.
FRESH WATER: Good fresh water available, delivery irrespective of quantity.
FUEL: No fuel available at Sauda – must be ordered from Stavanger.
WATCHMEN: Available, but not compulsory.
HATCHES: Crew allowed open and close.
CERTIFICATES: Registered Tonnage Certificate required.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per crew member (Captain double up). Wine/Spirit, 3 bottles for Captain and 1 bottle either spirit or wine for each crew member.
CARGO GEAR: No additional requirement.
IDENTIFICATION CARDS: Admittance cards to be filled in to pass the gate.
CONSULS: No consulate at Sauda. Nearest in Stavanger.
REPAIRS: Minor repairs possible.
DRY DOCKS: No dry dock at Sauda. Nearest in Stavanger and Haugesund.
REPATRIATION: Any repatriation may take place.
AIRPORT: Nearest airport in Stavanger.
TIME: GMT. plus 1 hour.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Labour Day (May 1st); National Day (May 17th); Ascension Day; Whit Monday; Christmas Day; Second Christmas Day (December 26th) (no work on these days).
POLICE/AMBULANCE/FIRE: Police 52300; Ambulance 52811; Fire 52200.
TELEPHONE: If wanted, telephone may be placed on board (apparatus No. 52163) free of charge.
PORT REGULATIONS: Strictly prohibited throw wastes or garbage into sea within port area.
DELAYS: All vessels loaded/unloaded in turn – very seldom any congestion in port.
AGENT: Electric Furnace Products Co. Ltd., 4201 Sauda, Norway. Tel. 52561 or 52570. Telegram "Saudecia". Telex 33166 EFPCo N.

SKIEN (incl. Menstad): 59.12 N. 09.38 E.

DOCUMENTS:
Clearance documents, forms obtainable from Custom Officers on arrival.
Deratisation Certificate.
Bill of Lading.
Manifests.
2 Crew lists.
Ship's Register.
PILOTAGE: Ship's Agent gives ETA pilot station 24 hours before arrival and direct to Pilots 2 hours before arrival. Telegraphic address: Pilot station, Langesund. VHF Channel 16 to be used when contacting Pilots. Pilot boards at Steingrunnen light buoy, Langesund bay, 58.55 N. 09.44 E. Flag, sound and morse signal: G. Pilotage compulsory for all foreign vessels but dispensation can be obtained for smaller Scandinavian vessels.
BRIDGES: On passage from sea, vessels pass Porsgrunn where there is a lifting bridge with breadth 30 metres. Signals for passing bridge inward: one long and two short sound signals. Outward signals, one long and one short sound. There is also a bridge at Brevik: Max. height 45 metres.
TUGS: One tug available.
BERTHING: Between Porsgrunn and Skien, Norsk Hydro have loading place, Menstad, for vessels up to 425 ft. length and max. draft 18 ft. Between Menstad and Skien Grain Silo for vessels with max. length 425 ft. and max. draft 18 ft. At Skien vessel's length must not exceed 335 ft. and max. draft 18 ft.
DENSITY: At Menstad and Skien practically fresh water. In spring strong current in river might prevent entry to port of Skien.
STEVEDORES: Ordered by Agents.
FRESH WATER: Obtainable.
WATCHMEN: Available but not compulsory.
RADIO: Tjøme Radio/LGT or Farsund Radio/LGZ.
OPENING/CLOSING HATCHES: By crew or stevedores.
CUSTOMS ALLOWANCES: 400 cigarettes and 4 bottles spirit for the Master. 200 cigarettes and half a bottle spirit for each crew member.
CONSULS: Belgium, Holland, Sweden, Germany, Finland.
REPAIRS: All repairs possible. Dry dock: Lifting capacity: 2,000 tons. Radar/radio services can be arranged through Agents.
MEDICAL: All medical assistance to be arranged via Agents.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Eve (half day); Easter Monday; Labour Day (1st May); Ascension Day; National Holiday (17th May); Whit Monday; Christmas Eve (half day); Christmas Day; (26th December), New Year's Eve (half day).
REPATRIATION: Facilities exist for effecting crew changes and repatriation.
RESTRICTIONS: No restrictions on night entry for vessels of above mentioned sizes.
AIRPORT: International at Oslo.
AGENT: Nils P. Höyer & Son A/S., Skistredet 10, PO Box 60, 3701 Skien, Norway. Office tel. 21020. Telex 11435. Cables "Hoyership". After office hours: Mr. Smith 25890.

SLAGEN: 59.19 N. 10.32 E.

Oil refinery pier operated by A/S Norske Esso, Norge.
DOCUMENTS:
Four Crew Lists.
Manifest of Crew Personal Effects.
Stores List.
Cargo Papers.
Bill of Health.
Ship's Register.
PILOTAGE: All foreign ships must have Pilot. Pilot obtainable at Store Ferder, East. Boats are white with name "Los". Deep water available and no special anchorage place if waiting for Pilot. Call Pilot at least two hours in advance by VHF Channel 16 or radio telephone.
ANCHORAGE: North-north-west of pier head. Particulars regarding anchorage will be given by Pilot.
MAX. SIZE: Tankers up to 1,200 ft. length and 66 ft. draft can be berthed.
HEALTH: Clearance is effected on arrival. International procedure followed to obtain pratique. In case suspected disease or fever on board inform port authorities in advance.
RADIO: Cable Agent ETA, cash, bunkers, personnel, bonded stores, or other special requirements. Radio telephone contact should be established with Marine Office on VHF or via Tjøme Radio. Call name Marine Office "Slagen Havne radio" on VHF.
TUGS: Are available up to 3,200 i.h.p. Tankers over 20,000 dwt. required to have tug standing by throughout discharging operations. The charge for standby tug is to owner's account.
BERTHING: The East side of the pier (crude side) is used for loading and discharging. The West side (product side) is used for loading products only.
Berth No. 1 and crude berth – max. length 1,200 ft., max. draft 66 ft.
Berth No. 2 max. length 630 ft., max. draft 34 ft.
Berth No. 3 for coasters and barges.
HOSES: Crude oil berth: Four 12-in. lines, max. pressure 150 psig.
Berth No. 1: Four 10 in. lines for dirty oils
Two 10 in. ,, ,, clean products
Two 6 in. ,, ,, fuel
One 4 in. ,, ,, LPG
Three 3 in. ,, ,, ,,
Berth No. 2: One 10 in. line for dirty oils
Two 8 in. ,, ,, clean products
One 6 in. ,, ,, fuel
BALLAST: Shore ballast tanks capacity 460,000 bbls. All ballast to be discharged ashore.
MEDICAL: Medical attention and hospital facilities available.
DENSITY: Occasionally brackish.
FRESH WATER: Available from pier.
FUEL: All grades available.
FIRE PRECAUTIONS: Special safety regulation forms given when berthed.
GANGWAY/DECK WATCHMEN: Oil Pollution/Safety Inspector placed on board all vessels over 20,000 dwt.
CUSTOMS ALLOWANCE: 200 cigarettes/or 200 grammes tobacco and one bottle spirits for each man.
IDENTIFICATION CARDS: Gate pass delivered to ship when berthed.
CONSULS: Denmark, Finland, France, Great Britain, Netherlands, Spain, and Sweden have representatives in Tonsberg. W. German consul in Sandfjord. All countries represented in Oslo.
REPAIRS: Repair shops facilities ashore. Tankers alongside pier

must not effect repairs to main engine which should be in constant readiness.
DRY DOCKS: Available at Sandefjord about 35 miles from Slagen.
REPATRIATION: Changes of crew are available. Transportation by train and plane from Oslo (about 100 kilometres from Slagen), passenger lines from Oslo. Hotel accommodation available at Tønsberg (10 kilometres from Slagen).
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Labour Day (1st May) 17th May; Ascension Day; Whit Sunday and Whit Monday; Christmas 25th and 26th: Discharging/loading all days.
POLICE/AMBULANCE/FIRE: Police Tønsberg 13355; Ambulance Fire local at the refinery.
TELEPHONES: Available at berth.
SERVICES: Tanker cleaning services available at Horten, about 15 miles from Slagen.
GENERAL: Ratguards are compulsory. Transportation of alcohol through refinery is prohibited.
SHORE LEAVE: Crew members allowed to go ashore.
AGENT: Sev. Dahl A/S, Storgt 15, PO Box 128, 3101 Tønsberg, Ship and Insurance brokers, Lloyd's Agent, Chartering, sale and purchase of tankers and motor ships. Tel. 14027 – 14028 – 14432 – 14194. Telex 11557, "Sdahl". Telegram: "Severin", Tønsberg.

STAVANGER: 58.58 N. 05.44 E.

DOCUMENTS:
Declaration of Health, one copy.
List of Goods, including stores, one copy.
Crews List of Goods liable to duty, one copy.
List of Goods, two copies for each port of discharge. All bills of lading to be entered with marks, numbers, weight and quantity.
General List of Goods, one copy.
A form for entering ports of call where discharging will take place.
PILOTAGE: Vessels approaching from sea and desiring a Pilot should order at least 24 hours notice in so far as possible and confirm arrival at pilot station at 2 hours notice. Advance order can be sent in following manners:
(*a*) From ships at sea over radio direct to sea pilot watch (calling frequency 2182 kc/s, from two minutes past until ten minutes past each full hour, or over VHF radio-telephone calling, frequency 156.80 mc/s; Channel 16).
(*b*) From ships at sea over coastal radio station to pilot station or pilot office.
(*c*) From broker or shipowner over telephone to sea pilot station or to any pilot office which will immediately convey report to sea pilot station.
Vessels lying in port and desiring Pilot will order Pilot from nearest pilot office during its office hours and if possible at four hours notice.
Vessels approaching from sea as well as vessels lying in port shall when making an advance order state name and destination of vessel and whether one or two Pilots are desired.
Pilot will be despatched to ships in accordance with advance orders, and vessels are therefore requested to comply with foregoing rules as far as possible in order to avoid having to wait for Pilot.
International provisions for summoning Pilots by signal flags or blue lights, etc., are still in force, but should in future be used as a supplement to radio communications or as sole communication in emergencies.
Pilots are taken on board at:
A Feistein Lighthouse, 19 miles South of Stavanger, or in bad weather 6 miles North of lighthouse under the lee of Rott.
B Skudefjorden, 18 miles North-west of Stavanger. In bad weather under the lee of Karmøy or Kvitsøy, as weather permits.
Pilot boats are stationed at Tananger and Skudesneshavn. No boats are out cruising.
RADAR/VHF: Radar service for inner harbour. At Kvitsøy pilot station radar service may be obtained over VHF Channel 16.
ANCHORAGE: Found in the Byfjord, 3 nautical miles North of Stavanger. Harbour pilots recommended when anchoring.
MAX. SIZE: Largest depth alongside goods and passenger quays is 30 ft. Depth alongside oil refinery 16·5 metres. Maximum draft for tankers, 48 ft.
TUGS: Normally not used.
BERTHING: The coasting and the foreign trade is located in the Western harbour, comprising the two main quays, namely the Skagen Quay and the Strand Quay. These quays measure 1,600 m. with depths alongside 24 to 30 ft.
The quays are equipped with one 6-ton crane and eight 3-ton cranes. A floating crane with a lifting capacity of 65 tons available.
Grain: Rogaland Felleskjøp: Capacity for storing 72,000 tons, quay length 190 meters, depth alongside 24 to 30 ft. Discharging capacity 200 tons per hour. Stavanger Havnesilo: Storing capacity 140,000 tons, quay length 170 metres, depth alongside 51 ft. Discharging capacity 500 tons/hour.
Roll-on/roll-off: Traffic is offered by a ferry berth constructed for ships up to 5,000 g.r.t., depth alongside 26 ft.
STEVEDORES: No particular ETA advices required.
MEDICAL: Agents should get advance notice to secure speedy service. Hospital facilities available.
TANKERS: Discharge at Sola refinery terminal where there are 3 berths, depth alongside up to 16,5 metres. It is intended to enlarge these facilities to accommodate 200,000 dwt. vessels with restricted draft.
Esso Norske: 3 nautical miles South of central harbour, depth alongside 45 ft.
Norske Shell A/S: 14 nautical miles South West of central harbour, depth alongside 38 ft.
Norske Braendselolje A/S: 7 nautical miles South of the central harbour.
Texaco Oil: 1 nautical mile from central harbour, depth alongside 25 ft.
A/S Kulimport: Coal and coke. Length of wharf 116 m., depth alongside 27 ft.
DENSITY: 1.025, no change in relation to state of tide.
FRESH WATER: Delivered from quay or from water boat.
FUEL: Normal grades available without advance notice.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Usually carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 20 cigarettes per day. Wine and/or Spirit: Two bottles of wine or one bottle of brandy.
CONSULS: Germany, C. Middelthon, tel. 21.040; Denmark, Leifbuch Hansen, tel. 27.575; U.K. Colin W. Peck, tel. 23.652; Sweden, Charles R. Bergesen, tel. 27.500.
REPAIRS: All kinds of repairs available.
DRY DOCKS: One, 545 by 75 by 24 ft. Marine slipway up to 1,500 tons dw.
AIRPORT: 10 km. from port. Airlines to Continent, U.S.A.
TIMES: GMT plus 1 hour. No alterations during year.
HOLIDAYS: 1st January; Maunday Thursday; Good Friday; Easter Monday; 1st May; 17th May; Whit Monday; Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Police tel. 31.520; Ambulance 21.500; Fire 22111.
TELEPHONES: There are arrangements for placing telephones on board.
SHORE LEAVE: No restrictions.
AUTHORITY: Stavanger havnevesen, Stavanger. Tel. 32.045.
AGENT: C. Middelthon's Dampskibsexpedition, Skansegt. 13–15, POB 27, 4001 Stavanger. Tel. 21040. After office hours: 24936; 32541. Telex: 33034 "Cmdex".

SUNNDALSORA: 62.41 N. 08.36 E.

DOCUMENTS:
Crew List.
Passenger List.
Health Certificate.
Ship's Manifest, and one manifest with list of provisions.
PILOTAGE: Radio-telephone to pilot station at "Grip" in good time before arrival.
ANCHORAGES: Poor conditions in "Sunndalsfjord".
MAX. SIZE: Up to 25,000 tons dead weight.
HEALTH: No special requirements.
RADIO: Aalesund Radio; Kristiansund Radio.
TUGS: Not available and not required.
BERTHING: Notice should be given to Aardal & Sunndal Verk, tel. 91551, in good time before arrival.
STEVEDORES: No notice required.
MEDICAL: Doctor and hospital available in case of urgent need.
TANKERS: The usual rules for tankers to be complied with.
FRESH WATER: Available.
FUEL: Mobil Oil and BP supply.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: Health certificate. Deratisation certificate.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per crew member/passenger allowed to be held out of Bond. Wine/Spirits, one bottle ($\frac{3}{4}$ l.) of each kind per person allowed to be held out of Bond.
CARGO GEAR: Ordinary rules apply.
IDENTIFICATION CARDS: Aardal & Sunndal Verk demands identification cards, obtained from Dockmaster.
CONSULS/DRY DOCKS: None.
REPAIRS: No facilities. Nearest Molde or Kristiansund.
REPATRIATION: Offices for effecting crew changes and repatriation available.
AIRPORT: Vigra (Aalesund), 100 miles distance and Kristiansund 60 miles. Both with regular air service.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Official holidays 1st May and 17th May. Extremely difficult to get any cargo work done on those days.
POLICE/AMBULANCE/FIRE: Police 91166; Ambulance (doctor) 91479; Fire 91122.
TELEPHONE: Telephone may be rented from Aardal & Sunndal Verk.
SERVICES: Not available. Nearest Kristiansund.
SHORE LEAVE: Crew members allowed ashore.
PORT REGULATIONS: Forbidden to take photographs within boundaries of Aardal & Sunndal Verk.
DELAYS: Usually no delay if notice of arrival given to Agent in good time.
AUTHORITY: Sunndal havnevesen. Tel. 91241.

SVOLVAER: 68.14 N. 14.35 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Custom Documents.

Stores List.
Manifests.
Bill of Lading.
Ship's Papers.
Valid Deratisation Exemption Certificate.
Ships arriving from Finland, Denmark, and Sweden need customs permit from last port.

PILOTAGE: Vessel approaching Svolvaer may call Bodø Radio, 2182 kc. by radio asking for Svolvaer harbour pilot. Telegraph ETA Svolvaer 48 hours before arrival. All communication with harbour pilot boat is via Bodø Radio. No VHF. Exact position for pilot boat is 68° 11′ 30″ N. 14° 36′ 00″ E. In the event of bad weather call Lødingen Pilot station, position 68° 24′ 00″ N. 16° 02′ 00″ E., via Bodø Radio for further information. Different types of pilot boats are used, but usually the pilot boat fly's pilot flag. No special requirements for boarding, except usual pilot ladder.
ANCHORAGES: Boundaries for safe anchorage 68° 13′ 36″ N. 14° 37′ 00″ E., 68° 13′ 48″ N. 14° 36′ 12″ E. Depths in area about 25 fathoms.
RESTRICTIONS: Ships of 2,000 tons or more berthing at daylight only.
MAX. SIZE: Maximum permissible length 520 ft., draft 30 ft.
HEALTH: Pratique is automatic given by radio. Vessel only required fly yellow flag. In event of any suspected disease or fever on board call Svolvaer Harbour master by telephone via Bodø Radio (2182) kc/s.
RADIO: Call Bodø Radio by RT 2182 kc/s.
TUGS: No tugs available.
STEVEDORES: All information regarding gangs, loading and discharging rates can be obtained by calling ship's Agent in Svolvaer via Bodø Radio.
MEDICAL: Hospital facilities available.
TANKERS: There are two discharging berths for oil carriers in Svolvaer. Diameter of lines at B.P. berth 6 in. and 8 in., at Shell 8 in. At the Shell berth tankers moor stern to and discharge through stern lines.
DENSITY: Density in port is 1025.
FRESH WATER: Is delivered from piers by hose with a rate of about 20 tons per hour. Water is not available at B.P. berth.
FUEL: All kinds of fuel oil are available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally done by ship's crew. but can also be done by stevedores.
CERTIFICATES: Ship's Register Certificates.
CUSTOMS ALLOWANCE: Tobacco: Quantity for each crew member is 20 cigarettes or 20 gr. tobacco and 20 leaves cigarette papers per day. Wine and/or Spirit: For crew members 1 bottle spirit or wine ($\frac{3}{4}$ litre) for each passenger $\frac{1}{4}$ litre.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish and Italian consulates. Lloyd's sub agent.
REPAIRS: Nearly all types of engine and deck repairs. Both for internal combustion and turbine engines.
DRY DOCKS: No dry docks in port, only slipways for ships up to 160 ft.
REPATRIATION: Facilities for effecting crew changes are available.
AIRPORT: Nearest airport is in Bodø, served by regular airlines. Between May and October Svolvaer is also served by regular seaplanes.
TIME: Local time is GMT plus 1 hour.
HOLIDAYS: Official holidays stated by Norwegian Government.
POLICE/AMBULANCE/FIRE: Call telegraph station Svolvaer.
TELEPHONES: Phones on pier.
GENERAL: Svolvaer is the main port in Lofoten Island, and a typical fishing harbour. Radar-Decca-Radio and VHF service, and all other electrical services can be executed.
AUTHORITY: Harbour Master Svolvaer, tel. 143 or private 779.

THAMSHAVN (THAMSHAMN): 63.20 N. 09.52 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Store List.
Bill of Lading.
3 Manifests.

PILOTAGE: 24 hours prior arrival Grip Pilot-Station, Pilots can be ordered by cable to "Loskontoret, Kristiansund N." or by telephoning Kristiansund Pilot Office, tel. 74333 during office hours, and 71481 private. Pilots can also be ordered by radio tel. No. 2182 direct to Grip Pilot Station or through Agents. Use Channel 16 for VHF., contact to Kristiansund Pilot Office, Grip Pilot-Station or pilot boat, Pilot boat equipped with radio telephone 2182, carries red and white flag during day and white and red light during night. Pilot boat located at Grip island where Pilot will be taken on board.
ANCHORAGE: Vessels should anchor 150 metres off piers where depth between 26 and 30 metres. Anchoring between piers and buoys is not permitted.
MAX. SIZE: Depth at Import Quay 20 ft. MLW. Ships of 28 ft. draft can load at Pyrites Quay.
RADIO: Vessel should route ETA cables to Agent through Rogaland Radio or Aalesund Radio.
TUGS: No tugs needed or available.
BERTHING: Berthing only between 07.00 and 24.00 hours.
CARGO HANDLING: One berth is specially equipped for handling of pyrites in bulk. Ships of 28 ft. draft can load at the pyrites quay. Loading by conveyor. There are no berths equipped for containers or roll-on/roll-off traffic, nor berths handling liquid chemicals or LPG carriers.
STEVEDORES: Arranged by Agent. No ETA to stevedores necessary.
MEDICAL: Hospital facilities available.
FRESH WATER: Available, delivered from berth.
FUEL: No fuel supplies available. Nearest port for such supplies is Trondheim.
GANGWAY/DECK WATCHMEN: Not compulsory, and this service is left to the discretion of the Master.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCES: Each crew member allowed 20 cigarettes on shore. When leaving ship, 200 cigarettes and 1 bottle of wine or 1 bottle of spirit permitted.
IDENTIFICATION CARDS: Not required.
CONSULS: Nearest consul available in Trondheim.
REPAIRS: Only small repairs can be carried out.
DRY DOCKS: None.
AIRPORT: Nearest airport, Vaernes, 62 miles N.E. Served by regular airlines with several flights per day.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: January 1st; Easter Holidays; Ascension Day; Whit Monday; 1st and 17th of May; December 25th and 26th.
POLICE/AMBULANCE/FIRE: All mentioned services obtained through Agent or by contacting local telephone exchange.
TELEPHONES: No facilities for placing telephones on board ships.
SERVICES: Provisions available.
SHORE LEAVE: Permitted.
AGENT: Rederi- A/S Orkla, 7340 Lökken Verk, Norway, tel. (074) 86848 Lökken Verk or Orkanger No. 80400. Telegrams "Transport", Lökken Verk. Telex 55109.

TONSBERG: 59.16 N. 10.25 E.

DOCUMENTS:
Ship's Register.
Crew Lists.
Customs Manifest for each crew member (cigarettes, spirits, etc.).
Store List. Cargo Papers. Health Certificate.

PILOTAGE: Sea pilots obtainable from Ferder pilot station. Pilots normally take vessels to berth; also harbour pilot on the spot.
ANCHORAGES: Good anchorages at Byfjorden and Traela; anchorages for large vessels are found in Narverødbukten and Husøyflaker.
MAX. SIZE: 18 ft. draft for East entrance and 21 ft. draft for West entrance. Up to 30,000 tons in ballast.
RADIO: Cable ETA via Tjøme Radio prior arrival.
TUGS: Are available.
BRIDGE: One bascule bridge over East entrance. Working days open 0600 to 2200 hours, holidays 0900 to 1300 and 1400 to 1700 hours. Signal 1 long and 2 short to open bridge. Opening can also be arranged during night time. Horizontal clearance 88 ft., depth 22 ft.
MEDICAL: Medical, dental and hopital facilities available.
DENSITY: Occasionally brackish.
FRESH WATER: Available from hydrants at quays.
FUEL: Delivered by lorry.
GANGWAY/DECK WATCHMEN: Available on request.
CUSTOMS ALLOWANCE: 200 cigarettes or tobacco and one bottle spirits, for each man.
CONSULS: Britain, France, Netherlands, Finland, Denmark, Sweden and Spain. All vice-consuls.
REPAIRS: All types of repairs available.
DRY DOCKS: At Kaldnesmek, a shipyard for total length of 515 ft. The shipyard is building ships up to about 50,000 dwt.
REPATRIATION: Available by train from Tønsberg, plane and passenger lines from Oslo (about 100 kilometres from Tønsberg). Fairly good hotel accommodation in Tønsberg).
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Labour Day (1st May); 17th Ascension Day; Whit Monday, Christmas (25th and 26th December). Mostly no working.
POLICE/AMBULANCE/FIRE: Police 13355; Ambulance 13370; Fire 11656.
TELEPHONE: No line available on board vessel.
SERVICE: Mostly all services or equipments available from Tønsberg or Oslo. Inform prior arrival.
SHORE LEAVE: Crew members allowed to go ashore.
DELAYS: Ice during January and February, but port kept open by ice breakers.
AUTHORITY: Harbour Master, Tonsberg Havnekontor.

AGENT: Sev. Dahl A/S, Storgt, 15, PO Box 128, 3101 Tønsberg. Ship & Insurance brokers. Lloyd's agent. Chartering, Sale & Purchase of tankers and motorships. Tel. 14027 – 14028 – 14194. Telex 11557, Backanswer "Sdahl".

TROMSO: 69.39 N. 18.58 E.

DOCUMENTS:
Crew Lists.
Passenger Lists.
Ship's Register.

Stores Lists.
Health Certificates.

PILOTAGE: Telegraphic address of pilot station is "Tromso Pilot Station". Order latest 12 hours before arrival.
ANCHORAGE: Depth at anchorage is 15–25 metres.
RESTRICTIONS: No restrictions on night entry.
RADIO: Tromso Radio VHF Channel 16–26. Harbour Office Channel 16. 15–20 miles from town.
TUGS: If necessary, join vessel North or South end of harbour.
BERTHING: Ships 10,000 tons gross can berth at Town Quay, 24 ft. deep. Esso pier (20,000 brt.) 31 ft. deep. Town Quay, 1200 metres length, equipped for container handling.
BRIDGES: Tromso Bridge. 60 m. wide, 36.5 m. high.
STEVEDORES: Ordered by Agent. No ETA to stevedores necessary.
MEDICAL: Master to advise by Radio prior to arrival if medical attention required aboard.
TANKERS: There are three oil berths:
B.P.–20 ft. depth.
Esso–31 ft. depth.
Shell–30 ft. depth.
FRESH WATER: Most berths supplied by pipeline.
FUEL: All grades available.
FIRE PRECAUTIONS: When tankers discharging, smoking allowed only in saloon, and messroom.
DEVELOPMENTS: New pier North of bridge for ships up to 20,000 brt. Depth 31 ft. Completion end 1973 earliest.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open and close.
CERTIFICATES: Tonnage Certificate.
CUSTOMS ALLOWANCE: Crew members 100 cigarettes or 20 cigars or 100 grams tobacco, and 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	81074–82417	Sweden	85090–81336
Denmark	81148–82310	Germany	81088–85665
France	81044–85663	Italy	85040–82604
Great Britain	83701–81735	Netherlands	85040–82604

REPAIRS: All engine and instrument repairs.
DRY DOCKS: Four slip-ways 80–222 ft.
AIRPORT: 5 km. from town.
TIME: GMT plus 1 hour.
HOLIDAYS: No work on New Year's Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 85080; Ambulance 81100; Fire 81122. Taxi 82020–82021. Port Pilot Station 81191–82537.
DELAYS: Minor delays only.
SERVICES: Compass adjusting.
AUTHORITY: Harbour Master, tel. number 81191–83146. Harbour assistant 81191–82698.

TRONDHEIM: 63.25 N. 10.24 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Harbour Pilot: Havne Kontoret, tel. 28015 or VHF Channel 16.
RESTRICTIONS: The fjord is very deep and easy to enter. The channel is clear and ice-free throughout the year.
MAX. SIZE: Controlled by depth at berth. See below.
HEALTH: Call "Havne Kontoret" by radio for free pratique.
RADIO: Orlandet Radio (also VHF).
TUGS: Arranged by Agent.
BERTHING:

River Harbour	Quays	1–10	Depth alongside	up to	26 ft.
Outer Harbour	,,	12–18	,, ,,	,, ,,	18 ,,
Inner Harbour	,,	19–24	,, ,,	,, ,,	20 ,,
Ilha Pier	,,	26–32	,, ,,	,, ,,	29 ,,
Pier II	,,	A–D	,, ,,	,, ,,	33 ,,
Rosenborg Quay	Length	630 ft.	,, ,,		16.5 ft.
Thaulow Quay	,,	187 ,,	,, ,,	,,	15 ,,
Transit Quay	,,	411 ,,	,, ,,	,,	29 ,,
Coal Crane Pier	,,	700 ,,	,, ,,	,,	23 ,,

BRIDGES: Skansen Bridge, Jernbanebrua, and Brattor Bridge divide Inner Harbour.
STEVEDORES: Available.
MEDICAL: All facilities available.
TANKERS: Berth Depth 9–12 m. Total length of quays 270 m. easy access. Mobil, Esso and Shell installations.
FRESH WATER: By hose from quay.
FUEL: Available.
DEVELOPMENTS: Plans for reconstruction of outer Basin with new bridges also planned.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirit, one bottle wine allowed each man.
IDENTIFICATION CARDS: Required.
CONSULS:

Belgium	Tel.	30 070	Ireland	Tel.	22 861
Costa Rica	,,	30 000	Italy	,,	21 114
Denmark	,,	20 580	Holland	,,	21 174
Finland	,,	28 626	Portugal	,,	21 140
France	,,	28 526	Great Britain	,,	31 500
Germany	,,	21 767	Spain	,,	20 689
Greece	,,	29 771	Sweden	,,	31 000

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: One available with capacity of 3,600 tons deadweight and a floating dock for vessels of 8,000 DW.
REPATRIATION: Can be arranged.
AIRPORT: 35 km. away from port. Regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: Christmas (2 days); Easter, April; 1st, 15th and 17th May; Whitsun 2 days; Sunday, Monday.
POLICE/AMBULANCE/FIRE: Police 27500; Ambulance 21–510; Fire 21–505.
SHORE LEAVE: Allowed.
AUTHORITY: Trondheim Havnekontor, tel. 28015–28016.
AGENT: Bachke & Company, Dronningensgt. 7, POB 609, 7001 Trondheim, Tel. (075) 20124. After office hours tel. (075) 59657. Telex: 55035. Cables: "Bacos".

VADSO: 70.04 N. 29.45 E.

DOCUMENTS:
Trade Certificate.
Tonnage Certificate.
Certificate of Nationality.
Number of Crew and Passenger Lists.
Customs and Health Documents.
Manifests and Bills of Lading.

PILOTAGE: Vessels approaching from sea and desiring Pilot should order at 24 hours notice and confirm arrival at Pilot Office, Vadso, at 2 hours notice. The advance order can be sent over coastal radio station to Pilot Office, the Harbour Master, Vadso, tel. Vadso 51235 or 51143. Harbour Pilot has to be taken on board in position Lat. 70° 45′ N. Long. 29° 41′ E.
ANCHORAGES: Anchorage for vessels up to 400 tons in basin, with depths varying between 14 and 21 ft. Larger vessels anchor W. of the mole in 16 to 20 m. Outer harbour inside breakwater, inner harbour, further to East. Entrance to inner harbour is by buoyed and lighted channel 1,560 ft. long and 115 ft. wide, this has been extended by the addition of a fishery basin 750 ft. long 800 ft. wide. Outer harbour is 1,000 ft. long, 700 ft. wide, depths 15 to 30 ft.
MAX. SIZE: Maximum length of vessel 300 ft. and breadth 45 ft. Draft 16 ft. Ship about 3,000 gross reg. tons.
HEALTH: Health documents necessary.
RADIO: Call Vardo Coastal Radio Station, through which contact by telephone Agent or Harbour Master or Vadso Harbour.
STEVEDORES: Stevedores arranged. Agent telephone 51395 Vadso.
TANKERS: Only small tankers can discharge. Discharging berth only for 500 gross reg. tons tankers, draft 13 ft.
FUEL: Gas and diesel oil. Water available on all quays.
GANGWAY/DECK WATCHMEN: Watchmen necessary. Master can use ship's crew as gangway and deck watchmen. Not necessary to use watchmen from the Watchmen Service.
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirit: For 10 days, each crew 200 cigarettes, or 200 grams tobacco. ¼ litre spirit, for each crew member.
CONSULS: Finland, tel. 51225 Vadso.
REPAIRS: Only smaller types of deck and engine repairs are possible.
AIRPORT: Distance to airport by sea 24 miles. By bus 160 km. Airport served by regular airlines; SAS two flights per day.
TIME: Local time, GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 51271 or 51593 Vadso; Ambulance 51845 or 51691 Vadso; Fire 51122 or 51554 Vadso.
AUTHORITY: Harbour Authority, Harbour Master, tel. 51235 or 51143.

Ocean Island

OCEAN ISLAND: 00.52 S. 169.35 E.

DOCUMENTS:
Clearance from last overseas port.
2 Crew Lists.
4 Passenger Lists.
Bonded Stores List including Narcotics List (in duplicate).
Crew Store List (sometimes called search list or curio list).
4 Manifests.
1 International Health Declaration.
Documents to be completed when ship arrives Ocean Island:
List of unmanifested cargo; Passenger's Baggage Declaration, if any, 1 copy per passenger.

PILOTAGE: Pilotage available on request without charge and Masters advised avail themselves this service. Necessary that Masters, through Ocean Island Radio, inform telegraphic address "Phoscom Ocean" of ETA 48 hours before arrival, confirming or altering this 12 hours before arrival. Phoscom reply through Ocean Island Radio on receipt of second message giving time for vessel to close in to a half mile West of loading plants, where pilot will board. In case of adverse weather or congestion, Masters notified by radio or by VHF channel 16, 156·8 Mcs, with range of about 40 miles. Vessels handled inwards in daylight only, and should fly G flag when approaching island. A safe and clean pilot ladder should be provided, and a good lee made for pilot to embark.
ANCHORAGES: No anchorages available owing to extreme depths

of water. Vessels waiting normally drift off and return at daybreak or when instructed to do so.

RESTRICTIONS: Tide and draft have no bearing on entry but normal not to handle vessels into berth in darkness. However, vessels are unmoored at all hours.

MAX. SIZE: Vessels have been handled up to overall length of 575 ft. Beam should not exceed 75 ft., draft limitations 34 ft. 6 in.

HEALTH: Masters of vessels approaching Ocean Island required to send telegram addressed "Quarantine Officer, Ocean Island" within 24 hours of arrival. Telegrams should state name of last port, date, presence of any infectious disease. On receipt quarantine officer will send reply indicating whether or not pratique granted. It is still necessary to fill out International Declaration of Health and hand to Boarding Officer after berthing.

RADIO: Ocean Island Radio station call sign VQK. Daylight range not great but traffic may be passed through C2N Nauru. No radar at Ocean Island. VHF Channel 16 156·8 Mc/s.

TUGS: No tugs required for berthing.

BERTHING: Such special requirements which relate to berthing are contained in a Letter of Advice to Ship Masters issued by the BPC.

STEVEDORES: As stevedoring is carried out by Phoscom, no separate advice required. Loading rate of bulk phosphate is as high as 1,300 tons per hour.

MEDICAL: Medical treatment can be given on short notice. Limited hospital facilities available, and emergency surgery can be carried out. Smallpox vaccination required, and cholera if vessel from infected area.

TANKERS: Maximum length 600 ft., no draft restrictions. Eight-inch discharge line to shore storage tanks.

DENSITY: Normal salt water all states of tides.

FRESH WATER: Island water imported, and water will be supplied only in emergency.

FUEL: Island stocks are imported for use in phosphate industry, and only limited quantities of heavy fuel or diesel oil available in extreme urgency.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Carried out by crew.

CERTIFICATES: Deratisation certificate only.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or ½ lb. tobacco or 50 cigars for use on board; 25 cigarettes or 1 oz. of tobacco may be taken ashore for own personal consumption. Wine/Spirit, 1 bottle only for use on board; No bottles may be taken ashore.

CARGO GEAR: Cargo gear should be up to standard demanded in Australian ports.

IDENTIFICATION CARDS: Some form of identification, passport, discharge book, or identity card should be carried by crew members.

CONSULS: None.

REPAIRS: Small repairs such as welding, brazing, lathe work, etc., can be carried out, but only when essential to allow vessel to proceed on voyage. Main engines cannot be immobilised whilst the vessel moored to any section of buoy system.

DRY DOCKS: None.

REPATRIATION: Repatriation can be arranged. No facilities for crew changes.

AIRPORT: No airport at Ocean Island.

TIME: GMT plus 11½ hours.

HOLIDAYS: Christmas Day, New Year's Day, and Good Friday normally closed holidays. Other National holidays occur during year but normally work carries on, on these days.

POLICE/AMBULANCE/FIRE: All emergencies handled by Harbour Masters, one of whom remains aboard vessel throughout time vessel attached to mooring system.

TELEPHONES: Telephones are put aboard for use of island staff working vessel.

GENERAL: Shore labour normally boards vessel with pilot to assist in mooring to buoy system.

SERVICES: No special services available.

SHORE LEAVE: This may be granted at discretion of Master, but should in all cases terminate at 5 p.m.

PORT REGULATIONS: No vessel may immobilise main engines whilst moored to buoy system. Main engines should be on instant readiness, deck power should be available at all times, and vessel must proceed to sea when instructed to do so by Harbour Master.

DELAYS: Normally no delays expected. Vessels could wait a day, or possibly two due to port congestion, but this seldom happens, delays can occur due to adverse weather, duration of which unpredictable.

AUTHORITY: The Harbour Master, appointed by The British Phosphate Commissioners, Ocean Island. Telegraphic address Phoscom Ocean Island.

Oman, (Sultanate of)

MINA-AL-FAHAL: 23.39 N. 58.32 E.

DOCUMENTS:

2 copies Crew Lists.
2 copies Medical Attendance Forms required for ship's crews visiting doctor.
1 copy Arrival Report form (supplied by Berthing Master).
2 copies Maritime Declaration of Health.
3 copies Mail Lists.

PILOTAGE: The Berthing Master will board incoming tankers in a position with Fahal Island lighthouse bearing 285° from seaward distance 2 miles. Tanker should arrive at this position, make a good port lee, and take way off.

Harbour steaming is deemed to start at this point. The port side derrick should be rigged and crew standing by at the derrick ready to lift the mooring equipment from the launch when the Berthing Master comes on board.

The pilot access should be in good condition, clean and ready on the port side. Tankers of 70,000 tons summer deadweight and above in ballast or partly loaded condition should have either a pilot hoist or a combination of accommodation ladder and pilot ladder rigged.

ANCHORAGE: If a tanker is required to anchor this information will be passed on the VHF radio. The normal anchorage position for tankers is 1 mile E.S.E. of Fahal Island. A prohibited area is enclosed by the parallel, 23° 40′ N., and the coastline and the meridians 58° 30.8′ E., and 58° 32.2′ E. This area should not be entered unless a Berthing Master is on board.

RESTRICTIONS: Open sea approaches.

MAX. SIZE: No length limitation. Draft up to 72 ft. Tankers up to 280,000 dwt. can be accommodated.

HEALTH: When advising ETA, include in message whether any sickness on board.

RADIO: ETA messages should be sent to Petro Muscat via Muscat Radio. If no contact can be established with Muscat Radio, the message should be sent through an alternative coast station such as Bahrain Radio.

The message should contain the following information.

(*a*) ETA in local time and date in plain language to avoid mutilation.
(*b*) Whether there is any sickness on board.
(*c*) Whether any crew require medical treatment and very briefly the nature of the complaint.

VHF communications should be established as early as possible with station, call sign Fahal Control on Channel 16. The range of the station is approximately 50 miles but may be reduced to 20 miles when approaching from the Eastwards, due to screening effect of the mountains. A 24-hour watch is maintained by this station which uses Channel 20 as a working frequency, which can also be used for telephone link calls.

The mooring launches are equipped with Channel 16 and a Working Channel 6, call sign Fahal Pilot.

TUGS: None available and not required.

BERTH DESCRIPTION: Three single buoy moorings with floating hose strings.

SBM Nos. 1 and 2. Two by 810 ft., 20-in. crude oil hoses, reduced to 16 in. at manifold connection; two by 840 ft., 8-in. bunker fuel hoses terminating in single hose for manifold connection.

SBM No. 3. Two by 720 ft., 8-in. hoses terminating in a single hose for manifold connection.

Loading Rates. Crude oil loading is by gravity only. Bunker fuel delivered by pumps. Max. crude loading rates up to 9,000 t.p.h. Bunker fuel discharging rate up to 3,000 t.p.h. at Berth No. 1. Bunker fuel loading rate up to 500 t.p.h. at all berths.

BERTHING: Vessels berth head on to buoy. Two 12 in. 110 ft. (150 ft. at SBM No. 1) nylon lines from buoy are secured on forecastle head, using equipment provided by Terminal. A suitable messenger rope should be ready for use (provided by the ship). No moorings aft. Berthing Master will advise mooring procedure.

HOSE CONNECTIONS: Amidships. Derrick must plumb over manifold and have minimum SWL 5 tons with equipment in good condition. Any reducers required will be supplied by Terminal. Connecting and disconnecting by ship's personnel with advice from Berthing Master's Assistant.

BALLAST: No facilities for reception of dirty ballast.

Tankers should arrive with clean ballast, lines and pumps and no oil should be released into the sea.

MEDICAL: Medical treatment can be given by Petroleum Development (Oman) Ltd.'s medical staff to crews of ships on Time Charter to Shell International Marine on ships using P.D. (O) Ltd.'s tanker agency facilities. A charge of R.S. 25 is made per round trip for launch hire and transport facilities. No dentist is available. Emergency treatment only can be carried out at the P.D. (O) Ltd. Hospital.

REPAIRS: It is not permitted to immobilise main engines whilst moored to the SBM's; under no circumstances should the propeller be turned in the ahead direction.

DENSITY: Approximately 1026.

FRESH WATER: Not available.

FUEL: Fuel oil only available. Lubricants, quantity limited, supplied in drums only.

REPATRIATION: Crew changes and repatriation are not practicable at this port owing to complicated visa formalities.

TIME: GMT plus 4 hours all year round.

SHORE LEAVE: Not possible.

GENERAL: *Liquor.* Trading in liquor strictly prohibited and no alcoholic drink should be offered to Arab nationals.

Cargo Ships. Will anchor in one of following positions: (*a*) Fahal Island bearing 340 degrees (True) distance two miles. Water depth 42 ft. (*b*) Fahal Island bearing 350 degrees (True) distance 1¾ miles. Water depth 42 ft. (*c*) Fahal Island bearing 340 degrees (True) distance 1½ miles. Water depth 57 ft. The Portmaster will allocate an anchorage to incoming vessels.

AUTHORITY: Petroleum Development (Oman) Limited, PO Box 81, Muscat, Sultanate of Oman. Cables: "Petro Muscat". Telex: Muscat Petro MB212.

AGENT: Petroleum Development (Oman) Ltd., will act as Agent. Also see "Muscat".

MUSCAT: 23.37 N. 58.36 E.

DOCUMENTS:
Required on Arrival:
2 Copies Crew List.
1 Copy Maritime Health Declaration form with ports of call from commencement of voyage.
1 Copy Vaccination List.
3 Copies Passenger List.
3 Copies in transit Passenger List.
2 Copies Cargo Manifest.
3 Copies Hatch List.
To be airmailed in advance:
7 Copies Cargo Manifest.
1 Copy Freight Manifest.
1 Stowage Plan.
PILOTAGE: None available.
ANCHORAGE: In Muscat bay with Lighthouse (Fl. every 6 sec.) bearing 90° true.

Leading line is formed by a red light on a flagstaff and a white light, situated at a wall behind this flagstaff. The wall is built in a V shaped opening in the mountain. Both flagstaff and wall can be easily spotted.

It is not advisable for a large ship to proceed further into the bay. Ships, anchored in the above-mentioned position, are well sheltered from all winds, except those from Northerly direction.
RADIO: Muscat Radio keeps a listening watch on the international R/T call frequency of 2182 KHz. This service is available during the period 08.00–14.00 and 15.30–18.00 local time, Saturday/Thursday and 08.00–14.00 on Friday. Range 200 miles.
TUGS: None available.
BERTHING: All the import cargo is discharged at anchorage. Vessels anchor at the entrance of the bay ½ mile off shore.
STEVEDORES: The labour position is fair, except in the date-picking season June to August.

Total of 9 barges are available for landing cargo ex vessels. Landing rates Bagged cargo: 4/600 tons per day; general: 200 tons per day; timber 100/150 tons per day during fair weather provided no congestion on jetty or in the bay and if cargo stowed in more than three hatches.
Working Hours: From sunrise to sunset.
FRESHWATER: Not available.
FUEL: Heavy fuel oil is available at Mina Al Fahal but for tankers only, stem should be made through Shell London. However, this facility in emergency cases is made available to dry cargo vessels provided that the vessel is able to go alongside the buoy by herself. Lub. oil and gasoil drums are available to all vessels.
WATCHMEN: A Customs watchman will be present on board throughout the stay of the vessel in port, and the vessel must provide him with food and accommodation during the stay. The same is applicable in the case of tally staff.
MEDICAL: There are already three hospitals in Mutrah/Muscat fairly equipped and employing foreign qualified doctors.
CUSTOMS ALLOWANCES: As per rules, vessels calling Muscat or Mina Al Fahal will not entertain any visitor on board with alcoholic drinks irrespective of his nationality or status. Also prohibited is the use of alcoholic drinks by the officers and crew in the open. However, they are allowed to do so in their cabins.
SHORE LEAVE: Not allowed.
REPATRIATION: Crew changes and repatriation not practicable at this port owing to complicated visa formalities.
TIME: GMT plus 4 hours all year round.
AUTHORITY: Director General of Customs, Muscat.

AGENT: Gulf Agency Co. (Oman) Limited, POB 1033. Mutrah, Sultanate of Oman. Tel. 401 or 221. Telex: Muscat MB–220, Cables: Confidence Muscat. VHF Radio Channel 6, call sign "Bhacker".

MUTRAH (Mina Qaboos):

Port under construction.

DOCUMENTS, and all general information, refer to 'Muscat'.
DEVELOPMENTS: The first stage provided for the construction of two lighter berths of 1,000 ft. total length, with 14 ft. depth at LWS; a rock armoured breakwater approximately 1,500 ft. long for the protection of the lighter berths two transit sheds 250 ft.×80 ft. Administration Building, Passenger Building, Police and Dock Harbour Office and Ancillary Services. This is now complete.

The second stage will include the construction of a 2,300 ft. long rubble mound breakwater, armoured with 15 ton concrete armouring units on the seaward side; eight berths of a total length of 5,000 ft. with a water depth varying from 24 ft. (min) to 48 ft. (max), which includes a berth 750 ft. long with a 33 ft. average depth with open handling facilities suitable for large pipes and other bulky cargoes, this berth could also be developed for handling container traffic.

The new port will come into operation fully in second half of 1974, but ocean going vessels should be able to berth from the latter part of 1973.

AGENT: See Muscat.

Pakistan

KARACHI: 24.52 N. 67.00 E.

DOCUMENTS: *Required before vessel's arrival:*
2 copies Freight Manifest.
2 sets Bills of Loading.
3 copies Stowage Plan.
2 copies Passenger manifests.
3 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
6 copies Passenger Lists.
With vessel:
2 copies Cargo manifest.
Last Port Clearance Certificate.
6 copies each Passenger List, disembarking and transit.
2 copies List of favour parcels.

The following special Pakistan forms are brought on board by Agent for completion on arrival:
2 Customs Arrival Reports.
2 Opium and Dangerous Cargo Certificates.
2 Ship's Currency Lists.
6 Deck Cargo Certificates.
1 Company's Arrival Report.
1 Ship's Crew Advance (if required).
1 Expiry date of Ship's Certificate.
1 Same Bottom or Intransit Cargo.
1 Water Indent.
*10 Crew Lists.
3 Stores Lists.
3 Property Lists.
7 Cargo Gear Information Forms.
* If this is ready prior to arrival, please attach to this form.

PILOTAGE: Pilotage is compulsory for ship of 200 nrt and upwards. Pilot boards at the Outer Anchorage.

Vessels are piloted day and night, subject to tides, length and draft, to berths lying on the East and West of the fairway, which is 4·27 miles long. Pilotage distance is about 5 to 6 miles.
ANCHORAGE: Outer Anchorage where ships await berth safe except during the S.W. monsoon from mid-May to September. During monsoon no anchorage is recommended. Vessels should anchor a safe distance outside the breakwater within Lighthouse bearings 045 and 025. Depth of water at the anchorage is about 9 fathoms.
RESTRICTIONS: Datum depth is 27 ft. A draft over 32 ft. is not recommended due to varying depths at berths, and siltation in the ship channel.

Berthing at any time, except vessels with bridge aft which permitted daylight only.

Sailings permitted during flood tide only. Tankers with LOA over 525 ft. Permitted to sail on flood tide during daylight hours only. Vessels with bridge aft permitted to sail on flood tide during daylight hours only.
MAX. SIZE:

	Length	*Draft*
Bulk carriers and general cargo (dry cargo)	945 ft.	32 ft.
Bulk oil tankers, white oil product	525 ft.	32 ft.
Bulk oil tankers, black oils.	650 ft.	32 ft.

PRATIQUE: The Port Health Authorities give automatic clearance on receipt of a "clean" standard quarantine message and this will be conveyed by the Pilot. However, ships from Yellow Fever areas must be cleared during daylight hours by the Port Health Officer on arrival alongside. On sailing to ports outside India and Pakistan, a medical inspection takes place on the day before sailing. It is, in theory, necessary for a members of the crew to be present at this inspection, although usually the inspection is only a formality. All vessels required obtain Immigration Clearance on arrival.

All vessels which have touched any port or ports between Port Sudan and Durban, on the East Coast of Africa, including these ports, are considered "suspected" vessels on account of yellow fever and jigger and may not have communication with the shore till cleared at berth by the Port Health Office, who attends only between sunrise and sunset, except in special circumstances. The incubation period for yellow fever under the rules is given as 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for jigger.
RADIO: Port Authorities equipped with VHF radio-telephone, calling Channel 16, working Channel 12. Control Station call sign "Manora Pilot Control".

Vessels should establish radio contact with control station as soon as they are within VHF range.

Use of Channel 12 is restricted to the following: Ships while entering harbour are to maintain watch on Channel 12 as soon as pilot boards. Ships in harbour scheduled to sail are to keep a listening watch half an hour before sailing till their clearance from the port.
TUGS: Towage is rendered by Port Trust tugs on signal from Pilot. Towage is not provided outside the breakwater except in very special circumstances at the direction of the Deputy Conservator. There are 7 diesel tugs, all owned by the Port Trust.
BERTHING: *East Wharf:* Seventeen berths, total quayage 8622 ft. Berth Nos. 5 to 17 are on a concrete quay wall of the latest type. All berths are rail-served. Berth lengths vary from 430 ft. to 550 ft. and depths from 26 ft. to 32 ft.

West Wharf: Seven berths on a concrete quay wall. There are

three berths of 575 ft. and one of 600 ft. Depths vary from 31 ft. to 32 ft.

Bulk Oil Pier and Extension: Three berths, 403 ft., 664 ft. and 1,000 ft. with depths of 29 ft. 3 in., 31 ft. 0 in., and 36 ft. 0 in. respectively. Berths lie in a North-South direction on the Eastern edge of the channel.

Lighterage Berths: Two lighterage berths of 600 ft. length each. These berths have depths of 24 ft. alongside, and can easily accommodate small medium draft sea-going ships.

STEVEDORES: Working Hours: Monday through Thursday and Saturday, day shift: 0730–1130 and 1230–1630. On Fridays day shift: 0730–1230 and 1400–1630. Mondays through Saturday, night shift: 1900–2300 and 2300 to 0330 next day.

Overtime periods: 0330–0630, 1130–1230, 1630–1830.

TANKERS: Mineral oils discharged at the Bulk Oil Pier, three berths, and at West Wharf berth 20. Heavy grades may be discharged at the steamer wharves but dangerous petroleum only at the Oil Pier.

Vegetable oils are handled at both the terminals mentioned above, and at East Wharf berth 9.

Slop reception facilities: Not available.

FRESH WATER: Available ex-wharf or by barge.

FUEL: In addition to coal, three grades of petroleum are available-furnace oil, light diesel oil and high speed diesel oil. Furnace oil can be supplied by pipeline at all berths Light diesel only at berths 1 to 4 At other berths supply is made by tank wagons and lorries. Large quantities can be supplied by pipeline at the Bulk Oil Pier only.

REPAIRS: Repairs can be carried out at the anchorage except in the monsoon season. Two ship repair jetties are available in the port. In addition, Karachi Shipyard and Engineering Works Ltd. provide all kinds of repair and ship-building facilities.

DEVELOPMENTS: 1. Dredging and widening and deepening of channel to 34 ft. below datum.

The scheme for the provision of 4 medium draft berths in continuation of the lighterage berth and 4 more berths in line with the Oil Pier is under construction.

HOLIDAYS: Eid-ul-Azha; Muharram; Defence of Pakistan Day (23rd March); Eid e Miland un Nabi; Independence Day (14th August) Defense of Pakistan Day (6th September); Jamat-ul-Wida; Eid-ul-Fitr; Anniversary of Death of Quaid-e-Azam; Christmas Day (25th December).

TIME: GMT plus 4½ hours all year round.

AIRPORT: Karachi Airport, seven miles from city. International connections to all parts of the world.

SHORE LEAVE: Shore passes are granted by Immigration Authorities when they first go on board and must be returned on departure of the vessel. These passes permit entry/exit to the docks until 11 pm. This latter regulation is not strictly enforced.

Indian crew are not allowed ashore except in emergency. An Immigration policeman will remain on board in port where Indian crew are carried. This policeman will ask for some sort of accommodation. This need only be given if it does not cause inconvenience to the ship.

AUTHORITY: Karachi Port Trust, POB 4725. Cables: "Porttrust Karachi".

Panama

ALMIRANTE (Chiriqui): 09.17 N. 82.23 W.

DOCUMENTS:

Clearance from Last Port.
Health Declaration.
1 Vaccination List.
10 Crew Lists.
6 Passengers Lists (or negative).
6 Ship's Provisions Lists.
6 Cargo Manifests (or Manifest of Ballast).
(Crew Personal Effects declaration is not required.)

PILOTAGE: Pilots are stationed at Boca del Toro town. There are three Pilots, working on daylight only. Pilotage service is compulsory, and arranged by the Agent. Three long blasts to call the Pilot on arrival. Pilot ladder on port side. The small pilot launch meets vessels off Cape Toro. This launch is white wooden hull, with a "P" on her bows. Speed limitations from Cape Toro to Mangrove Pt. due to depth. Pilot will remain on board until vessel leaves.

ANCHORAGE: It is recommended with Cape Toro bearing from 150 to 180 degrees and eight cables off.

RESTRICTIONS: Draft up to 22 ft. Minimum depths between buoys "A" and "B", 28 to 29 ft. Normal head swell about 5 ft.

HEALTH: Pratique given by doctor who boards on arrival. In case suspected disease on board, radio Agent in advance, advising details.

RADIO: Cables to and from Agent, via stations operated by Tropical Radio Telegraph Co., preferably Ojus Radio/WAX or WNU. VHF – not available.

TUGS: Not available.

BERTHING: One banana pier, 650 ft., with four elevators. One general cargo pier, 350 ft. Starboard side alongside. Maximum draft alongside these piers 32 ft., but draft limited to 26 ft. at the entrance (Boca del Toro).

STEVEDORES: Agent has responsibility of making all arrangements for loading and unloading, stevedores working around the clock.

FRESH WATER: Fresh water is limited. It is restricted from December to April. Loading rate from the quay 2 tons per hour.

FUEL: Not available.

REPAIRS: No repairs can be carried out.

FRESH PROVISIONS: It is almost impossible to get them.

TIME: GMT minus 5 hours.

CONSULS: The following countries are represented: Costa Rica, El Salvador, Honduras and Nicaragua.

MEDICAL: All facilities available.

CUSTOMS ALLOWANCES: No restrictions as far as nothing is taken out the vessel.

TELEPHONES: Not available.

OPENING/CLOSING HATCHES: Performed by ship's crew or stevedores if required.

GANGWAY/DECK WATCHMEN: Available from shore if required.

DENSITY: About 1005.

SHORE LEAVE: Allowed, no restrictions.

POLICE/AMBULANCE/FIRE: Telephone on the quay, connected to the exchange.

REPATRIATION: Can be arranged without difficulty.

AIRPORT: Domestic flights airport about 20 km. distance.

AUTHORITY: Capitania del Puerto.

BALBOA: Canal Zone, 08.58 N. 79.34 W.

(N.B. For items not listed below, see "Panama Canal".)

RESTRICTIONS: Port open throughout 24 hours.

MAX. SIZE: Harbour limitations generally unrestricted as to length and beam. Depth about 40 ft. low water. Vessels in excess of 38 ft. 6 in. draft not handled during period 2·5 hours before and 2 hours after low water.

Tankers working cargo restricted to 700 ft. length and 36 ft. salt water draft.

TUGS: Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.

BERTHING: No specific requirements as to arrival times. Nine berths available.

(Pleasure yachts under 65 ft. length, may be permitted to dock at Panama Canal Yacht Club or Balboa Yacht Club after clearance by boarding officer and after Master has received permission from Port Captain, Customs authoririte and Yacht Club officials concerned. Chief Customs Inspector shall have authority to grant or deny such permission at his discretion.)

Rodman Naval Station: Piers can accommodate vessels of 700 ft. length and up to 39 ft. draft for oil discharge, bunkers or stores.

Panama Canal Co. Dock

Dock	*Usable length*	*Maximum S.W. draft*
4	492 ft.	30 ft.
6	742 ft.	36 ft.
7	1,058 ft.	34 ft.
8	470 ft.	26 ft.
14	775 ft.	36 ft.
15	1,146 ft.	40 ft.
16	742 ft.	38 ft.
18	500 ft.	39 ft.
18	500 ft.	35 ft.
18	1,000 ft.	40 ft.

STEVEDORES: Endeavour arrange arrival to avoid cost of "stand by" as Agent arranges gangs for 07.00 or 17.00 commencement.

TANKERS: One berth for vessels up to 40 ft. draft.

FRESH WATER: Available.

FUEL: Bunker "C", diesel, light fuel and light diesel available at Government wharves from commercial companies. Rate of delivery 2,000 bbls. per hour.

REPAIRS: Emergency repairs possible.

DRY DOCK: Length 1044 ft., generally reserved for Canal Company vessels, but arrangements may be made for emergency dry-docking.

POLICE/AMBULANCE/FIRE: Emergency tel. 110; routine Police business 2–1277.

TELEPHONES: May be placed aboard through arrangement with Port Captain.

SHORE LEAVE: Generally permitted.

CUSTOMS: Customs and Immigration Inspection Service available Monday to Saturday from 07.00 to 17.00. Charges for such service after hours and on Sundays and holidays set forth in Panama Canal Tariff. Number of inspectors required will be determined by Chief Customs and Immigration Inspector of port.

DELAYS: Delays in berthing, load or discharge or bunkering are minimal and infrequent. Eight hours is considered excessive.

AUTHORITY: Panama Canal Company, Balboa Hts., Canal Zone. Cable "Pancanco". Captain of the Port (Balboa): tel. 2–2631.

AGENT: C. Fernie & Co., Inc. PO Box 212. Cable Address: "Fernie–Balboa". Also VHF. Telephone Nos.: Balboa 1657–1371. After office hours telephone numbers: Panama 24–9091, Panama 24–9803.

All correspondence should be addressed to Cristobal, Canal Zone.

COLON: Canal Zone 09.21 N. 79.54 E.

DOCUMENTS, and all general information, refer to "Panama Canal".

MAX. SIZE: Colon Harbour restricted to vessels with draft of 31 ft. or less. Draft 30 ft. if vessel's LOA exceeds 650 ft.

FUEL: Delivered by barge from Refineria Panama.

CRISTOBAL: Canal Zone, 09.21 N. 79.54 W.

(N.B. For items not listed below, see "Panama Canal".)

PORT LIMITS: Ship's arrival time is normally determined by their passage between the breakwater lights. Those that anchor outside the breakwater by arrangement with the Port Captain are timed as arrived when they drop anchor.

PILOTAGE (also see "Panama Canal"): Pilotage into Cristobal not compulsory, although services of Pilot outside breakwater are available on request.

Vessels arriving outside Cristobal Breakwater who have requested an outside Pilot are required to *heave to and make a good lee.*

A pilot ladder rigged with appropriate spreaders and well illuminated at night to be provided by vessel. Accommodation ladders not acceptable for embarking Pilots outside breakwater.

ANCHORAGE: Vessels will ordinarily proceed to anchorage area according to length and draft unless otherwise directed. Arriving vessels expected anchor as far to South and inward from main channel in their anchorage area as is consistent with safety. Vessels anchoring in non-designated areas may be required to move.

Anchorage Area "A". For all ships with a deep salt-water draft of not less than 34 ft. and not in excess of 39 ft. Minimum charted depth is 40 ft.

This area starting at Lat. 9° 23′ 21″ N., Long. 79° 55′ 21″W.,
thence to Lat. 9° 22′ 48″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 22′ 14″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 21′ 56″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 21″ W.,
thence due North to starting-point. However, restricted area North and East of Buoy 2, as charted, must be observed. Explosive sector charted in this area to be avoided whenever possible.

Anchorage Area "B". For all ships with salt-water draft under 32 ft. Minimum depth is 29 ft. Explosive sector restricted to vessels carrying explosives or specially designated vessels. All ships of such length as to under no circumstances swing into Anchorage Area "A".

This area starting at Lat. 9° 22′ 48″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 22′ 32″ N., Long. 79° 56′ 41″ W.,
thence to Lat. 9° 21′ 42″ N., Long. 79° 56′ 41″ W.,
thence to Lat. 9° 21′ 52″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 56″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 22′ 14″ N., Long. 79° 56′ 15″ W.,
thence due North to starting-point.

Anchorage Area "C". Required pilotage waters for inbound vessels.

This area starting at Lat. 9° 21′ 25″ N., Long. 79° 55′ 21″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 20′ 48″ N., Long. 79° 55′ 57″ W.,
thence to Lat. 9° 20′ 27″ N., Long. 79° 55′ 21″ W.,
thence due North to starting-point. Restricted area East and South of Buoy 2, as charted, must be observed.

Anchorage Area "D". For all ships of over 350 ft. in length and a deep salt-water draft of less than 35 ft. except where minimum charted depth is 32 ft.

This area starting at Lat. 9° 23′ 19″ N., Long. 79° 55′ 15″ W.,
thence to Lat. 9° 22′ 55″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 02″ N., Long. 79° 54′ 55″ W.,
thence to Lat. 9° 22′ 02″ N., Long. 79° 55′ 15″ W.,
thence due North to starting-point.

Anchorage Area "E". For all ships less than 350 ft. and small craft. Minimum charted depth of water is 24 ft.

This area starting at Lat. 9° 22′ 55″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 27″ N., Long. 79° 53′ 54″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 53′ 54″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 54′ 21″ W.,
thence due North to starting-point.

Anchorage Area "F". For small craft and yachts. Pilotage for this area will be decided by Cristobal Port Captain, based on merit of each individual case. Under no circumstances may a vessel proceed to this area prior to being cleared by Boarding Officials. (Bounded by Channel Buoy "3" by a direct line through Buoys "A," "B," "C," "L4," "L2" and return to Buoy "3".)

Prohibited Anchorage. Eastern side of channel, Canal Zone waters South of Lat. 9° 22′ 02″ N. to Mole Buoy in order to give clear access to Colon Harbor. Also, no vessel or craft may proceed south of Lat. 9° 21′ 25″ N. prior to being cleared by Boarding Officials. No vessel may anchor with any part of the vessel in the main channel or closer than 300 yards to either East or West breakwater lights.

In cases due to harbour congestion, any vessel may be directed to anchor to Westward outside breakwater entrance and given an order as to the time it is to pass through the breakwater entrance.

RESTRICTIONS: Port open throughout 24 hours.

MAX. SIZE: Harbour limitations generally unrestricted as to length and beam. Draft 40 ft.

RADIO: The Port Captain may be contacted via VHF Channel 12. Commercial telephone calls and messages to Agents may be made via Panama Radio, VHF Channel 16.

TUGS: Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.

BERTHING: No specific requirements as to arrival times. Fifteen cargo and bunkering berths.

STEVEDORES: Endeavour arrange arrival to avoid cost of "stand by" as Agent arranges gangs for 07.00 or 17.00 commencement.

TANKERS: Four berths available.

FRESH WATER: Available from piers.

FUEL: Bunker "C", diesel, light fuel and light diesel available at Government wharves from commercial companies. Rate of delivery 2,000 bbls. per hour.

The Southern part of Anchorage C, Cristobal Harbour, has been designated a limited bunkering area for vessels whose draft is too great to use the East breakwater bunkering area.

A large mooring buoy has been placed there. Vessels will anchor and use the buoy as a stern mooring.

Pilotage is compulsory out and into this area for vessels and bunkering barges.

REPAIRS: Emergency repairs possible.

DRY DOCK: Length 386 ft., breadth 60 ft., depth over blocks 20 ft. 6 in. MLW.

POLICE/AMBULANCE/FIRE: Emergency number 110. Routine Police business 3–2111.

TELEPHONES: May be placed aboard through arrangement with Agent.

SHORE LEAVE: Generally permitted.

CUSTOMS: Customs and Immigration Inspection Service available Monday to Saturday from 07.00 to 17.00. Charges for such service after hours and on Sundays and holidays set forth in Panama Canal Tariff. Number of inspectors required will be determined by Chief Customs and Immigration Inspector of port.

DELAYS: Delays in berthing, load or discharge or bunkering are minimal and infrequent. Eight hours is considered excessive.

AUTHORITY: Panama Canal Company, Balboa Heights, Canal Zone. Captain of the Port (Cristobal), tel. 3–1639.

AGENT: C. Fernie & Co., Inc. PO Box 5042, Cable address: "Fernie-Cristobal". Telephone Nos.: Cristobal 1772–1295–2914–2128. Telex Nos.: ITT–3482020, TR–9211 "Fernie Pa". Also VHF. After office hours telephone numbers. Cristobal 2468, Cristobal 2568.

PANAMA CANAL (entering **Cristobal** or **Balboa**)

BOARDING OFFICER: Arriving vessels will be boarded upon arrival inside the breakwater at the Atlantic entrance or off the seaward end of the dredged channel at the Pacific entrance by a Canal boarding officer in accordance with procedures and boarding hours established for the boarding of vessels at the respective ports by the Canal authorities.

Vessels shall be entered at Canal Zone port of arrival by boarding officer and it is not necessary for masters to come ashore for that purpose. A transiting vessel entered at Balboa is required to clear from Cristobal, and vice versa.

Anchoring to await boarding officer: When a vessel is not boarded immediately on arrival, it shall anchor in the appropriate, designated anchorage area and await the boarding officer. See "Anchorages".

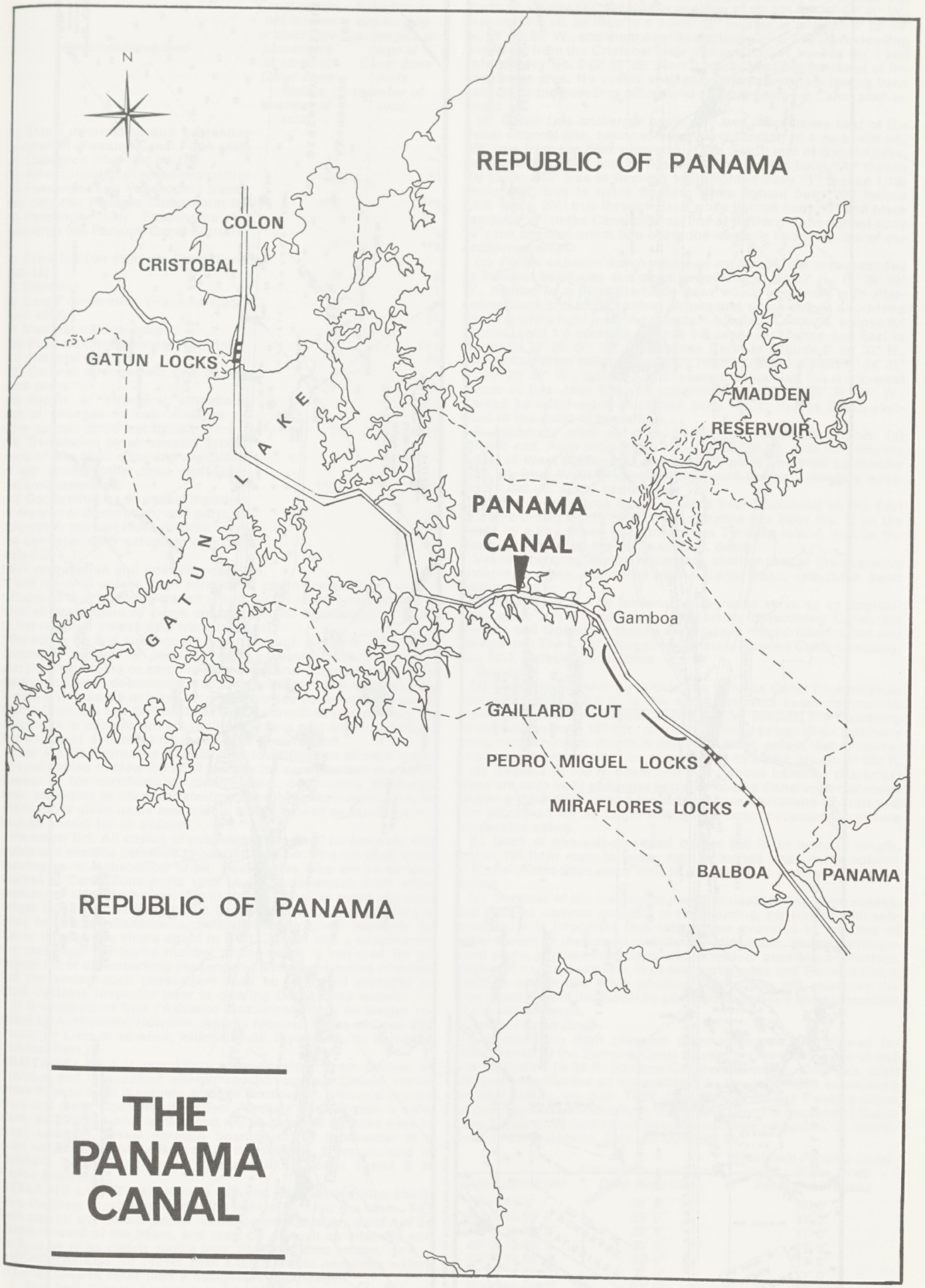
VESSEL'S IDENTIFICATION: Every vessel shall hoist its signal letters when approaching and entering a terminal port, and those arriving at night shall promptly signal their names by flashing light to the signal station. This communication of the vessel's name by signal letters or flashing light is mandatory even though the vessel communicates by voice radio. (Also see "Radio".)

OIL POLLUTION: Every vessel subject to the Federal Maritime Commission's oil pollution financial responsibility requirements must maintain on board and make available to Panama Canal Company boarding Officers the original or copy of its certificate. Any vessel that does not have the necessary certificate on board will not be permitted to transit the Panama Canal.

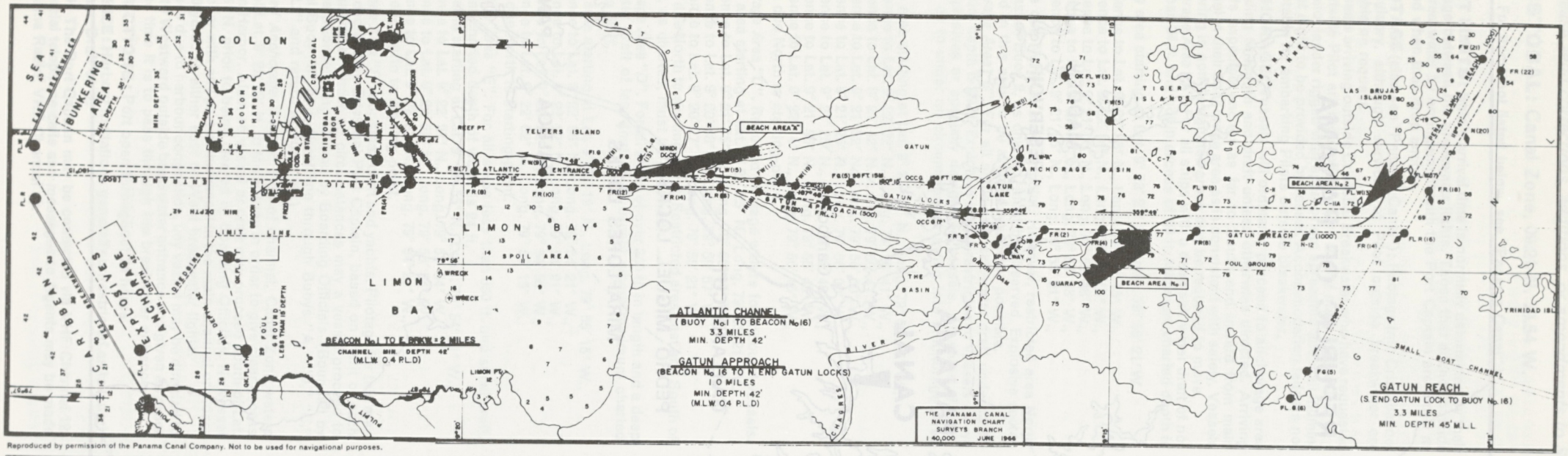
ORDER OF TRANSIT: Canal authorities may dispatch vessels through Canal in any order and at any time they may see fit. Priority of arrival at a terminal does not give any vessel the right to pass through the Canal ahead of another that may arrive later, although order of arrival will be a consideration in determining order of passage.

N.B. A vessel in excess of 150 ft. in length that is not equipped with properly operating rudder-angle and engine-revolution indicators so located as to be readily visible to a pilot on the bridge, will be subject to delay in transiting to the extent the Canal authorities deem necessary or appropriate in order to minimize, in the light of the type and volume of Canal traffic and of other factors relating to the safety of Canal operations, the increased hazards of navigation resulting from failure of the vessel to be so equipped. (In practice this regulation is thought to require that the indicators should be located on wings of bridge as well as inside wheelhouse for vessels over 80 ft. beam.)

DOCUMENTS: All documents listed below shall be ready for immediate delivery to boarding officer when he boards vessel upon each arrival of vessel in Canal Zone:



THE PANAMA CANAL



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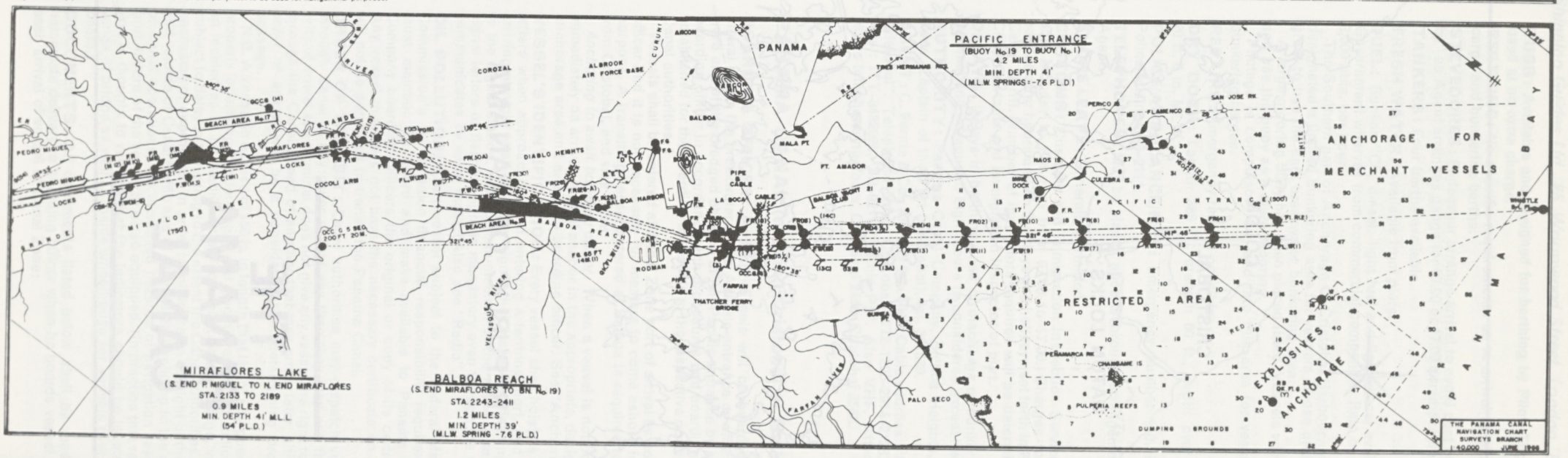


Documents required	From ships which transit Canal but do not take on or discharge passengers or cargo at Canal Zone ports (number of sets)	From ships taking on or discharging passengers or cargo at Canal Zone ports (number of sets)
(1) Ship's information and quarantine declaration (Panama Canal Form 4398)	1	1
(2) Clearance from last port	*1	*1
(3) All certificates of a sanitary nature	*1	*1
(4) Passenger list: Passengers transiting only (on Panama Canal Form 20)	**2	**2
(5) Passenger list: Passengers for discharge (on Panama Canal Form 18–9)	0	**4
(6) Crew list (on Panama Canal Form 1509–10)	2	2
(7) Store list	†1	†1
(8) Cargo declaration (Panama Canal Form 4363)	1	‡1
(9) Manifest of local cargo	0	4
(10) Panama Canal tonnage certificate	1	††1
(11) National register	*1	*1
(12) General arrangement and engine room plans	‡1	††1
(13) Report of structural alterations and of changes in use of tanks or other spaces since last transit	1	††1
(14) Declaration by all vessels except ships of war of all arms and munitions of war aboard other than explosives declared separately	**2	**2
(15) Declaration as to vessel's port(s) of departure, destination, and ports of call, within the last three months, with the corresponding actual or approximate dates	1	1

* For examination and possible retention.
** Not required unless such persons or cargo are carried.
† Required if ship during transit is laid up for repairs, regardless of whether passengers or cargo are taken on or discharged.
†† Not required unless ship transits Canal.
‡ For taking up and subsequent return through Agent or otherwise.

Documents required at ports. In case a vessel takes on or discharges passengers or cargo at only one Canal Zone port and does not transit Canal, documents indicated in column two are required. In case a ship docks or takes on or discharges passengers or cargo at both Cristobal and Balboa, or at a port other then port of entry, all documents in column two are required at first port and, in addition, four copies of document (9) required at second port.

Crew list. For purposes of additional identification of crew members, all copies of crew list shall include for each seaman the serial number of his certificate of identification, continuous discharge book, pass-port or other satisfactory identifying documentation. In addition, the given name and middle initial, as well as family name, shall be shown for all seamen.

Passenger list. All copies of passenger lists shall be accurate and legible and shall be delivered to boarding officer. The list shall show passengers in alphabetical order. Passengers who are to be discharged at Canal Zone ports shall be listed separately from other passengers aboard who are only to transit Canal. In event any passenger listed for discharge fails to disembark, or any passenger listed for transit disembarks, notice shall be given promptly by Master through his ship's agent to Port Captain and a supplementary passenger list (same number of copies as is required for an original list of disembarking passengers) showing required information concerning such passengers shall be furnished promptly to Chief Customs Inspector prior to clearing Canal Zone waters.

(It is understood that "Advance Documents" are no longer required by Authorities. However, Agents request copies of Crew and Passenger Lists in advance, which should, if possible, be airmailed from last Port.)

PILOTAGE: Pilot is mandatory entering either from Balboa or Cristobal and is supplied without special request. Should vessel desire Pilot to meet it outside Atlantic Breakwater, it should remain there and make signal to that effect. Vessels shall furnish a safe, clean, well-lighted pilot ladder, and will be required to make a lee in rough weather. Vessel normally boarded inside breakwater at a point north of the Mole Beacon at the Atlantic Entrance, and in Merchant Vessel Anchorage to seaward of Buoys 1 and 2 at Pacific Entrance.

STEERING LIGHT: All vessels with the bridge more than 250 ft. from the stem must have a steering light at or near the stem. The light may be any colour except white, green or amber, must not be visible forward of the beam, and must be of such an intensity and so fixed as to be clearly visible from the navigation bridge.

ANCHORAGES: No vessel shall anchor within navigable waters of Canal Zone in other than a designated anchorage.

1. *Merchant Vessel Anchorages.* (a) *Atlantic entrance merchant-vessel anchorage.* An area to the west of the Canal channel bounded as follows: Starting at a point "A", located in position 9° 21′ 25″ N., 79° 55′ 31″ W., and marked by gas buoy No. 2, thence 900 yd. 270° true to a point "B" located in position 9° 21′ 25″ N., 79° 55′ 58″ W., thence to lighted buoy "I", thence to lighted buoy "H", thence due North to a point "C" located in position 9° 22′ 07″ N., 79° 56′ 41″ W., thence 2,800 yd. 59° true to a point "D" located in position 9° 22′ 50″ N., 79° 55′ 29″ W., and thence to the starting-point. The line extending due West from the Cristobal Mole through lighted beacon No. 1 and lighted buoy No. 2 (9° 21′ 25″ North) marks the Southern limit of the anchorage area. No vessel shall pass this line without having been passed by the boarding officer and without having a Canal pilot on board.

(*b*) *Gatun Lake anchorage basin.* An area immediately East of the Canal channel line, bounded by a line extending to a point 450 yd., 120° true from the East wing-wall at the South end of Gatun Locks, thence 690 yd., 148° true to flashing white lighted buoy "A" thence 700 yards, 070° true to flashing white lighted buoy "1" thence 1,130 yards, 148° true to quick flashing white lighted buoy "3" thence 2,800 yards, 224° true through fixed white lighted buoy "5" and black can buoy "7" to the Canal channel line at flashing white lighted buoy "9"; the channel prism line being the westerly boundary line of the anchorage area.

(c) *Pacific entrance merchant-vessel anchorage.* An area bounded as follows: beginning at a point in position 8° 51′ 50″ N., 79° 30′ 00″ W., marked by a lighted whistle buoy which is painted with alternating black and white vertical stripes and which shows short-long flashing white light every 8 seconds, i.e. light 0.4 second, eclipse 0.4 second, light 1.6 seconds, eclipse 5.6 seconds; thence due East to longitude 79° 28′ 00″ W.; thence due North to latitude 8° 54′ 31″ N., thence due West toward Flamenco Island Light to a point 8° 54′ 31″ N., 79° 30′ 46″ W.; thence South-westward touching the North-west corner of San Jose Rock to position 8° 53′ 27″ N., 79° 31′ 23″ W., marked by canal-entrance lighted buoy No. 2; thence South-eastward to the point of beginning.

2. *Anchorage areas for ships loaded with hazardous cargoes.* (a) *Atlantic end.* Area included in rectangle 1,000 yd. wide immediately South of West breakwater, starting at a point on West breakwater 1,000 yd. from West Breakwater Light and thence extending westward 2,000 yd. along breakwater.

(b) *Pacific end.* Area South of Naos Island bounded on the East by a line drawn South (true) from entrance gas buoy No. 1; on the South by a line drawn east (true) from Tortolita Island, and on the North and West by the curve of 30-ft. depth.

Vessels carrying explosive cargoes shall anchor in the explosive anchorage areas, on arrival at the Canal Zone, and there await instructions.

MAX. SIZE: N.B. The following paragraphs serve as an approximate guide to permitted size of vessel in transmitting Canal, but Owners and Operators should always seek official clarification and ruling from: The Chief Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone.

1. *General*

(*a*) Based on experience to date, the Panama Canal Company has determined that 106·0 ft. is the widest extreme beam commercial vessel acceptable for regular transit. Wider vessels, not exceeding an extreme beam of 107·0 ft., may be permitted to transit on a delivery basis only. The max. length is limited to 900 ft. except that container or passenger vessels will be accepted up to a max. length of 950 ft.

(*b*) Vessels of 100 ft. beam and over, whose handling characteristics are such as to endanger herself, Panama Canal appurtenances and/or a third party, may have such further limitations of draft and trim placed on her as Canal Authorities deem necessary to ensure reasonable safety.

(*c*) Draft of non-self-propelled barges 550 ft. or more in length, and/or 100 ft. or more in beam, may be limited when in the opinion of Canal Authorities such limit is necessary to ensure reasonable safety.

(*d*) Because of the increasing need for despatching large vessels and tows as early as possible in the morning, consistent with safe practice, it is important that information provided in advance of initial transit of the vessel include capacity plans, general arrangement plans, engine-room plans and, whenever possible, photostatic copies of national register, load-line certificates and Panama Canal tonnage certificates. This advance information will minimise the time spent aboard the vessel by admeasurers before commencement of the initial transit.

2. *Initial Transit Draft*

The maximum draft (deepest point of immersion) allowed for initial transit of the Panama Canal (except for identical sister-ships) will be limited to 37 ft. Panama Canal fresh water. This max. draft will be further limited as necessitated by the draft limits established by bilge radius, the max. TFW draft allowed for the Panama Canal as promulgated periodically by the Marine Director because of Gatun Lake Level, or by limitations deemed necessary because of restrictions in the waterway. This will normally be:

Gatun Lake Level	Normal Panama Canal Draft Restriction	Maximum Panama Canal Fresh Water Draft For Initial Transits
Over 86′ 6″	39′ 6″	37′ 0″
86′ 0″ to 86′ 6″	39′ 0″	37′ 0″
85′ 6″ to 86′ 6″	38′ 6″	37′ 0″
85′ 0″ to 85′ 6″	38′ 0″	37′ 0″
84′ 6″ to 85′ 0″	37′ 6″	37′ 0″
84′ 0″ to 84′ 6″	37′ 0″	37′ 0″
83′ 6″ to 84′ 0″	36′ 6″	36′ 6″
83′ 0″ to 83′ 6″	36′ 0″	33′ 0″

3. *Maximum transit draft.* After initial transit made at, or less than, authorised initial transit draft, maximum draft for succeeding transits

will be maximum allowable Panama Canal fresh water draft for particular vessel, based on all relevant factors. After initial transit, Owners, Operators or Agents will request authorised maximum draft from the Chief, Navigation Division. This request will be returned with approved maximum Panama Canal fresh water draft stamped thereon.

4. *Transit drafts for sister-ships.* Identical sisters are not limited to initial transit draft established in paragraph 2. Transits of such vessels will be permitted at maximum Panama Canal fresh water draft authorised an identical sister, lake level permitting.

5. *Procedure to obtain initial transit draft allowances.* Shipowners, Operators or Agents who desire arrange initial transits in excess of 34 ft. Panama Canal fresh water draft must correspond with the Chief, Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone, not later than two weeks prior to loading vessel in order receive designated initial Panama Canal fresh water transit draft.

6. *Increased allowances for vessels with limited bilge radii.* A vessel whose Panama Canal fresh water transit draft allowance is restricted by her bilge radius, may install permanent fendering to keep vessel from touching lock-wall batters when alongside lock walls, providing maximum beam, including fendering, does not exceed 100 ft.

7. *Release from liability.* Masters of vessels will be required to execute a form, undertaking to release Panama Canal Company from liability in case of accident and to indemnify Company for damages sustained in following instances (because of additional draft allowances granted to transiting vessel, these releases are required, generally, on a one-time basis):

(a) When *maximum* tropical fresh water draft during an initial transit (not to exceed 37 ft.) is within 1 ft. 6 in. of authorised mean tropical fresh water load line of transiting vessel;

(b) When initial transit is being made by an identical sister ship at a maximum draft in excess of 37 ft.;

(c) When transiting vessel is equipped with permanent fenders to breast her off the lock-wall batters, until trial transits have proven permanent fenders satisfactory;

(d) When vessel permitted transit at draft greater than her allowed Panama Canal fresh water draft or her mean authorised TFW load line. Vessels over draft will be subject to denial of transit or delay to extent Panama Canal authorities deem necessary in light of traffic conditions and safety of Canal operations;

(e) When a vessel transits at less than the minimum drafts specified below:

Over 425′ up to 475′	8′ fwd. 14′ aft
Over 475′ up to 525′	18′ fwd. 20′ aft
Over 525′ up to 580′	20′ fwd. 22′ aft
Over 580′ up to 625′	22′ fwd. 24′ aft
Over 625′	24′ fwd. 26′ aft

HEALTH (also see "Radio"): 1. *Radio pratique.* The quarantine officer in charge may grant pratique by radio to a vessel upon basis of information regarding vessel, its cargo and persons aboard, received prior to arrival, when in his judgment, and in accordance with instructions by the Chief, Division of Preventive Medicine and Quarantine, entry of vessel will not result in introduction, transmission or spread of communicable diseases.

2. *Disease on board.* Master shall report promptly by radio to quarantine officer in charge at port of entry in Canal Zone, and wherever practicable not less than four hours before expected arrival, the occurrence or suspected occurrence of any communicable diseases:

3. *Quarantine declaration.* On arrival the master shall complete a maritime quarantine declaration on Canal Zone Government Quarantine Declaration form. The completed form shall be delivered to quarantine officer at time quarantine inspection is begun. Declaration shall also be signed by ship's surgeon if one is carried.

RADIO: Balboa Naval Radio NBA.

1. *Signal stations.* (a) Visual-signal stations established for communication on arrival Canal approaches by International Code and/or flashing light, at seaward end of Pier 6 Cristobal, and on Flamenco Island at Pacific entrance.

(b) Flamenco Island also contactable on VHF Channel 12 frequency 156·6 Mgs., and R/T 2182, 2638 and 2846 kc/s. – call letters WHC.

(c) Vessels of 85 ft. beam and above awaiting transit at Balboa anchorage should keep VHF radio watch on Channel 12 for transit orders.

(d) Arriving ships may communicate with Port Captain's Office, Cristobal through Cristobal Signal Station Radio communication is maintained on international maritime VHF Channel 12 (156·6 Mc/s.) through "Cristobal Radio".

2. *Advance information required by radio from vessels approaching Canal.* Vessels approaching Canal shall communicate by radio to the Port Captain, through Balboa Radio Station, call letters NBA, at least 48 hours in advance of arrival in Canal Zone, the information required below. If radio communication can be established earlier than 48 hours in advance of arrival, required information should be furnished at time such communication is first practicable.

(*a*) All items of information listed below, unless previously communicated through agents or otherwise to Canal authorities, shall be transmitted to Port Captain using phonetic alphabet letters to identify items, as follows:

ALFA – If Canal transit is desired.
BRAVO – 48-hour advance estimate of time of arrival.
CHARLIE – Fore and aft draft, of vessel. Warships should include displacement.
DELTA – Last port of call.
ECHO – If there is any communicable disease aboard and, if s identify such disease or diseases.
FOXTROT – Number, kind and origin of animals aboard, if any.
GOLF – Number of landing passengers, if any.
HOTEL – Number and origin of stowaways aboard, if any.
INDIA – If any structural changes, or changes in use of tanks, ha been made since the vessel's last transit.
JULIET – Number of smallpox vaccinations required by crew mem bers and passengers.

In addition to the above, tankers shall report:

KILO – The grades of cargo carried, if any. Give name of cargo other then petroleum products.
LIMA – The grade of cargo last carried in each empty tank that is n gas free. Give name if other than petroleum products.

Vessels carrying explosives of any nature, whether for transit docking, shall also report:

MIKE – The grades of such explosives.
NOVEMBER – The quantity in tons of each grade of such explosive

(*b*) Following additional information shall be transmitted v radio to Port Captain from *all* vessels as applicable:

(1) Vessels approaching from Pacific shall report actual time passing Cape Mala, or latitude of Cape Mala, and vessel's speed.

(2) Vessels approaching from Atlantic shall report 12 hours pri to arrival at Cristobal any change of one hour or more in expecte time of arrival.

(3) Any other matters of importance and interest.

(*c*) Timely receipt of above information will facilitate transit docking of arriving vessels. Failure to comply with these reportin requirements may subject a vessel to delay.

DENSITY: On several occasions vessels arriving for transit ha been found to be over authorised draft after entering Gatun Lak Overdrafts in these instances have been caused, it is believed, b assuming fresh water densities different from what actually exis in Canal.

Using distilled water as 1·000, water densities have been dete mined to be as follows:

	Density	
Location	*Gm./cc 85°F*	*Lbs./ft³ 85°F*
(*a*) Gatun Lake*	0·9954	62·21
(*b*) Miraflores Lake†	0·9971	62·32
(*c*) Balboa Anchorage‡	1·0219	63·87
(*d*) Cristobal‡	1·0212	63·76

*Fresh water.
†Brackish water.
‡Salt water.

BOILER WATER: May be taken without charge from Gatun Lak subject Pilot's Permission and draft.

FRESH WATER: Available Balboa on Cristobal cost about cents per 100 c.ft.

CERTIFICATES: see "Documents". (*a*) If a valid Deratting Cert ficate or Deratting Exemption Certificate is not produced wit respect to any arriving vessel the quarantine officer shall:

(1) If he is satisfied that vessel is free of rodents or is kept in suc a condition that number of rodents on board is negligible, issue Deratting Exemption Certificate; or

(2) If he is satisfied that a Deratting Exemption Certificate shoul not be issued with respect to such vessel, require deratting of vesse

(*b*) When, pursuant to paragraph (*a*) (2) of this section, deratti has been completed to satisfaction of quarantine officer, he sha issue a Deratting Certificate.

CUSTOMS: 1. *Hours.* The regular hours for the customs inspectio of baggage of landing passengers and for the customs supervisio of landing passengers are from 7 a.m. to 5 p.m. daily, excludin Sundays, and holidays. Such customs services may be furnishe during other hours, or on Sundays and holidays, only upon th request of the Master or authorised agent.

2. *Marine Protests.* Marine notes of protest may be made an extended by Masters of American vessels before customs officer without charge.

3. *Allowances.* Tobacco, Wine and/or Spirits at Master's discre tion sufficient for immdeiate consumption. Alcohol not permitted t be taken ashore.

CONSULS:

Great Britain: British Consulate, Colon Office 38–7–7060;

Norway: Royal Norwegian Consulate General: Consul Genera for Panama, R. P., Terence O. Ford, Office: 28–25–2347. Residence: 28–24–1884.
Norwegian Consul, Cristobal, G. R. Morland, Fenton Bldg 3–2819.
Norwegian Consul for Pacific Side, Canal Zone, Arne Hauge Office 2–1965.

Republic of South Africa: Consul for the Republic of Sout Africa, Henry I. Darlington, Office: 28–23–0834. Residence: 28–23–6779.

Sweden: Royal Swedish Consulate General, Edificio Melinda Via Argentina, Panama 28–23–9694.

Denmark: Royal Danish Consulate General, Consul General fo Panama and Canal Zone, W. Ishoy, Office: 28–25–0524. Residence: 28–24–1537.
Royal Danish Consulate for Colon and Canal Zone, George R Downing, Office: 38–7–1870. Residence: 3–2361.

Finland: Finnish Vice-Counsel, Cristobal/Colon, Donald Francey Fenton Bldg. 3–1781.

REPATRIATION: Crew members, of vessels other than vessels o United States registry or enrolment signed on before a shipping commissioner, may be discharged in Canal Zone only with consen

of the Immigration Service. Before such consent may be given, the Chief Immigration Inspector at port concerned shall be furnished a memorandum in triplicate showing name, age, nationality, and rating of the crew members proposed to be discharged.

When crew members are signed on a vessel, other than crew members signed on a vessel of United States registry or enrolment by a shipping commissioner in the Canal Zone, a memorandum in triplicate showing name, age, nationality, and rating of crew members signed on shall be furnished to Chief Immigration Inspector at the port concerned.

Arriving crew members and particularly visiting Superintendents should if possible possess Panamanian visas.

AIRPORT: Tocumen International Airport located outside Panama City, 18 miles from Balboa; 48 miles from Cristobal, served by all major scheduled international airlines operating in Southern hemisphere.

HOLIDAYS: Sunday, January 1; February 22, Good Friday; May 30; July 4; First Monday in September; November 3; November 11; Thanksgiving Day; December 25; and such other days as may, pursuant to law, be declared to be holidays.

TIME: EST. No alterations to clocks necessary throughout the year.

LOCKS: Gatun Locks (Atlantic side) raise and lower vessels 85 ft., Miraflores (nearest to Pacific) 54 ft. and Pedro Miguel (Pacific side) 31 ft.

AUTHORITY: The Chief, Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone.

AGENT: See "Cristobal".

PUERTO LAS MINAS (Payardi): 09.24 N. 79.50 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
5 Stores Lists.

Vessels arriving at Las Minas Bay for cargo operations must have on board Panamanian Consular despatches, obtained at the previous port. Vessels arriving without despatches will be charged with twice the cost of these documents on arrival.

PILOTAGE: Refinery Pilot boards at the sea buoy in approximate position 9° 25′ 40″ N. 79° 49′ 42″ W.

ANCHORAGE: Vessels waiting for Pilot should anchor in the vicinity of the sea buoy in the approximate position given above.

APPROACHES: Las Minas Bay is situated approx. 6 miles East of Cristobal. The approach channel is 1 mile long, 1,000 ft. wide, with a minimum depth of 47 ft. Leading lights covering approach channel on bearing 171°.

The inner harbour channel is 1 mile long, 300 ft. wide, dredged to a depth of 40 ft. up to the tanker berth. Leading lights covering the inner harbour channel are on a bearing of 148° 45″.

MAX. SIZE: Length 800 ft. LOA, draft 37 ft. 6 in. at tanker berth.

RADIO: See Panama Canal.

BERTHING FACILITIES: One tanker berth with a depth of 40 ft. alongside. Dry cargo berth, depth of 28 ft. alongside. This berth can accommodate vessels up to 530 ft. LOA.

Barge Dock, with depth of 20 ft. alongside. Can accommodate vessels up to 250 ft. LOA.

FRESH WATER: Drinking water may be taken on directly from the tanker berth while discharging or loading cargo.

FUEL: Bunkering at the tanker berth is available only to vessels working cargo. Vessels under 250 ft. length can be bunkered at the barge dock. Vessels at the dry cargo pier are bunkered by barge. Vessels calling for bunkers only are refuelled by barge at the anchorage in vicinity of the Sea Buoy No. 1.

From the storage tanks of Refineria Panama, marine fuels are loaded on barges and transported to Cristobal and Balboa and also to Colon Harbour and Taboga Island for delivery to vessels by barge. The refinery produces all types of marine fuels, Bunker C, light and heavy diesel, kerosene, etc.

When a vessel is stemmed for bunkers and cannot be supplied by barge due to rough weather or technical difficulties, she is docked at Cristobal, where she bunkers for the account of the suppliers (Refineria/Golden Eagle). The supplier then absorbs any docking charges in excess of the barging fee, plus Panamanian Authorities usual fees.

AUTHORITY: Refineria Panama S.A.

Papua and New Guinea

KAVIENG: 02.34 S. 150.48 E.

DOCUMENTS: See "Lae".

PILOTAGE: The Administration does not maintain a Pilot at Kavieng. Arrangements may be made with the Harbour Master at Rabaul; and a private Pilot can be contacted by the Agent.

HEALTH: See "Lae".

RADIO: Call through VJZ.

TUGS: None available.

BERTHING: Main Wharf. Length 330 ft.; width 40 ft. Minimum depth at LW 32·5 ft. (N.B. channel restriction 26 ft.)

FRESH WATER: None available.

FUEL: Diesel fuel and distillate are available. Supply is by road tanker.

CUSTOMS ALLOWANCE: Tobacco: 1 lb. per person, 400 cigarettes deemed equivalent to 1 lb. Wine/spirit: Not in excess of three quarts per person.

REPAIRS: No facilities.

AIRPORT: Distance from port 2 miles by road, served by regular airlines.

TIME: GMT plus 10 hours. No change.

AUTHORITY: Collector of Customs, Postal Address: Box 137. Tel. Office 58. Telegraphic address: "Portman, Kavieng".

AGENT: See "Rabaul".

LAE: 06.48 S. 147.11 E.

PORT LIMITS: From a position Lat. 6° 44′ 12″ S. Long. 146° 59′ 52″ E. 175° T. for 2·2 cables, thence 270° T for 9·3 cables, thence 017° T to the shore. Time of arrival at Sugarloaf Anchorage, if berth is not immediately available, is accepted as time of arrrival in port.

DOCUMENTS: First port of call in Papua New Guinea the following inward Customs documents are required to be handed to Customs Department within 24 hours of ship's arrival:
3 copies Inward Passenger List.
7 copies Inward Customs Manifest.
3 copies List of Crew.
3 copies Articles in Private Possession of Officers and Crew – Form 5.
3 copies Stores List.
2 copies Immigration Restriction Ordinance List (Form 6) being complete list of passengers disembarking and in transit.

If other than first port of call:
3 copies Inward Passenger List.
7 copies Inward Customs Manifest.
Outward Customs Clearance from last port of call.

PILOTAGE: The Administration's Harbour Master acts as Pilot if required. Pilot will board vessel 3 miles from Overseas wharf, from a 25 ft. fibreglass blue and white cabin cruiser.

Telegrams requesting a Pilot should be addressed to Lyle Lae through Lae Radio on 50 kc/s between 2200 GMT and 0830 GMT any day. VHF station, call sign Lae Harbour, Channel 16.

ANCHORAGES: Safe anchorage is available about 5 miles from main wharf, in the Huon Gulf area, called Sugarloaf Anchorage, at approximately one and a half miles offshore between beacons: Northern Beacon lat. 6 deg. 47′ 10″ S., long. 146 deg. 57′ 20″ E. Southern Beacon lat. 6 deg. 48′ 20″ S., long. 146 deg. 57′ 6″ E.

Holding ground is good and 11 fathoms is found just South of the line with Northern Beacon bearing West true one and a half miles distant. The depth varies within a fathom or two in seasons on account of the soft bottom.

Medium-sized vessels up to 450 ft. LOA may find safe anchorage 1½ cables from N.W. end of the Overseas wharf in position 6° 44′ 03″ S., 156° 48′ 48″ E. Depth of water 30 ft.

RESTRICTIONS: The port works 0600–2400, 7 days a week, except on Christmas Day and Good Friday.

Except for LPG and fuel, vessels berth and sail any time of the day or night, depending on availability of berths and number of vessels waiting for a berth.

MAX. SIZE: The Overseas wharf is 810 ft. long, with a minimum depth alongside of 31 ft. Normally two vessels, max. draft 30 ft., are berthed simultaneously, each overhanging the ends of the wharf.

HEALTH: (*a*) Vessels Arriving Directly from Australia. Pratique is given by radio to vessels which voyage directly from Australia to a Territory port. Master of vessel notifies Quarantine Officer at the port of entry to which he is proceeding of ETA, the number of passengers and crew and whether there is any sickness aboard. This notification from Master is sent not longer than 24 hours and not less than 12 hours of the ETA. If there is no sickness aboard a reply is sent stating that pratique is granted, and when a vessel arrives the actual pratique form is delivered to Master of vessel or to Collector of Customs to hand to Master. Full pratique is given.

(*b*) Vessels Arriving from a Foreign Port. All vessels which arrive from a foreign port must anchor in the designated position and await arrival of a Quarantine Officer who boards the vessel by himself – no other person (except a Pilot) is to be allowed on board vessel until pratique has been granted. If a Pilot is on board he must remain on board until pratique is granted.

Smallpox. All passengers and crew are required to be in possession of a valid International Certificate of Vaccination against smallpox on arrival in the Territory. *Cholera.* All passengers and crew are required to be inoculated against cholera if the vessel is expected to arrive at a port in the Territory within seven days of leaving an area where cholera is either endemic or is present.

RADIO: Radio contact is made through Lae Radio on 500 kc/s and station call sign is VIL. Telegraphic address for radio contact is Lyle Lae.

TUGS: None available. Two 21-ft. steel work-boats are available for running lines to wharf and shore bollards.

BERTHING: Vessels berth either port or starboard side to at the direction of the Port Manager. Provided anchorage in Milford Haven Bay is clear, ample swinging room is available off the North-western end of the wharf.

STEVEDORES: There are three stevedoring companies in port of Lae. Information required by the stevedores is approximately 72 hours' notice of the number of gangs required, hatch tonnages and information of any particular heavy lifts or awkward cargo.

MEDICAL: Maximum possible notice should be given so that full arrangements can be made with regard to hospitalisation, etc. Full

hospital facilities are available approximately two and a half miles from the wharf.
TANKERS: Tankers berth on the wharf, maximum permissible draft 31 ft. and only one tanker can berth at a time. Tankers must be coupled up to the shore pipe-line and pumping commenced at least one hour before sunset.
DENSITY: Due to proximity of Markham River, fresh water extending approximately one and a half miles from the wharf.
FRESH WATER: Fresh water is available in unlimited quantity at a rate of 40 tons per hour.
FUEL: Only light grade fuels are available such as dieseline and distillate.
GANGWAY/DECK WATCHMEN: Watchmen are not required.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: Certificates of Registration, and Standard Articles. If a ship remains in port over 24 hrs., Articles must be stamped by Harbour Master. Certificate of Registry and Port Dues Certificate must be produced to Port Manager if requested.
CUSTOMS ALLOWANCES: A duty-free issue of 200 cigarettes or the equivalent weight in tobacco is issued by Customs every ten days. No wines or spirits allowance to crew members.
CARGO GEAR: All cargo gear necessary for discharging and loading is carried by stevedoring company.
IDENTIFICATION CARDS: Not required.
CONSULS: No consular representatives at this port and all immigration and migration matters are handled by the Collector of Customs.
REPAIRS: Only minor repairs can be carried out.
REPATRIATION: Full repatriation facilities are available for effecting any crew changes.
AIRPORT: Situated approximately 2 miles from Wharf area. There is a daily connection to Australia with Trans-Australia Airlines and Ansett Airlines of Australia.
TIME: Local time is 10 hours ahead of GMT, and does not vary during the year.
HOLIDAYS: New Year's Day (1st January); Australian Foundation Day (26th January); Good Friday; Easter Saturday; Easter Sunday; Easter Monday; Anzac Day (25th April); Queen's Birthday (June); Commemoration Day (Mid-September); Christmas Day (25th December); Boxing Day (26th December). Cargo work is carried on all through the year with the exception of Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police 2222; Ambulance 2911; Fire 2255.
Fire alarms connected to Fire Station are situated outside No. 4 and No. 5 cargo sheds. A direct telephone line to the Police Station is situated at No. 2 cargo shed.
TELEPHONES: No facilities available for connection of a telephone to vessels, but there is a public telephone installed in the wharf area.
SHORE LEAVE: Allowed.
DELAYS: Whilst only 800 ft. of overseas wharfage is available there is likely to be berthing delays of up to four days.
AUTHORITY: The Port Manager, Papua and New Guinea Harbours Board, PO Box 563, Lae. Tel. 2650 and 2407.

AGENT: See "Port Moresby".

MADANG: 05.12 S. 145.49 E.

DOCUMENTS: See "Lae".
PILOTAGE: One pilot is normally available on application to Harbour Master. Boarding station is situated ½ to 1 mile off the Coast Watcher's Light on Kalibobo Point.
RESTRICTIONS: Ships do not normally berth at East Wharf or at the West Wharf after civil sunset.
HEALTH: See "Lae".
RADIO: Call through Lae Radio VIL.
TUGS: No tug is available but a 40-ft. work-boat may assist on application to Harbour Master.
BERTHING: *East Wharf:* Length 300 ft.; width 45 ft. Minimum depth at LW 26 ft.
West Wharf: Length 450 ft.; width 40 ft. Minimum depth at LW 32 ft.
Small Ship's Wharf: Length 90 ft.; width 18 ft. Minimum depth at LW 19 ft. 9 in.
Concrete Quay: Length 100 ft.; width 15 ft. Minimum depth at LW 5 ft. 9 in.
FRESH WATER: Available at wharves but supply is limited.
FUEL: Fuel oil and distillate are available. Supply is by road tanker.
CUSTOMS ALLOWANCE: Tobacco: 1 lb per person, 400 cigarettes deemed to be equivalent of 1 lb. tobacco. Wine/spirit: Not in excess of three quarts per person.
CONSULS: None.
REPAIRS: All normal deck and engine repairs available. Slipways available up to 400 tons.
REPATRIATION: Can be arranged.
AIRPORT: Distance from port 4 miles by road, served by regular airlines.
TIME: GMT plus 10 hours throughout the year.
AUTHORITY: Port Manager, postal address: Box 273, Madang. Tel. 3252. Cables: "Portman Madang."

AGENT: See "Port Moresby".

PORT MORESBY: 09.26 S. 147.06 E.

PORT LIMITS: A line drawn from Bogirohodobi to the Southernmost tip of the South Lolurua Island.
DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
1 Customs List of Articles in possession of Crew.
3 Customs List showing Stores, fuel, etc. on board.
Normal International Health Papers.
7 Inward Manifest.
1 Copy of Bills of Lading.
PILOTAGE: Apply by radio through Agent or direct to "Harmas" 48 hours before arrival and up-date as necessary. Pilot vessel is fitted with VHF calling on Channel 16.
Pilotage is compulsory. Pilot vessel is 53 ft. long, white hull with word "Pilot" in large block letters each side. White superstructure, small buff-colour funnel, green awnings. White over red all-round lights at night. Pilot usually boards 1½–2 miles South-east of Basilisk Light Beacon. In heavy weather, ship may enter on leads and Pilot will board North-west of Basilisk Beacon. Usual safety precautions are expected. Vessels may anchor North-easterly of Basilisk Beacon clear of leads.
ANCHORAGES: If necessary to anchor prior Pilot boarding do so at Kila Leads. Pilot will then direct to suitable anchorage on boarding.
RESTRICTIONS: No restrictions after dark if conditions favourable.
MAX. SIZE: For Berthing 700 ft. length. Draft 27 ft. *Tankers:* 600 ft. length. Draft 40 ft.
HEALTH: Radio "Health Boroko" 24 hours prior to arrival. If from Australia or another T.P.N.G. port pratique will be granted by radio or advised by Agent on arrival. In other instances if a ship has been at sea more than 10 days from last port of call and no quarantine disease on board may also be given Radio Pratique, but this is up to Health Authorities.
RADIO: Port Moresby Radio, VIG.
TUGS: One tug of 560 h.p. and 7-ton bollard pull available through arrangement with Harbour Master direct.
BERTHING: Permission required to berth after dark which is normally automatic. Maximum draft 25 ft. but on inner North-east arm 320 ft. length, maximum draft 15 ft. Height of deck above LWOS 14·64 ft. Wharf length 700 ft.
STEVEDORES: ETA required 24 hours advising no. of gangs required.
MEDICAL: If serious notify any time. Hospital facilities available. Normal International Health Regulations required.
TANKERS: Two tanker discharge berths, one with depth of 45 ft., and one with depth of 48 ft.
FRESH WATER: Available at berth. Rate of delivery 20 tons per hr.
FUEL: Only gasoil and light marine diesel available. By road tanker to wharf. Deliveries normally limited to 100 tons.
DEVELOPMENTS: To lengthen wharf by 150 ft. to 850 ft.
GANGWAY/DECK WATCHMEN: Required: Ships crew.
OPENING/CLOSING HATCHES: Carried out by Stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes each 10 days. No wines/spirits allowance.
CARGO GEAR: Normally supplied by stevedores unless special gear required.
IDENTIFICATION CARDS: Required.
CONSULS: French. Tel. 2033/34.
REPAIRS: Only very minor deck and engine repairs carried out.
REPATRIATION: If necessary crew changes could be effected though not recommended.
AIRPORT: Distance 6 miles from Wharf Area regular daily flights to Australia where overseas connection normally made. Also two flights a week via Manila and Hong Kong to Europe, and one flight a week to Singapore via Darwin.
TIME: Ten hours ahead of GMT. No change throughout the year.
HOLIDAYS: Only two days vessels do not work. Good Friday and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 55555; Ambulance 58622. Fire 2255.
TELEPHONES: Can be placed on ship at berth local calls only.
GENERAL: If any tankers arrive for water or provisions and wish to berth they have to be gas free and tanks blown.
SERVICES: Very limited, compass adjusting can be done if necessary.
SHORE LEAVE: Crew members normally permitted ashore.
DELAYS: Port very busy, turn-around good, but delays can occur up to 48 hours at times.
AUTHORITY: The Port Manager, PO Box 384, Port Moresby. Telegraphic address "Portman, Port Moresby".

AGENT: Burns, Philp (New Guinea) Ltd., PO Box 75, Port Moresby. Telex TNG 116. Cables: "Burphil Port Moresby".
Agents at all major Papua New Guinea ports.

RABAUL: 04.13 S. 152.12 E.

PORT LIMITS: The port limits are from Matupit Causeway – the connection (on Chart Aus 680) to Matupit Island, across to the Easternmost point of Vulcan.
DOCUMENTS: See "Lae".
PILOTAGE: Two pilots are normally available on application to Harbour Master. Boarding station is one mile South of Sulphur Point, off Matupi Harbour for vessel requiring full pilotage, or be

tween the Beehives and the Wharves for vessels requiring berthing assistance only.
HEALTH: See "Lae".
RADIO: Call sign VJZ.
TUGS: No tug is available, but three 40-ft. work-boats of 165 h.p. may be hired to assist in manoeuvring.
BERTHING: *East Wharf:* Lat. 4° 12.1′ S. Long. 152° 10.5′ E. Length 400 ft., width 40 ft. Minimum depth at low water 28·5 ft.
New Wharf: Length 500 ft. Minimum depth at low water 31 ft.
Kamaki Wharf: Out of commission.
Small Ships' Wharf: Length 204 ft., width 22 ft. Minimum depth at low water 11 ft.
CARGO HANDLING: A limited number of small containers are handled only by conventional methods. The ships concerned are unit loaders and carry containers, palletised, and wire caged cargoes. These are handled mainly by forklifts, from side ports.
The only roll-on/roll-off carriers are coastal barges, with bow doors.
LPG Carriers discharge at CPL Toboi Wharf, which is privately owned. This wharf also handled copra expeller and coconut oil. The expeller is loaded in bulk, but by conventional methods, i.e. bins hoisted on board by ship's gear, and then emptied over the hold.
FRESH WATER: Available at the wharves. The rate is 25 tons an hour depending on number of vessels taking water simultaneously.
Also obtainable at anchor by water barge, with a minimum of 100 tons. As a point of interest the water barges are old Japanese dumb submarines, used in the war to bring cargo from Kavieng and towed by a powered submarine submerged.
FUEL: Diesel and distillate are available, the former by pipeline, the latter by road tanker. Fuel available by barge if sufficient notice given.
DEVELOPMENTS: Design is being undertaken for expansion of coastal facilities to eastward of the small ships wharf.
CUSTOMS ALLOWANCES: Tobacco: 1 lb per person, 400 cigarettes deemed equivalent to 1 lb. tobacco. Wine/spirit: not in excess of three reputed quarts per person.
CONSULS: None.
REPAIRS: Small repairs undertaken.
DRY-DOCKS: None available. Slipway length 140 ft.
AIRPORT: Distance from port 3 miles by road. Served by regular airlines.
TIME: GMT plus 10 hours. No change throughout the year.
AUTHORITY: Controller (Marine Services), POB 463, Rabaul. Tel. 2009. Cables: "Harmas Rabaul".

AGENT: Burns, Philp (New Guinea) Limited, POB 87,Rabaul Tel. 92–2414. After hours tel. 92–2803. Cables: "Burphil Rabaul".

SAMARAI: 10.30 S. 151.00 E.

DOCUMENTS: See "Lae".
PILOTAGE: For ships approaching from the Westward, boarding station is situated in the vicinity of Wekunna Light; for ships approaching from the Eastward, 1 mile South-east of Samarai Island; for ships approaching from the Northward via China Strait, off Isololi Point.
RESTRICTIONS: Ships, except under 50 tons nett, do not normally berth after dark.
HEALTH: See "Lae".
RADIO: Through Port Moresby Radio VIG.
TUGS: None available.
BERTHING: *Main Wharf:* Length 300 ft.; width 40 ft. Minimum depth at LW 25·6 ft.
Small Ship's Wharf: Length 100 ft.; width 15 ft. Minimum depth at LW 12 ft.
Two dolphins are located, one on each side of the main wharf.
Owing to the swift currents which pass through the China Straight, a flag is normally placed at one end of the wharf to indicate from which direction the current is running. (A flag on the North end of the main wharf indicates a current running from North to South. The flag when placed in the centre of the main wharf is for slack water.)
FRESH WATER: Available in limited quantities but supply is erratic.
FUEL: Distillate available by pipeline; diesel fuel by road tanker only.
CUSTOMS ALLOWANCE: Tobacco: 1 lb. per person, 400 cigarettes deemed to be equivalent to 1 lb. Wine/spirit: not in excess of three reputed quarts per person.
REPAIRS: Normal deck and engine repairs available.
Slipways up to 9-ft. draft.
AIRPORT: Distance from port 35 miles by sea. Served by regular airlines.
TIME: GMT plus 10 hours. No change.
AUTHORITY: Collector of Customs. Tel. Office 226; Telegraphic address: "Portman, Samarai." Postal address: Box 24.

AGENT: See "Port Moresby".

Peru

CALLAO: 12.03 S. 77.10 W.

DOCUMENTS: 9 copies Peruvian "Declaracion de Entrada/Rol de Tripulación" from last port, (forms available at Consulate), 8 Crew Lists, 7 Peruvian Cargo Manifests from each port where cargo loaded (forms available from Consulate), 3 Personal Effects Lists, 6 Stores Lists, 5 copies of each Bill of Lading, 1 Tonnage Certificate from First and Last port, 1 International Maritime Health Certificate from last port, 13 copies each Passenger List: disembarking, in transit and/or "no passengers", 1 Clearance from last port, plus sealed envelopes from Peruvian Consulates addressed to Customs. Documents should be visaed by Peruvian Consulates.
PILOTAGE: Pilots must be requested by Agent and board ships outside of port at anchorage. Various pilot launches painted white, black and red. Pilots will only board after free pratique granted by Port Captain and doctor.
ANCHORAGE: Very large area West of entrance buoys north of Naval anchorage.
RESTRICTIONS: Vessels of up to 32 ft. draft may enter at any time. Vessels of more than 32 ft. draft must enter at high water. Pilots available 24 hours.
MAX. SIZE: Length and breadth practically unlimited, draft 32 ft. plus height of tide making allowance for keel clearance.
HEALTH: Cable Agent requesting free pratique. Agent must be notified in advance if disease suspected on board.
RADIO: "Habla Naves", OAA, 500, 8605, 6430, 1300, 468 Kcs.
TUGS: Port Authority Tugs join vessel once inside mole, one or two as required, using vessel's lines, later passed to pier.
BERTHING: There are nine piers with a total of 22 berths, 20 for large vessels, and two for coasters.

Pier No.	*Number of Berths*	*Cargo*
1	2	General cargo
2	2	General cargo
3	2	General cargo
4	2	General cargo
5	3	Minerals and grain and general cargo
7	2	Petroleum products
9	4	Fish Meal, general cargo, vegetable oil
10	2	Coasters only
11	3	Wheat, vegetable oil, general cargo

All piers except the petrol pier are connected to railway system for unloading and loading to railway wagons.
Within port limits there are two anchorages normally used for discharge of livestock, scrap and occasionally for general cargo.
Piers equipped with conveyor belt for loading minerals and fish meal.
For discharge of grain there are two pneumatic suction pipes and silos with capacity of 23,000 tons.
STEVEDORES: No particular advice necessary but Agent must receive Stowage Plan beforehand to advise Port Authority of planned operation.
MEDICAL: Advance information as to sick crew members not required but helpful. Ample first class facilities in Lima area. Smallpox vaccination cards required but seldom inspected.
TANKERS: 10 in. and 12 in. discharge lines at two berths for petroleum products discharge. Discharge of ballast or slops inside mole prohibited. Tankers loading Fishoil must arrive free of ballast.
DENSITY: Sea water.
FRESH WATER: All berths equipped with fresh water supply at a rate of 30 tons per hour.
FUEL: Marine No. 2 Gas oil; Bunker C. Premium Intermediary Oil No. 4 available from International Petroleum Co.
PORT FIRE PRECAUTIONS: Use of Port Authority Fire Equipment mandatory during discharge of petroleum products with charge for service.
GANGWAY/DECK WATCHMAN: Recommendable.
SHIPS CERTIFICATES: All may be required but normally only Deratisation. If Rat Guards are not used on all lines, vessel liable to fines.
CUSTOMS ALLOWANCES: Any amount over normal consumption usually cause difficulties including searching.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Supplied by Agent and stamped by Immigration Authority required for all crewmembers.
CONSULS:

Argentina	Ecuador	Mexico
Australia	Finland	Norway
Austria	France	Portugal
Belgium	Germany	Spain
Bolivia	Greece	Sweden
Brazil	Haiti	Switzerland
Canada	Holland	U.A.R.
Chile	Israel	Great Britain
China	Italy	Uruguay
Colombia	Japan	U.S.A.
Denmark	Jordan	Venezuela
	Lebanon	

REPAIRS: Normal Deck and Engine repair facilities.
DRYDOCK: Peruvian Nave within port area, extreme length, 600 ft., breadth 76 ft., depth 27 ft. 120 ton crane, fully equipped workshop.
REPATRIATION: All foreign crewmembers who do not have Peruvian Visas which only obtainable abroad, must be repatriated by quickest means (Air) by Agent, paying all detention expenses. Peruvian and foreign crewmembers available.
AIRPORT: Lima/Callao within city limits has regular direct international service to North and South America, Europe and Far East.
HOLIDAYS: Only 1st May when work is not available.
AUTHORITY: Port Captain, Terminal Maritimo de Callao.

AGENT: Abraham Woll Davila S.A. P.O. Box 295. Av. Dos de Mayo 759, Callao. Tel. 296020. Telex, Awoldav Px5571. Cables; AWOLDAVILA CALLAO.

CHIMBOTE: 09.05 S. 78.35 W.

DOCUMENTS:

For Entry

2 Entry Declarations (Form No. 1).
1 Departure License of the last foreign port en route.
1 Maritime Health Declaration (Form No. 2).
2 Passenger Lists with entry baggage (Form No. 3).
1 Consular Roll of the last foreign port en route.
1 Consular Passenger List of the last foreign port.

Customs Administration

1 Original Cargo Manifest(s) with the Consular stamp. (Form No. 4).
The envelope(s) from the Consul, enclosing copies of the Consular invoices, bill of lading and cargo manifest for the port with the consular stamp.
1 Cargo Manifest (Form No. 4).
1 Cargo Manifest of cargo, but with further destination for another national or foreign port (Form No. 4).
1 Cargo Manifest in transit.
1 Gross or Net Tonnage Certificate, with Consular visa.
1 Not Accompany Baggage List (Form No. 5).

Customs

1 Entry Declaration (Form No. 1).
1 Cargo Manifest(s) for port without Consular visa (Form No. 4).
1 Manifest of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
2 Passenger Lists with entry baggage (Form No. 3).
2 Not Accompany Baggage Lists (Form No. 5).
1 Crew Personal Effect List.
1 Store List, food and spirits.
1 Mail List.

Port Administration

1 Entry Declaration (Form No.1).
1 Passenger List with entry baggage (Form No. 3).
1 Not Accompany Baggage List (Form No. 5).
3 Cargo Manifests for the port, without the Consular visa (Form No. 4).
3 Manifests of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
3 Sets of Bills of Lading.

Refer to "San Juan" for further information on Consular endorsement.

PILOTAGE: Compulsory. Official Pilot boards vessels at entrance to bay and leads ship to appropriate anchorage according to draft. Private Pilot to moor to the quays of the "Corporacion Peruana del Santa" and to "Sogesa". Vessels enter the inner roadstead, through southern side of each channel. Depart through Northern side of channel.

ANCHORAGE: Good anchorages in bay according to draught. Anchorages are of mud and sand. Best place to anchor ship of medium draught is inner side of Paso del Norte, 6 fathoms deep, near port and safe. Another good anchorage for ship of medium draught is with Island bearing 170° and Rosas Blancas bearing 275°, 6 fathoms deep.

MAX. SIZE: According to depth of anchorage.

HEALTH: Masters apply according to International Regulations through Agents to Maritime Health Department in the first Peruvian port of call for free pratique by radio, in which case it will not be necessary for Sanitary Doctor to board on arrival. Pratique only essential at first port of call unless requested by Captain, in case of suspected illness on board.

RADIO: "Hablanaves" Station del Callao a Talara.

TUGS: No sea-going tugs. Only small boats, called "Remolcadores del Bahia" (bay tugs), which are used to tow boats that carry cargo to anchored ships.

BERTHING: Operated on "First come, first served" basis.

STEVEDORES: Agent arranges stevedores. Normally done when ship has arrived.

MEDICAL: Agent arranges emergency attention. Hospital and private clinic available.

TANKERS: Three zones for load/discharge of fish-oil and lubricants. Ship loads fish-oil by barges being anchored. Discharge of fuel when ship anchored to buoys by means of submarine lines.

FRESH WATER: Two barges to supply fresh water to ships, one of 40 metric tons and the other one of 25 metric tons.

FUEL: None available.

DEVELOPMENTS: New quays to be built.

GANGWAY/DECK WATCHMEN: The services of watchmen are necessary.

OPENING/CLOSING HATCHES: This job is carried out by stevedores.

CUSTOMS ALLOWANCES: Tobacco: 10 packets per person per week. Wine and/or Spirits: With approval of customs, within normal consumption.

CARGO GEAR: Vessel's derricks used, the quay has fixed crane for 50 metric tons and three mobile cranes for 15 tons.

IDENTIFICATION CARDS: Needed for both crew and passengers.

CONSULS: Only the Vice-Consul of Spain and Panama.

REPAIRS: Only minor repairs are possible.

REPATRIATION: Facilities for crew changes and arranging any necessary repatriation.

AIRPORT: Port has landing place for planes, but it is only for national use, not for international flights.

TIME: GMT minus 5 hours, all year round.

HOLIDAYS: Cargo work can be arranged on holidays with an extra 100% charge over basic pay. The only exception is 1st of May, on which cargo work cannot be arranged.

TELEPHONES: No arrangements for placing telephones on board. They are about 50 metres from ship.

SHORE LEAVE: Crew members allowed ashore.

PORT REGULATIONS: Not allowed to use wireless when ship is in port. Not allowed to put any boat on the water without permission of Capitania del Puerto. Not allowed to throw any waste or litter into bay. Not allowed to make unnecessary sound signals.

AUTHORITY: The Port Authority is Capitan de Puerto – Direccion Capitania de Puerto Chimbote. Tel. 2301–2331.

AGENT: See Callao.

CONCHAN: 12.10 S. 77.00 W.

Tanker Buoy berth about 30 miles South of Callao.

DOCUMENTS: Tankers calling at Conchan must first call at Callao anchorage to be received and cleared by Authorities. Not necessary to call at Callao after discharge as clearance is simultaneous with reception. Pilot boards vessel at Callao anchorage and either remains on board or returns to take vessel out, as required by Master.

BERTHING: Vessels moor to buoys. One submarine line of 16 in. reducing to 12 in. at vessel's connection, running 1,000 metres from shore opposite Conchan refinery.

LAUNCH: Launch service between Conchan and Callao during vessel's stay in port.

GENERAL: Two customs police and two refinery employees board at Callao and remain in vessel during discharge.

AGENT: See "Callao".

ILO: 17.39 S. 71.22 W.

DOCUMENTS:

6 Entry Declarations.
4 Passenger Lists (disembarking).
4 Passenger Lists (in transit).
3 Personal Effects Lists.
3 Store Lists.
1 Maritime Health Declaration.
3 Sets Cargo Manifest.
10 Cargo Manifest.

Refer to "San Juan" for further information on Consular endorsement.

PILOTAGE: No pilot station; there is a Pilot in the Capitania del Puerto, who should be notified in advance by Agents. Two hours notice of ETA required. Pilot boards at anchorage 800 metres from extension of the SPCC quay.

ANCHORAGES: 400 metres to the North of the end of the SPCC quay, in 15 fathoms depth.

MAX. SIZE: The anchorage is deep and ships of any length and draft can anchor. Vessel 600 ft. long and 42 ft. draft can berth. At the quay of the SPCC vessel 500 ft. long and 30 ft. draft can moor. Outside of the area of Ilo, 8 miles to the North, there is Punta Tablones, where ships of 750 ft. can moor, depth 40 ft.

HEALTH: Pratique given by captain of port. In cases of suspected illness a doctor should be requested in advance. When the ship arrives from another Peruvian port free pratique is automatic.

RADIO: Cables connect with National Communications network. ETA sent to Port Authority and to Agencies.

TUGS: No large tugs; some small tugs operated by Agencies.

BERTHING. Berthing any time.

STEVEDORES: Stevedores come under the Capitania del Puerto and are ordered by Agents. *Loading Rates:* Copper sheets loaded 65 metric ton per hour. Fish-flour loaded at 100 metric tons per hour in an 8-hour shift.

MEDICAL: Medical assistance ordered by Agents. Hospital "El Centro de la Salud", and the Saint Geronimo Hospital.

TANKERS: *At Ilo:* Discharge line diameter 10 in, 2 lines, connection to the ship's manifold 8 in., connection and flexible line, working pressure 100 lb. A buoy mooring berth.

Punta Tablones: Discharge line diameter 12 in., connection to the ship manifold 8 in. Flexible connection line, working pressure 100 lb. or 400 barrels per hour. A buoy mooring berth.

DENSITY: Salt water.

FRESH WATER: In small quantities and only in emergencies.

FUEL: None available.

DEVELOPMENTS: Terminal quay of 900 ft. long is now being built.

GANGWAY/DECK WATCHMEN: Watchmen provided by Agents when necessary.

OPENING/CLOSING HATCHES: Strictly forbidden for the crew; must be done by stevedores.

CERTIFICATES: When the ship comes from foreign port it is compulsory to produce Certificate of Gross Tonnage.

CUSTOMS ALLOWANCE: Tobacco: 10 packets per person. Wine and/or Spirits: Sufficient for meal times. Normal crew consumption only.

IDENTIFICATION CARDS: Agents arrange for cards to be signed by Port Authority for each crew member.

CONSULS: None.

REPAIRS: Some minor repairs.

REPATRIATION: There are facilities for effecting crew changes

and arranging any necessary repatriation. Those who are going to be repatriated must have a permit from the Port Authority to be allowed ashore.
AIRPORT: Ilo Airport, 8 kms. Scheduled flights twice a week on Tuesdays and Saturdays and regular airport in Tacna at 1½ hours by taxi, scheduled flights twice daily to Lima.
TIME: GMT minus 5 hours. No alterations during the year.
HOLIDAYS: 1st January (New Year); Maunday Thursday and Good Friday (change every year); 1st May (Labour Day); 29th June (Saint Peter and Saint Paul); 28th and 29th July (Motherland Days); 30th August (Saint Rosa of Lima); 1st November (All Saints Day); 8th December (Our Lady); 25th December (Christmas).
Holidays which are not in the Calendar but are considered Holidays with reference to payments to the workers: 6th January (King's Day); 19th March (Saint Joseph); Corpus Christi (it varies every year); The evening of the 24th June (India man day); 30th July (Motherland Day); 15th August (Feast of the Assumption); 24th September (Las Mercedes); 12th October (Race Day); 27th November (Tarapaca Battle); 9th December (Ayacucho Battle).
POLICE/AMBULANCE/FIRE: Southern Copper Corporation operate fire service. Police, tel. No. 3; Ambulance, tel. No. 3.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore and identify themselves with cards signed by Capitania del Puerto given through ship's Agents.
GENERAL: Tank cleaning and well cleaning must be done 5 miles leeward of the port. Not allowed to unload explosive cargo.
DELAYS: Only delays when quay is occupied by two ships. In the load/unload operations the port can attend to 4 ships simultaneously and 4 more when new quay (that is now being built) is finished.
AUTHORITY: The Port Authority is Capitan del Puerto, who is a Navy Officer. Cable address: Capitania de Puerto. Tel. 79.
AGENT: See Callao.

LA PAMPILLA

Tanker Buoy Berth about 30 miles North of Callao.
DOCUMENTS, ETC.: As for Callao.
PILOTAGE: Tankers calling at La Pampilla must first call Callao anchorage to be received and cleared by Authorities. Not necessary to call Callao after discharge as clearance simultaneous with reception. Pilot boards vessel at Callao anchorage and either remains on board or returns by launch to take vessel out, as required by Master.
BERTHING: Vessels moor to buoys. One submarine line of 18 in. reduced to 10 in. at vessel's connection running 1,500 m. from shore opposite La Pampilla refinery.
LAUNCH: Launch service between La Pampilla and Callao during vessel's stay in berth.
GENERAL: Two customs police and two refinery employees board at Callao and remain in vessel during discharge.
AGENT: See "Callao".

PACASMAYO: 07.24 S. 79.33 W.

DOCUMENTS:
3 copies Voyage Log Extract.
2 originals and 5 copies of Entry/Exit Declaration, endorsed by Consul.
8 copies of Passenger Lists for the Port.
8 copies of Transit Passengers List.
4 copies of Store List.
4 copies of Personal Belongings Manifest.
13 copies of Cargo Manifest.
1 Maritime Health Declaration.
2 Crew Lists.
1 Vaccination List.
When this is the first Peruvian port, Gross Tonnage Certificates.
When having cargo for the port, Statement of Cargo, endorsed by Consul.
When Pacasmayo is the first or last port called, Lists or Manifests of cargo in transit (2 copies each).
Refer to "San Juan" for further information on Consular endorsement.
PILOTAGE: The port has no Pilots because it is an open bay. Vessels have free pratique after boarding by port officials.
ANCHORAGE: The most usual anchorage area is in position 7° 23′ 50″ S. 79° 35′ 10″ W. Bottom from 3¼ to 4½ fathoms deep.
APPROACHES: Reference points are the lighthouse of Cruz Punta Pacasmayo with a range of 12 miles, and during the day the cylindrical tower of cement factory with a height of 50 metres situated in the S.E. of the bay. On the head of the quay there is also a small iron tower of 9 metres height with a permanent red light of 2 miles visibility. The quay is very old and only flat boats can moor.
MAX. SIZE: Wide anchorage without problems concerning length or breadth. Recommended draught 4 fathoms, but it is possible to find 6, 8 or 10 fathoms towards the West. Current from South to North at an average of 6 knots.
HEALTH: Sanitary control is carried out by the health doctor who comes on board with port officials. Normally, captains notify any suspected illness or any other information by telegraph.
RADIO: There is only one radio station. It operates in the premises of the Agency Juan Dalmau, call sign OC155 and frequency 40.400 kc/s.
TUGS: They only operate to bring or take out flat bottomed barges once the vessel is moored.
BERTHING: Vessels anchor in open bay.
STEVEDORES: Agents order the number of gangs required. These gangs work at a tariff hour/ton and the amount is controlled by the Port Captain. The number of gangs (9 men each) depends on loading/discharging speed required and on the number of holds and winches available.
MEDICAL ATTENTION: Can be provided by Centro Preventivo del Area de Salud or by Hospital Regional de Chepen, 35 km. from port (150 beds).
DENSITY: Salt water.
FRESH WATER: Not available.
FUEL: Not available.
PORT DEVELOPMENTS: When the mines of Micchiquillay (copper) start working, the embarking capacity of the port has to be 100,000 tons per month, consequently it is planned to build a quay for minerals or otherwise a floating island 6 miles from the port for embarking in gross raw materials by pipelines.
OPENING/CLOSING HATCHES: These operations are carried out by the stevedores.
SHIP CERTIFICATES: Deratisation or Fumigation Certificate; Vaccination Certificate for Crew and Passengers; Tonnage Certificate when coming from abroad.
CUSTOMS ALLOWANCES: Only tobacco, wines, spirits required for normal consumption, which must be included in vessel's stores list.
CARGO GEAR: Ships gear used.
IDENTIFICATION CARDS: Not required unless leaving the vessel.
CONSULS: There are no Consuls in the port.
REPAIRS: There is a small workshop in the port for minor repairs such as soldering, etc. There is no foundry.
DRY DOCKS: Nearest at Callao.
REPATRIATION: Members of crew or passengers can be repatriated subject to Port Authorities permission and passport control.
AIRPORT: There is a small emergency airport 2 km. from the port where biplanes can land.
TIME: GMT minus 5 hours. During the 3 months of summer clocks advance 1 hour.
HOLIDAYS: Holidays have been restricted. The national official holidays are: 27th and 28th July (National Independence Days); 1st January (New Year); 25th December (Religious Fete); Maundy Thursday and Good Friday; variable days and 1st May (Workers' Day).
POLICE/AMBULANCE/FIRE: Police 2126; Ambulance 2225; Fire 2081.
TELEPHONES: It is not possible to instal telephones on board. Communication by walkie-talkie radio.
GENERAL: Fresh and dry provisions can be supplied, such as meat, poultry, vegetables and fruits.
SERVICES: There is no tank-cleaning equipment and the discharge of tank washing and any other kind of garbage is forbidden, for the bay is a bathing area.
SHORE LEAVE: Allowed.
DELAYS: The vessel is moored on arrival. Delays can occur due to heavy sea or rain in case of cement loading.
AUTHORITY: Captain of the Port: Captain de Fragata, Rafael Diaz Zumaeta, Tel. 2202.
AGENT: See Callao.

SALAVERRY: 8.14 S. 78.57 W.

DOCUMENTS: See "Callao".
RESTRICTIONS: Harbour entrance is sand and liable to silting. Advisable to check draft requirements in advance, as depths are subject to latest dredging.
MAX. SIZE: Approx. 25,000 dwt. with up to 32 ft. draft.
PRATIQUE: Cable Agent requesting free pratique. Agent must be notified in advance if disease suspected on board.
GANGWAY/DECK WATCHMEN: Recommended.
CUSTOMS ALLOWANCES: Any amount held over normal consumption may result in customs search being imposed.
IDENTIFICATION CARDS: Supplied by Agent and stamped by Immigration. Required for all crew members.
HOLIDAYS: Only 1st May when work is not available.
CONSULS: Nearest at Callao/Lima.
AGENT: See "Callao".

SAN JUAN: 15.21 S. 75.11 W.
SAN NICOLAS: 15.14 S. 75.14 W.

DOCUMENTS:
1 copy Clearance from previous port.
2 copies Health Declaration.
10 copies Entrance Declaration, Form 1. Original visaed by Consul.
8 copies Passenger List, Form 3. Original visaed by Consul.
5 copies Passengers in Transit. Original visaed by Consul.
6 copies Cargo Manifests. Original visaed by Consul.
2 copies Cargo in Transit Manifest.
1 copy Tonnage Certificate, issued by Peruvian Consul.
3 copies Ballast Certificate. Original visaed by Consul.
8 copies Stores List.
4 copies Personal Effects Declaration.
8 copies Passengers Baggage Declaration.
1 copy Vessels Information Sheet, supplied by Agent.

Note 1. If no Peruvian Consul exists at port of departure or within 50 km/s. radius, then the documents which require Consular visa should be signed by a Consul of a friendly nation stating that there is no Peruvian Consul. If no Consul of any nation exists at the port of departure, the documents above mentioned must bear a certificate signed by an official of the port stating that no Consul of any nation exists at the port of departure or within 50 km/s. radius.

Note 2. In the case of a vessel merely transiting the Panama Canal, no new Peruvian Consular clearance is required. The Consular despatch from port of departure will be accepted provided it is correct and no changes have taken place. If, however, vessel stops for any business during the Canal passage, embarking or disembarking passengers, crew changes, loading or discharging cargo or the conduct of any business which causes a change in the Peruvian Consular documents, New Consular Dispatch must be obtained. Panama or Balboa, which ever applies, becomes the port of departure for Peru.

The following documents should be available for inspection:
Ship's Papers.
Valid Fumigation or Exemption Certificate.
Crew's Identity Documents.
International Vaccination Certificates of all persons aboard.
List with following data: date and port of issue of ship's register, date and port of issue of Health Certificate, date of vessel's building and yard, list of ports of call with dates during previous four months.

PILOTAGE: Pilotage is compulsory for berthing. No vessel may proceed to pier until permission to berth has been granted. No vessel is permitted to berth alongside Marcona Mining Company's pier without an authorised Docking Pilot on board. While loading, during periods of heavy swells and surge a Marcona Pilot will be on board permanently. Masters are requested to make arrangements and facilities available.

Upon arrival in port, vessels must anchor and wait for reception. The starboard accommodation ladder must be rigged for port Officials and Marcona representatives. Ships approaching San Nicholas must fly their national and quarantine flags. Vessels proceeding to San Nicholas to load iron ore will radio Marcona Mining Company, Lima, Peru, cable address Marminco Lima, their ETA five days – forty-eight hours and again at twenty-four hours prior to arrival; when vessels have direct contact with station "OAS", a prestowage hatch list must be radioed to Agent, giving tonnage per hatch and loading sequence. The coast radio station "OAS" located in San Juan Bay should be contacted as soon as vessel is within range. Berthing instructions and other messages from Agent at San Nicolas will be transmitted via this station. Radio contact must be made 48 hours prior to arrival, specially on week-ends and holidays.

ANCHORAGE: The anchorage recommended for vessels waiting for berth is in inner portion of the bay, East of meridian through San Nicolas point in depths of 15 to 20 fathoms. When anchoring, it is essential to leave sufficient sea room, about ¾ of a mile for ships to manoeuvre in and about the berth.

Wreck of M/S *Templar* lies in position: Lat. 15° 13′ 53″ S., Long. 75° 09′ 48″ W. The obstruction lies in approximately 150 ft. of water. Clearance above the obstruction is 60 ft. Do not anchor in the vicinity of the wreck.

RADIO: Coast Radio Station "OAS" is located in port of San Juan and serves both San Juan and San Nicolas. This station listens on 500 kc/s 0700 hrs. to 2300 hrs. local time (1200 to 0300 GMT) each day. It handles traffic on 410, 425, 444, 448, 454, 468, and 480 kc/s. Antenna output is 300 w.

There is a new transmitter with the following frequencies schedule:

4,345 kHz – GMT 0045; 0100; 1000; 0200
8,680 kHz – GMT 0000/0045; 1200/1230; 1600/1630; 2000/2100
16,978 kHz – GMT 1130/1400; 1630/1700; 2100/2200 listening on 4, 8 and 16 M/rz.

TUGS: None available.

BERTHING: Vessels calling San Nicolas for discharging general cargo or ore slurry berth on east side of pier, starboard side to pier. Ore vessels berth at west side of pier, port side to pier. In addition to vessels' own mooring lines, heavy surge lines are compulsory for vessels loading iron ore. Wires not permitted except when attached to tension winches. While vessels are alongside pier, engines must be ready for immediate use. Sufficient crew must be on deck at all times to tend mooring lines. Failure to do so may result in a discontinuance of loading and the vessel being moved out from the berth. Pier is located at South side of bay and is built on a north-south direction. It is constructed entirely of prestressed concrete with deck 1,000 ft. long and 50 ft. wide. The deck is 11 ft. 3 in. above mean low water. Depth alongside 62 ft.

MEDICAL: All medical attention may be arranged.

STEVEDORES: Available.

TANKERS: On east and west side of pier are three raisers to which three 8-in. diameter hoses can be connected to a main pipe line of 16 in. diameter for discharging of bunker C. Flanges are U.S. Standard (ASA). Location on pier is for midship connection on vessels. Maximum pressure permissible is 125 lb. p.s.i. and maximum temperature 150° F. Also possible to connect to pipeline from east side of pier, midship connection on vessel. Diesel oil is discharged on east side of pier, using one hose to 8 in. diameter pipeline. Flanges are U.S. Standard (ASA) with 8 bolt holes. Vessel's crew is required to connect hoses to vessel's manifold.

BALLAST: Special attention is called to ballast requirements of vessels which do not need ballast in order to enter under the loading boom. Such vessels are required to carry sufficient ballast for safe handling during berthing. It is permissible to discharge clean ballast at the pier.

FRESH WATER: None available.

FUEL: None available.

GANGWAY/DECK WATCHMEN: Recommended by crewmen to prevent stowaways.

OPENING/CLOSING HATCHES: Stevedores/Crew.

CARGO GEAR: Ore-loading boom extends 60 ft. from face of pier fender, and can be retracted from this position to a minimum length of 29 ft. Gantry with loading boom is mobile. Range of its mobility is 900 ft. starting at a point 76 ft. from the head of the pier. Shifting of vessels during loading is therefore not required. Height from water to underside of boom is 41 ft. Vessels must be ballasted so that height of any coaming or any other objects in the vicinity of the hatch where loading is to start will not exceed 39 ft. above waterline.

IDENTIFICATION CARDS: Required.

CONSULS: At Lima.

REPAIRS: Except in extreme emergency, repairs cannot be effected at this port.

TELEPHONES: None available.

REPATRIATION: In cases where crew changes are to take place in San Nicolas, at least seven days advanced cable notice is required to obtain the necessary immigration authorities permission. The advanced cable must set forth name, nationality and passport number.

HOLIDAYS: See "Ilo".

GENERAL: Official hours for port officials are from 0700 to 1100 and 1300 to 1800 hours. Upon request, port officials will board vessels at any time day or night, Sundays and holidays included. Overtime for such service is for account of vessels.

SHORE LEAVE: Allowed. Crew members are not permitted to travel outside of the San Nicolas/San Juan port areas without written authorisation or pass from the Master approved by Immigration authorities.

PORT REGULATIONS: Cargo holds must be properly cleaned. In this respect special care must be taken where vessels prior to their arrival at San Nicolas have carried the following cargoes: Gypsum, Phosphate, Pyrite, Coal, Sulfur, Silica, Aluminium, Sand, Gravel, or Quartz, or any other ore containing Arsenic, Phosphorus, Sulfur, Silica, Aluminium, or Copper. Prior to commencement of loading, cargo holds will be inspected by a representative of the shippers. It is recommended that the Master or a ship's officer accompany the cargo hold inspector during the inspection.

AGENT: Agentes Navieros San Nicolas, S.A. P.O. Box 1229 Lima. Cables: "Agnav Sannicolas".

TALARA: 04.35 S. 81.17 W.

DOCUMENTS, and all general information, refer to "Callao".

RESTRICTIONS: Depth in approach channel more than 24 ft.

TUGS: Three tugs available, each of 200 h.p.

BERTHING: At Talara there are two berths for loading fuel and water; one is a regular quay, the other a petroleum berth in which vessels lie, moored to dolphins alongside hose platform.

Quay length 385 ft., depth alongside 18 ft. to 34 ft.
Petroleum berth, length 585 ft., depth alongside 34 ft.

Talara is mainly a bunkering port as it is the main port for the Northern Peru Oilfields. The little general cargo discharged is done at the quay; bunkering being done at the quay and at the dolphin berths.

FRESH WATER: Available alongside berths.

FUEL: Available alongside berths.

AGENT: See "Callao".

Philippines

BATAAN, Limay: 14.32 N. 120.36 E.

Esso Tanker Terminal.

DOCUMENTS:
Maritime Declaration of Health.
Crew List.
7 copies Cargo Manifest.
3 Stores Lists.
3 Personal Effects Lists.

PILOTAGE: Not compulsory but recommended. Pilot boards vessel just off the berth.

RESTRICTIONS: Approaches are open deep water. Vessels may berth and unberth at any hour and any stage of the tide. Keel clearance of 10 ft. required.

MAX. SIZE: LOA 1,000 ft. Maximum draft 50 ft.

RADIO: Manila Radio. At the berth, shore communication with vocaline JRC 475 transceivers on 465 Mc/s.

HEALTH: Port health officials board with the Pilot. Radio request for free pratique can be made prior arrival.

TUGS: Available.

BERTHING: *Crude berth:* Conventional buoy mooring, tankers moor to eight buoys, in depth of 60 ft. Hoses may be connected on either side. Four 12-inch hoses for crude oil discharge.

Products Pier: Inner berth depth 13 ft. Outer berth depth 32 ft. Can accommodate vessel up to 530 ft. length. No slop discharge facilities available.

DENSITY: 1025.

MEDICAL: Doctor and hospital facilities available. Advance notice required of any medical attention needed.
FRESH WATER: Not available at berth. Can be supplied by barge.
FUEL: Bunkers, fuel and diesel, obtainable from berth, advance notice required.
REPAIRS: No facilities available.
CERTIFICATES: Those required are.
Certificate of Registration.
Certificate to Operate.
Certificate of Officers and Engineers (Licenses).
Officers and Crew-Seaman's book.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and one bottle of liquor for each crew member.
IDENTIFICATION CARDS: Essential.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December). When any holiday falls on a Sunday, the following day (Monday) is by law considered a public legal holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays. Cargo work on board vessels on these holidays can be arranged.
SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.
GENERAL: Customs Inspector and two guards accommodated on board during vessels stay.
AUTHORITY: Private oil company terminal.

BATANGAS, Luzon (including Tabangao): 13.43 N. 121.03 E.

DOCUMENTS: Upon arrival of the vessel, the following papers must be submitted to the boarding authorities:
Original and 1 copy Visaed Crew List.
Original and 2 copies List of Stores: Deck, Engine, Steward Dept.
Original and 2 copies List of Stores: Firearms, Medicines, including opium and the like, if any.
Original and 2 copies Personal Effects Declaration of Officers and Crew (include cigarettes, whiskey, etc.).
Original and 5 copies Inward Foreign Cargo Manifest.
8 copies Ordinary Crew List.
1 copy Clearance from previous port of call.
PILOTAGE: Pilotage for docking and undocking at government wharves and privately owned wharves in the Port of Batangas is compulsory for all vessels engaged in foreign trade. The vessel is met by the harbour Pilot approximately 2 miles South of the wharf. Pilotage for entering the Batangas Harbour and anchoring in the quarantine anchorage is optional but pilotage for shifting therefrom or changing in the stream is compulsory for vessel engaged in foreign trade.
ANCHORAGES: Bureau of Customs Administrative Order No. 191, dated January 13, 1955, defines the limits of Batangas Harbour for navigational and mooring purposes as follows:
"... a navigational and mooring area a depth of 1 mile measured from Hagony River (near West boundary of refinery compound) Eastward along the coast by ¾ mile seaward running perpendicularly from both points . . ."
Within this navigational and mooring area a depth of 12 to 14 fathoms with good holding ground will be found at less than 400 yards from the beach. The bottom close to the beach is mainly sand and gravel. In the event of a strong South-west monsoon, vessels may resort to the protection afforded by the mountains of Maricaban Island by anchoring on the Northern side of the island along Maricaban Straight.
MAX. SIZE: Caltex Refinery: LOA 755 ft., draft 41 ft. Jetty designed for 45,000 DWT.
Tabangao Shell Refinery: LOA 900 ft., draft 48 ft.
HEALTH: Ships will clear for quarantine on arrival at the Batangas Harbour. Quarantine officers will normally board the vessel 2 miles South of the oil wharf.
TUGS: Tug service is not furnished by the two oil refineries. The use of a tug for berthing and unberthing is required. Although a tug is normally available at Batangas it may be necessary to dispatch a tug from Manila. Accordingly, it is important for Masters of vessels to provide at least 48 hours advance notice of ETA to ensure the availability of the tug boat.
BERTHING: Berthing may be done any time during the day or at night and Masters should exercise their own judgement in this respect. Vessels moor either port or starboard side to, depending on prevailing conditions.
STEVEDORES: All vessels proceeding to Batangas should radio either Caltex or Shell, whichever is their destination, their estimated time arrival at Batangas as early as possible, but not less than 96 hours before arrival, amending this ETA subsequently if it varies more than two hours from the original estimate in order to arrange towing gangs with the Luzon Stevedoring Corporation. Stevedoring is usually handled by Luzon Stevedoring Corporation.
MEDICAL: Both refineries have a small hospital for handling emergency cases. Should any ship's personnel need prolonged hospitalisation, arrangement will have to be made to transfer the patient to Manila or to the Provincial Hospital of Batangas where suitable medical attention is available. Dental treatment can be obtained from local dentists in the town of Batangas.
TANKERS: *Shell Refinery, Tabangao.* Jetty 1, two hoses of 10-in. diameter. Jetty 2, four arms of 12-in. diameter. Two berths of 50 ft. depth alongside. Slops acceptable at 500 t.p.h. up to limit of 3,000 tons.
Caltex Refinery: a T-head jetty. Berth No. 1 (depth alongside), 15 ft., No. 2, (depth alongside), 35 ft.; No. 3, (depth alongside), 42·4 ft.; No. 4, (depth alongside), 35 ft. Maximum distance between head and stern mooring buoys 1,040 ft.
DENSITY: 1.0261.
FRESH WATER: Fresh water is available to vessels loading, unloading or bunkering at Batangas Port. It is delivered to the vessel through hose connections. The water satisfies the physical and chemical requirements for drinking water.
FUEL: Bunkers are available from the two refineries. Prior advice should be given through the ship's Agent.
FIRE PRECAUTIONS: At both refineries smoking or open fires are prohibited on the wharves or on vessels alongside or within 100 yards of either wharf. Furthermore, each vessel's personnel is responsible for the safety of its own ships at all times.
DEVELOPMENT: The Government pier at present is under construction, with plans of constructing two other piers which will enable this port to accommodate more foreign vessels. The Caltex Refinery also has plans of pier improvements.
GANGWAY/DECK WATCHMEN: Not needed. The security guards in the gates of the two refineries serve the purpose.
OPENING/CLOSING HATCHES: This work is normally carried out by crew members of the vessel at the 2 refineries; off loading hoses will be connected and disconnected on board by the vessel personnel under the direct supervision of a ship's officer with the assistance and advice of wharf personnel.
CUSTOMS ALLOWANCES: Sufficient amount for crew's consumption while in port.
CARGO GEAR: During berthing and unberthing, it is required that ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use at a moment's notice, as required.
After clearing with the Customs' representative, off-loading hoses will be connected and disconnected on board by the vessel personnel under the direct supervision of a ship's officer with the assistance and advice of wharf personnel. Wharf equipment will normally be used for handling hoses although vessel's gear may at times be required and must be made available for this purpose. A ship's officer must approve the hose connections on board before off-loading commences.
IDENTIFICATION CARDS: Not required in the Port of Batangas.
CONSULS: Consulates are stationed in Manila.
REPATRIATION: To expedite disembarkation and in order that proper arrangements can be made in case of repatriation, the Master should radio this matter to Caltex or Shell refineries or his Agents within 48 hours before arrival. The message should give the names of the crew to be repatriated and their destination.
AIRPORT: At Manila.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special holidays declared by the President of the Philippines are also included. If any other legal holiday falls on Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's agent.
POLICE/AMBULANCE/FIRE: Police, tel. 125–J; Ambulance, tel. 7–J; Fire Department, tel. 261.
TELEPHONES: At present placing telephones on board foreign vessels is not available; however, telephone service is available on the jetty of both refineries.
GENERAL: Discharge of ballast: No dirty ballast may be dumped into the territorial waters of the Republic of the Philippines. The refineries have provisions for off-loading a limited amount of oil water ballast. Rat Guards: Rat guards shall be placed on all mooring lines to the wharf.
AUTHORITY: Collector of Customs, Port of Batangas, Sta. Clara, Batangas. Tel. 162 R.

BISLIG, Mindanao: 08.12 N. 126.19 E.

DOCUMENTS:
The original Manifest of all Cargo destined for the port, to be returned with the endorsement of the boarding official.
4 copies of the same Manifest, one of which, upon certification boarding official as to the correctness of the copy, shall be returned to the Master.
4 copies of Stores List.
4 copies of Passenger List.
4 copies of the Crew List.
The original of all through Cargo Manifest, for deposit, while in port, with Customs official in charge of the vessel.
A Passenger Manifest of all aliens.
PILOTAGE: Vessel should send direct advice to the Pilot or through its Agents 48 hours prior or at the very least 24 hours before ETA by commercial telegraphy.
There is no VHF operated by the Pilot.

Pilot boat is painted black (hull) and white (bridge and mast). International Code Signals used to call Pilot.

Pilot Station is located at Lat. 8 deg. 11.4 min. N., Long. 126 deg. 21.2 min. E.

Pilot boat will be located (if by prior advice/arrangement by Master requiring specific service of meeting vessel outside of entrance and conducting vessel through channel to inner harbour) at Lat. 8 deg. 16.85 min. N., Long. 126 deg. 26.50 min. E. or 340 degrees, 2·35 miles off Sanco Pt. lighthouse.

Pilot will always board a vessel (outside of entrance) via the pilot's or Jacob's ladder on the leeward side of the vessel.

ANCHORAGE: While waiting for a Pilot, the recommended anchorage (at entrance) is at Lat. 8 deg. 16.1 min. N., Long. 126 deg. 26.1 min. E. on or about this position and/or within an area of 0.5 mile radius from this point.

Quarantine anchorage or inner harbour is based on the point Lat. 8 deg. 12.9 N., Long. 126 deg. 22.0 E. to within a 5 mile radius from this point as centre, otherwise 1 mile north of BBLCI Pier's end.

Working anchorage at stream. When vessel is through with all the port formalities, she has to go to a working area for loading/unloading operations, thus:

BBLCI. Vessels will anchor at least within a 0.5 mile radius from the tip of BBLCI pier.

PICOP. Is especially prefered during North-west monsoon at least within a 5 mile radius from the foot/base of PICOP breakwater.

Bisling Bay. In general is bounded by a line from (*a*) Sanco Pt. to (*b*) Mawes I. to the North-west, thence to (*c*) the town of Bislig to the South-west, thence to (*d*) the village of Mangagoy to the South-west, and back to (*a*) Sanco Pt.

MAX. SIZE: At BBLCI Pier, at low water: Draft, forward 21 ft., aft 32 ft. Better prospect at high water.

HEALTH: Any vessel can be given free pratique if upon inspection everybody is healthy, vessel is clean and all certificates of vaccination are complete. However, if there is a suspicious quarantineable disease, a probationary pratique should be issued and after six days, if it was found out that there was no quarantineable disease at all, free pratique will be issued.

RADIO: RCPI, Clavecella and CRC.

TUGS: Tugs normally meet vessel with Pilot at the five miles limit and assist Pilot in docking, using ship's lines.

BERTHING: Berthing is on a first-come first serve basis. During the North-east monsoon berthing is in daylight only for precautionary measures.

STEVEDORES: ETA should be advised two days before ship's arrival stating workable hatches and gang requirement for berthing and gang arrangement.

MEDICAL: It is necessary for the Agent to receive advance notice if there is serious medical attendance and hospitalisation. However, less serious medical attendance does not need notification. Port of Bislig has hospital facilities with complete smallpox, cholera, El Tor and typhoid vaccine available.

DENSITY: About 1.025 with tendency to become heavier during dry season and on flood tide.

FRESH WATER: There is no available water supply. Water facilities may be installed with completion of additional pier.

FUEL: There is no available fuel supply.

DEVELOPMENTS: More berthing facilities are on the programme for the next three to five years when the pulp and paper mill is in operation. Installation of more log-processing plants to increase shipments.

GANGWAY/DECK WATCHMEN: P1.00 per hour for at least 3 men.

OPENING/CLOSING HATCHES: Rigging of booms is done by ship's crew, while opening and closing of hatches is carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes and one bottle liquor for each man.

IDENTIFICATION CARDS: Needed.

REPAIRS: Very limited.

AIRPORT: 5 kilometres distant; daily flights except Sunday.

TIME: Local Standard Time is 8 hours ahead of GMT.

HOLIDAYS: On Christmas Day; New Year's Day and Good Friday. Cargo work may be arranged.

AUTHORITY: Collector of Customs, Port of Bislig.

CEBU, Cebu Island: 10.18 N. 123.54 E.

PORT LIMITS: The seaward boundaries of the Port of Cebu within which a vessel is considered to be an "arrived vessel". North Entrance: between Pier No. 2 and Caltex Bunkering Station. South Entrance: between Shell Island and Kawit Island.

DOCUMENTS:

1 copy Letter to the Quarantine Officer.
1 copy Free Pratique issued by Quarantine Officer.
1 copy Oath of Master (ship coming from foreign port).
1 copy Oath of Master (ship coming from local port).
1 copy Clearance from last port.
6 copies List of Ports of call.
6 copies List of Passengers Manifest.
5 copies Baggage Declaration of disembarking passengers.
6 copies Crew's Manifest.
5 copies Personal Effects List of crews.
5 copies Bonded Store List/Ship's Store List, etc.
5 copies Parcel List.
1 copy Narcotics List.
1 copy Firearms and Ammo List.
1 copy Foreign Currency List.
6 copies Inward Foreign Cargo Manifest.

PILOTAGE: Advance notice 24 hours before arrival, giving draft, ETA pilot station, whether coming via North or South Entrance. Pilotage compulsory. Pilot boarding South Entrance at Lauis Ledge of Black Buoy No. 1; Pilot boarding North Entrance between Bagacay and Bontolinao lights.

ANCHORAGE: North Entrance between Pier No. 2 and Caltex Bunkering Station. South Entrance between Shell Island and Kawit Island, in front of Lu Do & Luym's private wharf.

ENTRY RESTRICTIONS: No restriction on night entry. If draft above, North 26 ft. and South 30 ft. vessel cannot go alongside.

MAX. SIZE: Length 550 ft.; draft Shell Island 30 ft., Caltex 25 ft., General Milling Corp. 28 ft., and Mobil 28 ft.

HEALTH: Pratique obtained after Quarantine personnel have boarded, mustered crew and passengers, and examined ship's health documents. Pratique automatic if vessel coming from another Philippine port.

RADIO: Globe Mackay Cable & Radio Corp.

Call letters DZM.
Working frequencies: 4328 kc, 6492 kc, 8656 kc, 1298 kc.
Listening frequencies: 425 kc and 500 kc; 6265·5–6258·5 kc; 8354–8374 kc; 12531–12561 kc.
Call letters: DZG.
Working frequencies: 483 kc, 4308 kc, 6462 kc, 8616 kc, 1292 kc, 17232 kc.
Listening frequencies: 425 kc, 432 kc and 500 kc; 6265·5–6280·5 kc; 8354–8374 kc; 12531–12461 kc; 16708–16748 kc.

Master may contact Cebu Stevedoring Company through Channel 1 (156·7 Megacycle) and Channel 2 (157·8 Megacycle) VHF.

TUGS: Tugs: 300 h.p. and 600 h.p. Tugs will assist berthing. Ship's lines always used.

BERTHING: anytime except when current strong at a certain time on North side of Piers 1 and 2.

General Milling Corporation wharf, Port of Mactan, Cebu has a pneumatic suction pump for bulk cargoes like wheat and soybean meal.

Suction rate (wheat), about 85 tons per hour.
Suction rate (soybean), about 40 tons per hour.

All oil depot in Cebu (Shell, Caltex, Mobil, Esso and Filoil) has facilities in handling liquid chemicals or LPG carriers.

BRIDGES: Bridge crossing North Channel, clearance 70 ft. under construction. Channel meanwhile closed to navigation.

STEVEDORES: Ordered by Agents, no ETA to stevedores necessary from Master.

MEDICAL: No advance notice to Agents needed. Hospital facilities available anytime.

TANKERS: See "Max Size".

FRESH WATER: Most berths supply by shore installation, otherwise by barge or trucks.

FUEL: All grades available.

FIRE PRECAUTIONS: Tankers discharging: smoking only allowed in saloon (officers), crew in the messroom.

DEVELOPMENTS: Reclamation project at the North side of Cebu.

GANGWAY/DECK WATCHMEN: Services of watchmen necessary subject Master's recommendation.

OPENING/CLOSING HATCHES: Stevedores, with aid of ship's crew.

CUSTOMS ALLOWANCES: (Tobacco) One carton a week for each crew member. (Wine and/or Spirits) One bottle a week for each crew member.

IDENTIFICATION CARDS: Required by Immigration Authorities.

CONSULS: British tel. 7–22–68; Norwegian 9–77–20; Chinese 7–45–85; American 7–31–51.

REPAIRS: Minor repairs possible.

DRY DOCK: Cebu Shipyard – maximum 1,000 dwt only.

REPATRIATION: Facilities available.

AIRPORT: Distance 7 miles from port and regularly served by all domestic airlines.

TIME: Local time based on the 120 East meridian. GMT plus 8 hours.

HOLIDAYS: Cargo can be arranged during holidays, which are the following: New Year (January 1st); Maunday Thursday; Good Friday; Bataan Day (April 9th); Labour Day (May 1st); Independence Day (June 12th); Republic Day (July 4th); Bonifacio Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th).

SHORE LEAVE: Crew members allowed ashore any time, except Chinese nationals.

DELAYS: Berthing on North side of piers depends upon tide and current. South side of piers, vessel can dock any time.

AUTHORITY: Dept. of Finance, Bureau of Customs, Cebu.

AGENT: Smith, Bell & Co. (Phil.) Inc., Corner M.C. Briones and P. Burgos Sts., Cebu City. Tel. 7–52–98, after office hours 72630, 9–70–14. Lloyds Agents. Cables: "Bell Cebu".

CLAVERIA, Luzon: 18.37 N. 121.02 E.

DOCUMENTS: Required by Customs officers'.

2 copies Crew List.
2 copies Crew Manifest.
2 copies Bonded Store List.
2 Passenger List.
7 Inward Manifest.
2 Narcotic List.
2 copies Money List.
Clearance from Last Port.

PILOTAGE: There are no telegraphic addresses of pilot stations although Pilots could be contacted in the Port of Manila with at least 3 days advance notice.
ANCHORAGE: Very deep and wide, safe enough to accommodate 6 ships at a time.
RESTRICTION: No restriction whatsoever is imposed upon entry day or night time.
MAX. SIZE: Maximum length permissible is around 300 metres.
HEALTH: Pratique is granted as soon as the ship's Master has presented all his crew for vaccination in case same has expired and/or verification of its crew's health record and the submission of the Maritime Declaration of Health of the ship duly signed by the Master.
RADIO: Cables could be routed through RCA or DZN Manila for ship's Agents.
TUGS: Only required for lighters. Upon anchorage tugs could be called by blowing the ship's whistle twice.
STEVEDORES: No particular ETA advice in order to arrange gangs.
MEDICAL: Not necessary for ship's Agents to receive advance notice of required medical attendance. Doctors available.
FRESH WATER: No fresh water available for ships in this port.
FUEL: Not available in this port.
DEVELOPMENT: The construction of a breakwater.
GANGWAY/DECK WATCHMEN: It is recommended that ships that call at this port employ watchmen.
OPENING/CLOSING HATCHES: Is carried out jointly by ship's crew and stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes for each man a week, and one bottle wine/spirits.
IDENTIFICATION CARDS: Not needed in this port.
CONSULS: No Consuls could be contacted in this port, although they could be contacted in the City of Manila.
REPAIRS: Major repairs not advisable in this port.
REPATRIATION: Changing of crew can be carried out by ship's Agent in Manila, Cebu or in any other big ports in the Philippines.
AIRPORT: No government airport in this port, although there is one private but no regular flights.
TIME: GMT plus eight hours.
GENERAL: See "Manila" for general information.
AUTHORITY: Collector of Customs, Claveria.

DADIANGAS: 06.27 N. 125.12 E.

DOCUMENTS:
4 Crew Lists.
3 Stores Lists.
3 Crew Personal Manifests.
Last Clearance.
Ship's Register, etc.
Immigration:
1 Visaed Philippine Crew List (and one copy).
Port Health:
De-Ratisation or Exemption Certificate.
International Health Form.
1 List of Vaccination Certificates – must be valid.
1 Crew List.
Department of Agriculture:
Certificate stating vessel free of Kaphra beetle.
PILOTAGE: Pilot boards about half a mile from the berth. Uses a white painted launch as a rule. If berth occupied, Pilot takes vessel to anchorage off the town.
ANCHORAGE: Very deep water. Vessel lowers seven or eight shackles on the port anchor as vessel approaches shoreline. Anchor then takes hold on reef. This is about 200 ft. from shore, when vessel has swung stern-to.
RADIO: Messages regarding ETA, etc. are sent through Manila Agent.
TUGS: Not available.
BERTHING: Private concrete finger pier. Well fendered. Berth on South side only in deep water. Pier width 24 ft. at shore end and about 60 ft. at seaward end. Depth alongside 40 ft.
REPATRIATION: Possible, but very difficult via Manila.
MEDICAL: Small hospital in town.
STEVEDORES: One company only. Ship's gear used and a loading rate of about 1,500 tons per day. Exports are: fresh fruit, canned pineapple and concentrated pineapple juice.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of spirits per man.
SHORE LEAVE: Allowed.
FUEL: None available.
GENERAL: One Customs Inspector and two guards to be given accommodation and meals. When a vessel is expected, the Agent usually contacts VHF Channel 16 from a vessel alongside.
AGENT: See "Manila".

DAVAO: 07.04 N. 125.38 E.

DOCUMENTS: The following documents are required of vessels entering port:
Clearance papers from last port of call.
8 Inward Cargo Manifests.
3 Crew Lists.
3 Passenger Lists.
3 Store Lists.
1 Vessel's information sheet of Ship's Registry.
1 List of Crew Personal Effects.
Officer's and Seaman's Passports (for Immigration Inspection).
PILOTAGE: Pilotage at Davao port is compulsory. When vessel is due to call at Davao port, the Master should cable Agents of the vessel's ETA at least 24 hours before arrival. Licensed Pilots are available 24 hours a day. The Master may, likewise, cable the Pilot's Station addressed "DAVAO PILOTS" either through Globe-Mackay or RCA frequencies. There are two pilot boats servicing the port of Davao and they fly the usual "red and white" Pilot Flag, visible in daytime.
ANCHORAGES: Davao port harbour limits embraces all that portion of Davao Gulf bounded by an imaginary line drawn from Dumalag Point running East (true) to the Western shoreline of Samal Island; Thence by shoreline of Samal Island to Bassa Point; thence by an imaginary line running straight to the mouth of Lasang River, and thence by shoreline of the mainland (Mindanao Island) to Dumalag Point, the place of commencement. Vessels normally drop anchor approximately 1 mile off the pier area. (Note: Davao Pilots conduct vessels to safest anchorage, away from traffic obstructions.)
RESTRICTIONS: Vessels entering port should be prepared to present required documents upon boarding of the Customs Boarding Party. No unauthorised persons must be allowed to go onboard before the customary entrance formalities are effected by the Government authorities, i.e. Quarantine Officers, Customs Boarding Party, Immigration Officers and other Government representatives.
MAX. SIZE: For entrance formality purposes, Davao port can accommodate vessels with a length of 700 ft. with a maximum draft of 40 ft. However, if the vessel should proceed alongside the wharf, the maximum length allowable will be approximately 500 ft. with a draft of 20 ft. to avoid touching the bottom at low tide, which is approximately 23 ft. Oil docks can accommodate oil carriers with a maximum length of 500 ft. and a maximum draft of 25 ft. at low tide to avoid touching the bottom.
HEALTH: Vessels entering port should display International flag "Q" at fore. Masters are advised to make ready the health book of each officer and crew for submission to the Medical Quarantine Officer when he boards the vessel. In the event of any suspected disease or fever onboard, International Code flags "E Z Q" should be displayed conspicuously, and in the event of death, Customs and Quarantine calls, or International Code flags "E N L" should be displayed.
Pratique is automatic after a vessel has called at another port of entry in the same country.
RADIO: Radio messages can be routed through any big stations like RCA or Globe-Mackay. Masters are advised, however, not to send messages when vessel is within a 3-mile radius of the port as defined in the regulations.
TUGS: The only tugs available are those belonging to the stevedoring company, and in most cases are not used in assisting vessels when coming in for berth. The Pilot's boat usually assists in handling ship's lines when docking at the wharf. There is a two-line service at the wharf receiving ships' lines and letting-go lines.
BERTHING: Berthing facilities of Davao port are limited. The present length of the existing wharf is 1,550 ft. accommodating two overseas vessels and two coastal vessels at the same time. Berthing arrangements are by "first to arrive – first to berth", and vessels are required to work 24 hrs. a day during weather-working days to give way to other vessels awaiting berth. In most instances the wharf is congested and vessels should advise their ETA at least 48 hrs. in advance.
STEVEDORES: There are several stevedoring firms operating. The biggest, Luzon Stevedoring Corporation, is most reliable with adequate facilities in handling incoming and outgoing cargoes. Upon receipt of vessel's ETA, the Agents arrange the stevedore gangs required by the vessel and other requirements for discharging or loading operations.
MEDICAL: In any cases when vessels entering port requires immediate medical attention of her crew members, the Agents must be advised by cable and the Medical Quarantine Officer shall immediately arrange hospitalisation if necessary. Innoculations are performed by the Medical Quarantine Officers. There are first-class hospitals available with adequate facilities.
TANKERS: Only medium-sized tankers can dock at local oildocks, namely, Shell, Caltex and Esso. The lines are 3 and 4 in. Each oildock can accommodate one tanker at a time, and maximum permitted draft is 25 ft.
FRESH WATER: Davao port has no water connections at the wharf, and fresh water supply to the vessels is done by tank-trucks with average delivery of 15 tons per hour.
FUEL: Fuelling of vessels is done alongside, Shell or Caltex oildocks with average viscosities 750 SSU 100°F. Vessels scheduled for fuelling should make 24 hrs. notice at least.
FIRE PRECAUTIONS: No fire boats are available in the port. Vessels docked alongside wharf are assisted by the Davao Fire Department and other ships docked alongside, in case of fire onboard.
DEVELOPMENTS: Development programme for the lengthening of the existing wharf is at a slow place. The Government has on its blue-print the construction of the proposed "Free Zone" about 2 miles North of the existing wharf. This is called the Mindanao Development Authority Project. One of the proposed plans is to construct a marginal wharf which will accommodate five overseas vessels at a time, each average 500 ft. in length. Estimated completion within 2 years from start of actual construction.
GANGWAY/DECK WATCHMEN: There are numerous watchmen agencies operating in Davao port. Local shipping agents re-

commend only one agency at a time, and the rates are hourly for deck watchmen on patrol.
OPENING/CLOSING HATCHES: This is normally done by the stevedores.
CUSTOMS ALLOWANCES: Number of items allowed for the crew while the vessel is in port depends on how long the vessel stays in port and this should be arranged with the Customs Boarding Officer.
CARGO GEAR: Stevedoring company provides cargo gear and vessel may supply additional gear upon request of the stevedores' boss.
IDENTIFICATION CARDS: Not required.
CONSULS: Countries with consulates are Republic of China (Taiwan), Indonesia, U.S.A. (represented by the USIS).
REPAIRS: Only minor repairs are possible for deck and engines, and also refrigeration and electrical repairs.
REPATRIATION: There is an office of the Immigration Bureau which arranges repatriation and change of crew.
AIRPORT: Wharf is approximately 2 miles from airport with daily flights served by three domestic airlines. Average daily flights to Manila is five flights a day.
HOLIDAYS: There are a number of official holidays (same as in Manila) being observed. Stevedores do not work on 1st May, Labour Day, and work half-day During Christmas Day, New Year's Day and Good Friday.
POLICE/FIRE/AMBULANCE: Contact should be made through the Customs Office which is at the wharf-side. There is a police outpost near the wharf.
TELEPHONES: No telephone connection to vessels at present.
GENERAL: Shipmasters should advise their crew not to bring along with them valuables when on shore leave. No visitors are allowed onboard without prior permission by the Customs Inspector onboard.
SERVICES: Special services available, e.g. tank cleaning and discharge of tank washings done by Luzon Stevedoring Company.
SHORE LEAVE: Except for Chinese crew and other nationalities without diplomatic relations with the country, all other nationalities are allowed shore leave.
PORT REGULATIONS: Local ship Agents will brief Shipmasters of the existing port regulations and also Customs Inspectors onboard will assist Shipmasters of these regulations when their assistance is sought.
AGENTS: Smith, Bell & Co. (Philippines) Inc., PO Box 146, Davao City, Philippines. Cable address: "Smithbell Davao". Telephone numbers: 7-23-86, 7-36-42, 7-51-02.

ILOILO Panay: 10.42 N. 122.35 E.

PORT LIMITS: Iloilo Harbour is defined as that portion of Iloilo Strait within the following boundaries: an imaginary line extending from the Northern bank of Dumangas River, Island of Panay, across Iloilo Strait to Navalas Point on the Northern coast of Guimaras Island; thence along the North-west and West shore of Guimaras Island to Lusaran Point, thence along an imaginary line extending from Lusaran Point to the South bank at the mouth of Siuaragan River in the municipality of San Joaquin, Province of Iloilo, Island of Panay, to the North bank of Dumangas River.
DOCUMENTS:
6 Crew Lists.
1 Visaed Crew List.
2 Crew Personal Effects Lists.
3 Passenger Lists.
1 Health Declaration.
10 Cargo Manifests.
3 Cargo Stowage Plans.
1 Bill of Lading.
2 copies of Customs Documents.
PILOTAGE: All foreign-going vessels required advise ETA 24 hours before arrival. Telegraphic address Iloilo Pilots. Pilot station: South entrance at Sinapsan Point; North entrance at Navalas Point. Pilot boat painted white with name "Pilot" on top, carries flag "H". Sound signals for calling Pilot, two long blasts and one short.

Northern entrance: Pilot boards vessels at Northern entrance to Iloilo Strait 2 miles East of Navalas Point. Maximum draft 24 ft. Entry and departure in daytime only.

Southern entrance: Pilots board vessel 1 mile West of Sinapsan Point. Vessels can be brought in and out of the harbour at any time, maximum draft 30 ft. Vessels with more than 30 ft. draft must wait for high tide.
RESTRICTIONS: Iloilo Strait, separating Panay and Guimaras Islands, has a width of about 0·9 mile at its narrowest part. This important thoroughfare leads to the port of Iloilo. Its shorelines are very irregular, and the navigable channels are narrowed by Iguana bank and Siete Pecados Islands on the Northern entrance and by Oton bank on the Southern entrance. Ocean vessels use only the South entrance when entering Iloilo Strait. Incoming vessels are met and boarded by Iloilo Pilot at Sinapsapan Point. Pilotage is compulsory. Oton bank is of soft muddy sand, about 0·1 mile West South-west of the Southern extremity of the flat on which Iloilo City stands and extends about 8 miles in a West South-westerly direction. It is composed of shifting sand and said to be extending Westward; vessels should not attempt to cross it. There is a narrow channel between it and the Panay shore, used by coast-wise vessels, but the main channel into Iloilo is between the bank and Guimaras Island. It is the sand bar along this channel that limits the draft of ocean vessels, entering or leaving Iloilo Strait, to a maximum of 33 ft. on a 5.0 ft. tide.
ANCHORAGE: Vessels waiting for Pilot may anchor in vicinity of pilot boarding station. No specified quarantine or Customs anchorages. Ships may anchor at any place North or South of the mouth of the Iloilo River provided that they do not obstruct navigation.
MAX. SIZE: No restrictions on length and breadth. Vessels over 30 ft. draft dependent on height of tide.
HEALTH: All overseas vessels calling first port of entry are subject to quarantine until free pratique granted. Quarantine doctor boards on arrival and issues Bill of Health subject to Master's Health Declaration and clearance from last port. Agents must be advised by radio in advance if suspected disease or fever on board. Pratique automatic for vessels coming from another port in the Philippines.
RADIO: Sarmiento Radio via Phimacomi, call sign DZZ. Frequencies 6 and 8 mhz.
TUGS: Berthing assistance by tugs available if requested. Ship's lines used. Pilot boats normally assist berthing.
BERTHING: Limited berthing space at pier berths, accommodation for two vessels only. Advance information required for vessels loading bulk sugar or molasses, since only one vessel may berth at a time.

Guimaras Island: Molasses installation, the molasses loading pier, owned and operated by the Luzon Stevedoring Co., is easily picked out and distinguished by the three steel tanks and one concrete tank situated on a hill just above the pier and should not be confused with the Jordan municipal pier laying just south of it. The pier is T-shaped, being 25 ft. at the face with a row of four pile clusters in line with the face, with a total span of about 300 ft. and with ample mooring facilities. It is recommended that berthing be done at flood tide, with the assistance of a Pilot obtainable at Iloilo. Unberthing can be done at any time. The three steel and one concrete tanks has an aggregate capacity to store 52,400 tons of molasses. Three of these four tanks are provided with pneumercator scales. The molasses outloading berth is located about 800 ft. North of the bulk sugar outloading berth and its outloading capacity is about 5,500 tons of molasses per day. Tankers with as much as 12,000 tons deadweight capacity have been handled here.

Bulk sugar installation. The berth has an average depth of water alongside of 40 ft., the shallowest portion being 33 ft. at the Southernmost part of the breakwater extending down to the inloading berth. Maximum length of vessel so far accommodated is 633 ft. (without utilising hatches 1 and 7). The outloading capacity for bulk sugar is from 7,000 to 8,000 tons per day, while the capacity to inload from barges into its three warehouses is about 4,000 tons per day. The three warehouses have a total capacity of 60,000 tons. Outloading of bulk sugar to ocean vessels is affected by means of conveyor system running from the warehouses to the outloading tower which has two retractable boom bridges fitted with ship trimmers. Height of boom bridge down to its base is 31 ft. with the water level during high tide being one foot below this base. Carrier vessels coming alongside to load therefore should not exceed the height of 32 ft. from waterline to hatch coaming in order to allow boom bridge of the outloading tower clearance over the hatch opening.
STEVEDORES: Advise Agent before arrival details of cargo and number of gangs required.
MEDICAL: Agent should be advised 24 hours in advance of any medical requirements. Hospital facilities available. All crew require valid vaccination certificates.
FRESH WATER: Delivered by barge, minimum charge for 40 metric tons. Available from Guimaras Shore Installation, minimum charge for 40 metric tons
FUEL: Bunker "C" available, subject to three days advance notice.
WATCHMEN: Services of shore watchmen recommended.
HATCHES: Opening and closing hatches is normally done by stevedores except for McGregor or other automatic hatch covers which are operated by the crew.
CUSTOMS ALLOWANCES: 200 cigarettes in an open carton allowed each man. No allowance for wine or spirits.
CARGO GEAR: Details of any heavy lifts should be advised to avoid delay.
IDENTIFICATION CARDS: Required for shore leave. Seamen's books or passports usually deposited with Immigration.
CONSULS: Great Britain, telephone 5086. All other Consuls at Manila.
REPAIRS: Minor repairs can be effected. Dry docks for local barges and launches only.
REPATRIATION: Can be arranged subject to Immigration approval.
AIRPORT: Situated about 4 miles from the port with regular local services.
TIME: GMT plus 8 hours all the year round.
HOLIDAYS: 1st January, Holy Thursday, Good Friday, 9th April, 1st May, 12th June, 4th July, 25th December, 30th December. Cargo work may be arranged on these days.
POLICE/FIRE/AMBULANCE: Police, tel. 55-21; Fire, tel. 30-11; Ambulance, tel. 26-12 or 25-61.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Crew members are allowed ashore subject to Immigration control.

AGENTS: Smith Bell & Co. (Philippines) Inc., tel. 28-51. Telegraphic Address: Bell Iloilo.

JOLO: (Jolo Island) 06.03 N. 121.00 E.

DOCUMENTS:
1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel and Money Lists.
5 copies of Inward Foreign Manifest.

PILOTAGE: Telegraphic advice to pilot station required 48 hours in advance. Pilot boards in quarantine anchorage.

ANCHORAGES: 4 miles North-west of Piers I and II.

RESTRICTIONS: Entry permitted only before sunset and after sunrise. Vessel should wait 4 miles off Piers for quarantine or Pilot service.

MAX. SIZE: Up to 8,000 tons dwt.

HEALTH: Wait for quarantine doctor at quarantine anchorage. To obtain pratique, the ship's Master must advise the ship's Agent vessel's ETA in advance. The ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same and if the vessel is found to be free from all quarantinable diseases, pratique is granted.

Automatic pratique is granted only to naval vessels.

Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines immediately before.

RADIO: Radio Corporation of America or Mackay Radio.

TUGS: None available.

BERTHING: As may be directed by Wharfinger.

STEVEDORES: ETA advices required in order to arrange gangs.

MEDICAL: It is always necessary for ship Masters to notify their Agents of required medical attention at least two to three hours before arrival. Hospital facilities are available. Vaccination/Fever Certificates required, especially those against cholera, smallpox and yellow fever.

DENSITY: 1025.

FRESH WATER: Available, direct line to ship from all berths.

FUEL: Available. Delivery direct line to ship from pier.

GANGWAY/DECK WATCHMEN: Services of watchmen necessary.

OPENING/CLOSING HATCHES: This work is normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and one bottle of liquor for each crew member.

IDENTIFICATION CARDS: Essential.

REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.

CONSULS: None.

REPAIRS: No facilities.

AIRPORT: Plane flight twice a day to Manila for international connections.

TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.

HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December). When any holiday falls on a Sunday, the following day (Monday) is by law considered a legal public holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays. Cargo work on board vessels on these holidays can be arranged.

POLICE/AMBULANCE/FIRE: Telephone numbers can be supplied by Agent.

TELEPHONES: Cannot be connected on board vessels.

SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.

DELAYS: Availability of berthing space.

AUTHORITY: Collector of Customs, Jolo, Sulu.

JOSE PANGANIBAN, Luzon: 14.17 N. 122.42 E.

DOCUMENTS:
5 copies Crew List.
3 copies Passenger List.
4 copies Inward Manifest.
4 copies Outward Manifest.
5 copies Stores List.
3 copies Personnel Effects List.
3 copies Narcotics List.
3 copies Tobacco List.
3 copies Ship's Particulars.
Ship's Registry and Quarantine Papers from last Port of Call.

PILOTAGE: Compulsory for entrance and for clearance. ETA must be forwarded to the Agency in Manila; the last telegram from the Master w/ETA will be transmitted by radio to Pilots at Jose Panganiban (mentioning Larap if the vessel goes direct to Larap, J.P., and also to the loader in Daet. (Daet is the Capital of North Camarines.) In case of change of time, the hour of expected arrival may be forwarded directly to the Harbour Pilot. Master to pilot his vessel 1·5 miles South of Tanao Island lighthouse and steer 180° at moderate speed to meet the Pilot.

ANCHORAGE: About 1 to 2 miles W. of Pinandugan Point; advisable to await Pilot; in 8 to 11 fathoms or proceed Southward at slow speed to meet Pilot.

RESTRICTIONS: Entrance can be at any time day or night, but during Northern monsoon advance notice should be given to consider the use of a motor-boat instead of small-motored *banea;* in case of meeting outside harbour limits the request should be made to Pilot by the Master of vessel entering.

MAX. SIZE: Maximum draft not to exceed 30 ft.

HEALTH: To obtain pratique, the ship Master must advise Agent vessel's ETA in advance. The foregoing advice is very important because the ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same, and if the vessel is found to be free from all quarantinable diseases, pratique is granted. Automatic pratique is granted only to naval vessels. Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines.

RADIO: RCPI (Radio Communications of the Philippines, Inc.).

TUGS: A motor-boat is used by the PIM (Phil. Iron Mines) in Larap for vessels to load for them in that bay, but it is not needed for Panganiban Bay.

MEDICAL: Good hospital facilities in Larap and in Daet. There is also rural Medical Officer in this locality.

FRESH WATER: Insufficient fresh water on the pier to supply ships.

WATCHMEN: There is watchmen service in this port; number of watchmen at ship's convenience.

OPENING/CLOSING HATCHES: An additional charge for this job is imposed if carried out by stevedores. The crew can, however, do the job.

CUSTOMS ALLOWANCES: 200 cigarettes for each member of the crew.

IDENTIFICATION CARDS: Only those which have to be shown to Immigration Officer with booklet are necessary. Immigration Officer will board vessel after the doctor's clearance.

REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.

AIRPORT: In Larap and in Daet. Daily trips to Manila.

TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.

HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December).

SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.

AUTHORITY: The Collector of Customs, J. Panganiban, Bureau of Customs.

LEGASPI: 13.10 N. 123.45 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Bills of Lading.
2 Fire Arms Lists.
2 Bonded Store Lists.
2 Narcotic Lists.
7 Inward Manifests from last port of call.
8 Outward Manifests from last port of call.
1 Vessel's Registration Certificate.
1 Certificate of Ownership.
1 International Loading-Line Certificate.
1 Safety Equipment Certificate.
1 Prevention of Life and Property at Sea Certificate.

PILOTAGE: Send advance notice telegram to Harbour Pilot, Legaspi City, 48 hrs. before arrival. ETA should be tendered 48 hrs. and 24 hrs. in advance. No VHF available. Pilot boat has letter "P" painted white above water line. International Code signals used.

Pilot area is within the 3-mile limit from the harbour, whereby no extra charges will be solicited. However, if vessel requires services outside the harbour limits, extra pay is solicited. During inclement weather, Masters of vessels should notify their arrival in order to be met within or outside the 3-mile limit.

During bad weather a jacob's ladder is more appropriate until vessel is at anchorage, thence accommodation ladder will be utilised for the purpose of Quarantine and Customs Officers.

No specific areas of anchorage in waiting for a Pilot; Master must use his discretion to drop anchor within the 3-mile limit with seven shackles in the water until Pilot arrives.

ANCHORAGE: After sunset and before no vessel is cleared by Customs.

Anchorage area is open to vessels of any draft.

MAX. SIZE: Length 600 ft. draft 32 ft. During spring and neap tides current is strong. At Pilot's discretion when to dock and undock.

HEALTH: All crew members and officers should possess valid vaccination certificates. In the event of suspected disease or fever onboard, Quarantine Officers should be notified at port of call.

Pratique could be served by boarding Quarantine Officers. Pratique is not needed if vessel already called at port of entry within the jurisdiction of the Philippines.

RADIO: Following stations are normally used:

RCPI FILTEL
TELEFAST CLAVECILLA
CRC

TUGS: No tugs available. Motor launch is used to attend to mooring and unmooring.

BERTHING: At AIC Berth and Legaspi Berth. Mooring daytime only. Vessels moor stern to quay (Mediterranean mooring).

STEVEDORES: Stevedores are members of Union Oberara of Legaspi, Fraternal Obrara and Espinosa Estervering.

Bulk cargoes are handled and charged per ton. Hired shore personnel are paid per minimum wage rate daily as described by the Bureau of Labour Law.

TANKERS: Maximum draft 30 ft. Diameter of Load Discharge Line, 4 in.

DENSITY: Salt water density 1036.

FRESH WATER: Fresh water is available by tank-truck, containing 6 tons.

FUEL: Fuel available at any time.

GANGWAY/DECK WATCHMEN: Services of watchmen are available at the Master's discretion.

OPENING/CLOSING HATCHES: In the absence of sailors to open/close hatches, shore union personnel are available with a rate based on Union Rate Tariff.

CUSTOMS ALLOWANCES: 1 carton of cigarettes for each crew member. 1 bottle of wine and/or spirits for each officer.

IDENTIFICATION CARDS: Required, also Seaman's Book.

REPATRIATION: Allowed upon approval by Commissioner of Immigration at Manila.

AIRPORT: There is an airport about 2 km. away. 1 flight per day or 7 flights per week.

TIME: Standard time. GMT plus 8 hrs.

HOLIDAYS: 1st January (New Year's Day); 9th April (Bataan Day); Maundy Thursday; Good Friday; 1st May (Labour Day); 12th June (Independence Day); 4th July (Fil-American Friendship Day); 30th November (Bonifacio Day); 25th December (Christmas Day); 30th December (Rizal Day).

Cargo work can be arranged on these days with additional overtime charges covered by the Bureau of Labour Law.

POLICE/AMBULANCE/FIRE: There are telephones connected to the three mentioned services but they have no numbers. Only controlled by operator available for any call simultaneously.

GENERAL: Notice of vessel's should be sent 48 hours before the vessel's arrival.

SHORE LEAVE: Seamen who are restricted aliens are not allowed to leave the ship unless authorised by the Commissioner of Immigration.

AGENTS: Smith, Bell & Co. (Philippines) Inc., Legaspi City.

MANILA, Luzon: 14.40 N. 121.00 E.

DOCUMENTS:

6 copies Inward Foreign Cargo Manifests:
- 1 copy Customs Marine Division.
- 1 copy File – Surveyor's Office.
- 1 copy Customs Secret Service Division.
- 1 copy Customs Auditor.
- 1 copy Plant Quarantine Officer.
- 1 copy Terminal Contractor (Arrastre).

3 copies Ship's Stores Lists:
- 1 copy Customs Marine Division.
- 1 copy Customs Inspector in charge of vessel.
- 1 copy Customs Harbour Police.

2 copies Crew Personal Effects Lists:
- 1 copy Customs Marine Division.
- 1 copy Customs Inspector in charge of vessel.
- 1 copy Customs Harbour.

2 copies Visaed Crew List: To be handed to Immigration Officer.

7 copies Crew Lists.
- 2 copies Customs Marine Division.
- 2 copies Immigration Officer.
- 1 copy Customs Inspector in charge of vessel.
- 1 copy Manila Police Department representative.
- 1 copy Customs Secret Service Division.

5 copies Landing Passengers Manifests (BU of Immigration Form 15):
- 4 copies Immigration Officer.
- 1 copy Manila Police Department representative.

6 copies Landing Passengers Lists:
- 2 copies Customs Marine Division.
- 1 copy Customs Inspector in charge of vessel.
- 1 copy Appraisers (Baggage Section) Division.
- 1 copy Customs Secret Service Division.
- 1 copy Manila Police Department representative.

7 copies in Transit Passengers Lists.
- 2 copies Customs Marine Division.
- 2 copies Immigration Officer.
- 1 copy Customs Inspector in charge of vessel.
- 1 copy Manila Police Department representative.
- 1 copy Customs Secret Service Division.

Baggage Declarations:
- 1 copy per Landing Passenger or per Head of family.

Other Papers:
- Quarantine Pratique.
- Ship's Register and clearance from Last Port called should also be handed to the Boarding Officer.

PILOTAGE: The Pilot will board vessels in the quarantine anchorage at the completion of the quarantine inspection if vessels are proceeding to one of the 26 anchorages within the breakwater or to one of the piers.

Pilotage for anchoring or leaving anchorage within the breakwater is compulsory, as well as when docking and undocking at any of the piers.

ANCHORAGE: The position and bounds of the quarantine anchorage may be determined as follows: From the Manila Outer Harbour light buoy No. 1, approximate position, Lat. 14° 33′ 09″ N., Long. 120° 54′ 00″ E., thence on a range of 76° 24′ true, Custom House City Hall Towers 4,000 yards to approximate position Lat. 14° 34′ 50″ N., Long. 120° 56′ 00″ E., thence 180° true 119 yards to approximate position Lat. 14° 34′ 14″ N., Long. 120° 50′ 00″ E., thence 242° 30′ true 4,440 yards to the Manila Outer Harbour lighted buoy No. 1 at point of commencement.

When approaching the quarantine anchorage during daytime, the ship should fly her registered signal letters. When the vessel arrives during night at the quarantine anchorage, vessel's call letters should be hoisted at daylight as well as the "Q" flag. If vessel is carrying mail also the "Y" flag should be hoisted until delivery is effected.

RESTRICTIONS: Vessels entering Manila Bay through the North channel shall pass midway between La Monja Island and Guardia Shoal and shall proceed directly through the middle of the channel between Corregidor Island and the mainland, steering 070° until 1 mile distance from the shore is cleared. The same route shall be followed by vessels when leaving Manila Bay through the North channel.

Vessels entering Manila Bay through the South channel should not approach any shore closer than 1 mile and shall keep South of the restricted area, South of La Monja, Corregidor and Caballo Islands, which is embraced within the North sector of the following two bearings: 296° from El Fraile Island and 236° from Caballo Island lighthouse; furthermore on the Southern side of the channel, they shall not approach the line joining El Fraile and the North-west point of Limbones Island closer than 1 mile. The same restrictions apply to vessels leaving Manila Bay through the South channel.

There are no uncharted obstructions between the entrance to Manila Bay and the quarantine anchorage and vessels should have no difficulty proceeding over this route. Frequent difficulty is experienced in picking up Sangley point light because of its low visibility and the background of shore lights.

MAX. SIZE: Pier 9, length 250 m., draft 20 ft. Pier 13, length 400 m., draft 32 ft. Pier 15, length 380 m., draft 35 ft. Tankers: Up to 40 ft. draft at Rosario Sea Berth.

RADIO: Weather information and Notices to Mariners are broadcast daily from the following local radio stations:

DZA	2,598 kc	8.30; 6.30	10.30 a.m.; 8.30 p.m.	12.00 noon
DZRH	650 kc	5.20—	5.25 a.m.	4.20–4.25 p.m.
DZAQ	620 kc	between	5.00 to 5.30 a.m.	
DZBB	580 kc	,,	5.00 to 5.30 a.m.	
DZBC	1,000 kc 9,550 kc	,,	5.00 to 5.30 a.m.	
	710 kc		5.00 to 5.30 a.m.	
DZFM	6,170 kc 11,840 kc	,,	10.00 to 10.30 a.m. 4.00 to 4.10 p.m.	
DZPI	800 kc 9,500 kc	,,	5.00 to 5.30 p.m.	
DZRC	950 kc	,,	4.30 to 4.35 p.m.	

Station DUS of the Coast and Geodetic Survey may be contacted for urgent nautical information at 0820 and 1350 hours weekdays and 0820 and 1220 on Saturdays. DUS transmits on 8690 kc (CW) and receives on 8412 kc (CW).

BERTHING: Vessels having 100 tons or more of general cargo for discharge (except those granted ship-side delivery permits) must berth at piers for such discharge. Ship-side delivery permits are issued by the Bureau of Customs on certain merchandise considered as bulk cargo.

There are piers available for ocean going vessels with a total of 14 berths and a total area covered of 376,955 sq. ft.

	Controlling Depths Alongside Piers	*No. of Sheds per Pier*	*Total Covered Area per Pier*
PIER 13			
Inner Berth, South side,	23 ft.	4	129,536 sq. ft.
Outer ,, ,, ,,	32 ft.		Capacity 12,900 tons
Inner ,, North ,,	23 ft.		
Outer ,, ,, ,,	32 ft.		
PIER 9			
Inner Berth, South side,	22 ft.	4	156,000 sq. ft.
Outer ,, ,, ,,	32 ft.		Capacity 16,000 tons
Inner ,, North ,,	22 ft.		
Outer ,, ,, ,,	32 ft.		
PIER 7			
North side	24 ft.	1 bulkhead	44,449 sq. ft. 5,000 tons (Bulkhead) 1,950 tons (Uncovered)

PIER 3
Inner Berth, South Side 24 ft.
Outer ,, ,, ,, 29 ft.
Inner ,, North ,, 18 ft.
Outer ,, ,, ,, 25 ft.

STEVEDORES: Stevedoring is handled by Luzon Stevedoring Co. and the Delgado Stevedoring Co., supply ample labour, lighters and tugs. Cargo averages about 10 tons per hour and for the following bulk cargo: Copra, in bulk, 10/12 tons per gang hour. Copra cake and meal, 15/20 tons per gang hour. Desiccated coconut, 250–300 bags per hours. Hemp, 80/100 bales per gang hour. Sugar, 25 tons per gang hour. For the discharging of coal or gypsum, the rate is about 25 tons per hour.

TANKERS: Filoil Refinery Corporation Terminal. Rosario. The mooring place is a conventional sea berth located in position Latitude 14° 26′ 30″ N., Longitude 120° 49′ 24″ E., that is 1·5 miles offshore from Rosario, Cavite. Depth of water 45 ft. Usual method of mooring for conventional sea berths. Both anchors required to be ready but normally only the starboard anchor is used. Mooring is only effected day time, but unmooring can be carried out at any time. Normal number of lines required, 10 aft and 2 forward. After the mooring the vessel is heading in a W.S.W. direction parallel with the tide current flow. The port derrick is required for cargo hose handling, with a SWL of 5 tons. Three tug-boats are normally used for mooring but two for unmooring.

Two submarine hoses 10 in. and 255 ft. in length are available connected to 24 in. submarine line which is 2·5 miles in length. Maximum discharge pressure allowed at ship's manifold is 120 lb./sq. in. and not less than 60 lb./sq. in. Hose connecting/disconnecting gang is available under contract with Filoil Refinery Corporation.

FUEL: Fuel oil can be obtained from the Esso, Mobil, Caltex and Shell Oil Companies. Delivery by barge is made either at one of the anchorages within the breakwater or at the piers. Where possible, prior notice of 72 hours should be given the oil companies. Maximum rate of loading is 100 tons of bunker fuel and 125 tons of diesel fuel per hour.

MEDICAL: Complete hospital facilities are available in Manila.

REPAIRS: The Mariveles shipyard operated by the National Shipyard and Steel Corporation located at Mariveles Harbour have facilities for the dry docking and repairs of vessels up to 10,000 gross tons and of length and draft up to 500 ft. and 25 ft.. respectively.

SERVICES: The Atlantic Gulf and Pacific Co. is equipped to undertake cleaning of tanks for receipt of coconut and vegetable oils. Where the tanks have contained coconut or vegetable oils previously, the time required for cleaning is from 18 to 30 hours; where tanks have previously held wood oils or fuel oils, the time required to prepare them is from 48 to 60 hours.

Vessel requiring the services of a launch at any time of the night should use the following signal to which the harbour transport launches will answer: Searchlight, signal lamp or open blinker light pointed straight up slightly inclined shoreward and left on until launch arrives alongside.

AUTHORITY: Head of Port Operations Service, Bureau of Customs

AGENT: Smith, Bell & Co. Inc, POB 311, 5th Floor, Domestic Building, Bonifacio Drive, Port Area, Manila.
Tel: 49-21-11. Telex: RCA 722566. Cables: SHIPPING MANILA.

MASAO: 09.00 N. 125.29 E.

DOCUMENTS:
7 copies of Inward Foreign Manifest.
2 copies of Crew List.
Passenger List.
Narcotics List.
Curio or Personal Effects List.
Stores List.
Vessels General Information List.
Money List.
Firearms List.
Parcel Lists

PILOTAGE: Pilotage is compulsory and appropriate notice should be sent to the Masao Pilots' Association at least 24 hours before the arrival of the vessel.

ANCHORAGE: The anchorage is wide and deep enough to accommodate as many as twenty vessels at one time.

RADIO: Any commercial radio systems would be sufficient, such as Globe, or Mackay or RCA.

TUGS: At Magallanes Bay, where majority of foreign vessels discharge, tugs are not needed, as anchorage is done along the stream. But at Nasipit, the pilot launch will handle the lines for mooring.

BERTHING: Vessels work cargo to lighters in Magellanes Bay. At Nasipit: Copra loading.

STEVEDORES: No particular ETA advices necessary; exporters will handle the advice of their stevedores.

MEDICAL: Necessary for Agents to receive advance notices for medical attention required; hospitals to handle major medical cases.

FRESH WATER: This is available at Nasipit, but notice should be given to the Agent who in turn will serve notice to Messrs. Nasipit Lumber Co. Water is delivered by truck.

GANGWAY/DECK WATCHMEN: Available and recommended.

OPENING/CLOSING HATCHES: This is normally carried out by members of the crew, but at Nasipit, in the case of American vessels, this is done by the stevedores, chargeable to the exporters.

CUSTOMS ALLOWANCES: 200 cigarettes and a bottle of wine for each crew member would be allowed during the duration of the vessel's stay in port. Request for additional needs could be arranged by the Master through the Customs Inspector on board.

IDENTIFICATION CARDS: Necessary.

CONSULS: None. Nearest at Cebu, and Manila.

REPAIRS: All types of repairs on deck require the permission of the Collector of Customs.

REPATRIATION: Can be arranged.

AIRPORT: Distance to the airport is about 4 kilometres and flights are daily to Manila. Philippine Airlines, Filipinas Orient Airways have their regular flights for Manila, Cebu, Cagayan de Oro, and Davao.

HOLIDAYS: Cargo can be worked on any day except New Year, Independence Day, 12th June, and Holy Week.

SHORE LEAVE: Allowed.

AUTHORITY: The Collector of Customs, Port of Masao, Butuan City.

SAN FERNANDO, Luzon: 16.37 N. 120.17 E.

DOCUMENTS:
1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel, and Money Lists.
5 copies of Inward Foreign Manifest.

PILOTAGE: Send telegraphic message (through the ship Agent) addressed to Port Pilot, San Fernando, La Union, Philippines, at least 24 hours before expected time of arrival. This is the only means by which the Pilot can be contacted.

The moment the Pilot receives the 24-hour advance notice of ETA, he is under constant watch for the vessel to appear outside the Harbour. When vessel appears, he meets the same in an ordinary outboard motor-boat, which is painted white and bearing International Flag "H".

The vessel, when calling the Pilot, flies the International Flag "G" or sounds a signal of two long and one short blasts.

The Pilot boards within 3 miles of the lower beacon. In case of bad weather or when pilot boat cannot be seen, the vessel can proceed to the quarantine anchorage as there is no specific anchorage for vessels awaiting a Pilot. The Pilot does not go out during stormy weather. He requires a rope ladder for boarding or disembarking when the sea is rough.

ANCHORAGES: The Port of San Fernando is one of the deepest in the Philippines, and the quarantine anchorage as well as the anchorage for vessels waiting to dock at the piers can accommodate vessels up to 30,000 dead weight tons.

MAX. SIZE: The maximum permissible tonnage of a vessel which can be ordinarily accommodated at the piers is 10,000 tons irrespective of the length, breadth, draft, and kind of the vessel. The state of tide does not affect the dimensions of the vessels. However, vessels with a tonnage of more than 10,000 tons up to 30,000 tons need the aid of tug-boats so that they can be manoeuvered into the pier area.

HEALTH: To obtain pratique, the ship Master must advise the ship Agent vessel's ETA in advance. The foregoing advice is very important because the ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same, and if the vessel is found to be free from all quarantinable diseases, pratique is granted. Automatic pratique is granted only to naval vessels. Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines immediately before proceeding to San Fernando.

TUGS: It is the ship Agent of the vessel who furnishes tugs. Whenever needed, the tug-boat normally joins the vessel near the pier while the vessel is docking and at the pier when the vessel is undocking.

BERTHING: All berths are alongside piers.

STEVEDORES: ETA advices are useful but gangs can be easily arranged even at short notice. The average load rate per gang (12 men) per hour is 20 tons, while the average discharge rate is 25 tons.

MEDICAL: It is always necessary for ship Masters to notify their Agents of required medical attention at least 2 to 3 hours before arrival. Hospital facilities are available. There are three hospitals in the town of San Fernando. Vaccination/Fever Certificates are required, especially those against cholera, smallpox, and yellow fever.

TANKERS: There are no berths available for the exclusive use of tankers. Existing facilities for unloading oil have been installed alongside the piers by private oil companies for their own use.

FRESH WATER: Supply of fresh water is available at the government pier by pumping from shore-side to vessel at the rate of 15 tons per hour.

FUEL: All grades can be readily supplied by any of the oil companies with oil depots in the port area.

DEVELOPMENTS: There is an ambitious programme to improve the marine terminal of the port which, among other things, includes reclamation and construction of additional storage facilities. Works on the breakwater, marginal wharf for fishing boats, and an industrial estate complete with a new pier, as well as the removal of wrecks (parts of sunken ships) inside the harbour are expected.

GANGWAY/DECK WATCHMEN: The employment of gangway/deck watchmen though not compulsory is recommended.

OPENING/CLOSING HATCHES: An additional charge for this job is imposed if carried out by stevedores. The crew can, however, do the job.
CERTIFICATES: Those required are:
Certificate of Registration.
Certificate to Operate.
Certificate of Officers and Engineers (Licenses).
Officers and Crew-Seaman's Book.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and one bottle of liquor for each crew member.
IDENTIFICATION CARDS: Absolutely needed.
CONSULS: None at San Fernando.
REPAIRS: Deck and engine repairs are limited only to re-winding, welding, fixing electrical devices and connections, patching, and repainting.
DRY DOCKS: Except for the dry dock maintained and operated by the Atlantic Gulf and Pacific Company for the exclusive repair of U.S. Navy LCMs, no facilities of this nature in the port at present.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
AIRPORT: An airport, which is served by the Philippine Air Lines on a daily schedule to and from Manila and other points in Northern Luzon, is located about 1 kilometre from the pier area.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: New Year's Day (January 1st); Bataan Day (April 9th); Holy Thursday (variable); Good Friday (variable); Labour Day (May 1st); Independence Day (June 12th); Republic Day (July 4th); All Saints' Day (November 1st); National Heroes Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th). When any holiday falls on a Sunday, the following day (Monday) is by law considered a legal public holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays.
POLICE/AMBULANCE/FIRE: For Police and Fire, either call No. 99 (Phil. long distance tel.) or No. 0 (Gov't tel. System). For Ambulance, call directly for Lorma Hospital, Bethany Hospital or La Union Provincial Hospital on any of the two telephone systems above said.
TELEPHONE: Facilities for placing telephones on board vessels are not available at present.
SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.
AUTHORITY: San Fernando Port Authority, San Fernando, Philippines. Tel. 2557. Cable address: "Poroport".

TACLOBAN: 11.15 N. 125.00 E.

DOCUMENTS: 3 copies of the following required:
Number of Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.
PILOTAGE: Notice of ETA of vessel must be given at least 24 hours in advance and must be sent through cablegram direct to Collector of Customs, Tacloban City.
ANCHORAGES: Safe anchorage: low tide, 17 ft. draft; high tide, 19 ft. draft; area for anchorage, 300 ft. length.
ENTRY RESTRICTIONS: At the discretion of the Collector of Customs.
MAX. SIZE: Permissible length 300 ft. Draft low tide, 17 ft.; high tide, 19 ft.
HEALTH: Pratique is only necessary and required in the first port of entry; it is automatic when entering ports in the same country or state.
RADIO: Radio communication of the Philippines, Inc., Manila.
TUGS: Ship's Agent arranges tug's lines with watchmen.
BERTHING: Inform Customs Collector at least 24 hours before ETA of vessel so that berthing space can be reserved.
STEVEDORES: ETA advices should be furnished to stevedores through ship's Agent.
MEDICAL: Advance notice of required medical attention to ship's Agent essential.
FRESH WATER: Fresh water available delivered by water-tank truck.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Necessary for safety of vessel. Ship's Agent makes all necessary arrangements.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
SHIP CERTIFICATES: All documents required by International Shipping Rules and Regulations.
CUSTOMS ALLOWANCES: One carton cigarettes per week for each man. Wines/spirits at the discretion of the Collector of Customs.
IDENTIFICATION CARDS: Needed for inspection by Immigration Officer.
REPAIRS: Not possible.
REPATRIATION: Immigration Officer effects crew exchanges and arranging necessary repatriations.
AIRPORT: Distance from airport, 9 kilometres, and is regularly served by airlines.
TIME: GMT plus 8 hours. No alterations during the year.
HOLIDAYS: Depending upon agreement with stevedores, work may be performed during holidays.
POLICE/AMBULANCE/FIRE: All departments are within one minute's call from the harbour.
TELEPHONES: Can be connected on board if required.
SHORE LEAVE: Allowed.
AUTHORITY: Collector of Customs, Port of Tacloban, Philippines.

ZAMBOANGA: 06.54 N. 122.04 E.

DOCUMENTS:
1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel and Money lists.
5 copies of Inward Foreign Manifest.
PILOTAGE: Vessels approaching the port use International Code Signals for calling Pilot.
Pilot Station: Telegraphic address is Zamboanga Pilots, Zamboanga City. Estimate time of arrival (ETA) must be radioed 24 hours in advance. Pilots always on duty. Pilot boat is wooden launch painted white with red trimmings and displaying the pilot flag. The exact area where a Pilot will board vessel is in the vicinity of Little Sta., Cruz Island, for vessels coming from West, and near the vicinity of Rio Hondo for vessels coming from East. Alternative area in the event of bad weather is in the vicinity of Zamboanga Pier at a distance of at least 1 mile either way. Vessels awaiting Pilot should not necessarily drop anchor, provided 24 hours notice of their ETA is given by local Agents or the Master, to the Zamboanga Pilots, for a Pilot is *always* on duty.
ANCHORAGES: Owing to the steep bank, strong currents and hard, uneven bottom, there are no good anchorages off Zamboanga. However, anchorage may be made anywhere Southward of the wharf at a distance of about 3 cables from shore Eastward of an imaginary line from the Tide Indicator, at a depth of between 25 and 30 fathoms and giving 7 shackles of chain in the water. This will hold vessel even at strongest current of 6 knots. In the event of very bad weather the vessel should transfer her anchorage to Lamitan, a town 16 miles South-east of Zamboanga on the North coast of Basilan Island.
MAX. SIZE: No limits for anchoring. For berthing, up to 32 ft. draft.
HEALTH: Quarantine Officer will board the vessel for the necessary inspection of all crew on board. Thereafter he issues pratique, if and when he finds that there are no disease or fever on board. The pratique is valid until after the vessel departs to a foreign port.
RADIO: Universal Telecommunication Service, the Capitol Radio Telecommunication, the Telefast Radio Communication, the Radio Communications of the Philippines and the Telecom, operated by the National Government for receiving and transmitting radio messages night and day services.
TUGS: The position where tugs normally join the vessel is in the stream and the usual ship's lines or tug's lines are used. There is no charge collected for the use of the tug's lines.
BERTHING: The Zamboanga Government wharf is about 800 ft. long with a depth at the latest survey of the following: East end 30 ft.; mid-section 25 ft. and West end 21 ft. There is a private wharf at Baliwasan and vessels of 15,000 gross tons can dock there with the following limitations: Draft forward must not exceed 32 ft.; draft aft must not exceed 36 ft., upon completion of loading. Vessels docking at this wharf can only be docked at *flood* tide (current running East to West) and can only be undocked in the same manner.
Two anchors must be used in berthing and vessels lay alongside the concrete pier port-side-to. This wharf in Baliwasan is for loading coconut oil and copra pellets only.
TANKERS: There are four oil depots at Gavilan Pt. and at Baliwasan. (Shell, Mobil, Esso and Caltex.) Max. tonnage of 4,000 gross with a draft of not more than 18 ft. can be moored for discharge.
STEVEDORES: The Master of the vessel shall wire to the local Agents of the vessel so that a contract could be made with the shipper to arrange gangs.
MEDICAL: It is necessary for Agents to receive advance notice of required medical attention. Hospital facilities are available at all times. Inoculations are also required by the Quarantine Officer upon boarding a vessel.
FRESH WATER: Fresh water can be obtained only at night-time due to low pressure. If there is no available space at the Zamboanga Pier the vessel has to wait at the anchorage for a berthing space to get water supply.
FUEL: Fuel, diesel, and crude oil available.
FIRE PRECAUTIONS: Smoking is entirely prohibited on board a tanker entering this port. The Master must advise all persons boarding his vessel.
DEVELOPMENTS: Improvements are carried out every year to the local wharf adding additional berths and dredging to increase draft.

GANGWAY/DECK WATCHMEN: The services of watchmen are necessary to foil looters from boarding the vessel.
OPENING/CLOSING HATCHES: Normally opening and closing of the hatches are done by the crew, and if the job is done by stevedores the vessel has to pay.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Upon arrival in port the cigarettes are sealed in a bonded store by the Customs authorities, and can be opened only upon permission granted by the Collector of Customs.
IDENTIFICATION CARDS: All crew members to have identification cards for immediate identification in case of trouble while the crews are on shore.
CONSULS: None available.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
AIRPORT: Distance from Zamboanga Pier to the airport is three kilometres. Served by regular airlines. There is a daily flight from Zamboanga to Manila by Philippine airlines.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: Cargo work can be arranged with the Stevedoring Company through the shipper to work during holidays, including Sundays.
POLICE/AMBULANCE/FIRE: Police Department, tel. 06; Ambulance, Zamboanga General Hospita, tel. 08; and Fire Department, tel. 00.
TELEPHONES: Telephones cannot be installed on board when docked at the pier as is not allowed by the City Government.
SERVICES: Special services may be available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, through representations to be made with the shipper or local Agent of the vessel.
SHORE LEAVE: Crew members are allowed ashore upon permission granted by the local Immigration Officer.
AUTHORITY: The Collector of Customs, Port of Zamboanga, Zamboanga City, tel. 1103.

Poland

GDAŃSK: 54.20 N. 18.40 E.

ICE: Efforts made to keep port open all year round. Only in very severe winter are difficulties experienced.
DOCUMENTS:
12 copies Cargo Manifest.
2 copies Bills of Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Maritime Declaration of Health.
Ship's Articles/Crew List.
Deratisation Certificate or exemption from Sanitary Certificates, covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo even if in transit.
2 Stowage Plans.
PILOTAGE: Compulsory. Boarding in Gdańsk road. Gdańsk pilot station available on VHF, Channel No. 14.
ANCHORAGE: Gdańsk roads up to buoys NP1, NP2. No tides.
RESTRICTIONS: Approaches 36 to 40 ft. depth.
MAX. SIZE: Maximum size of vessels permitted to enter: draft, 33 ft. 6 in. brackish water; length, about 650 ft.
HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease, the vessel should wire to "Quarantine Gdańsk," or via Agents.
RADIO: Messages should be sent via Gdynia Radio.
RADAR/VHF: Port Radar Service acting with pilot station, contactable on VHF Channel No. 14.
TUGS: Join in Gdańsk roads. Vessel's lines must be used.
BERTHING:

Name of Berth	*Length of Berth*	*Depth alongside*
Wladyskawa IV Basin	1,190 metres	up to 31 ft.
Westerplatte Defenders Quay	1,442 metres	up to 34 ft.
Oliva Quay	1,278 metres	up to 31 ft.
Post Office Defenders Quay	330 metres	30 ft.
Iron Ore/Coal Quay	1,612 metres	29 ft. (with pontoons, up to 38 ft. 8 in.)
Administration Quay	80 metres	19 ft.
Anniversary of Republic Quay	1,076 metres	up to 32 ft.
Szczecinsie Quay	250 metres	27 ft.
Timber Quay	510 metres	up to 25 ft.
Industrial Quay	350 metres	up to 27 ft. 9 in.
Bytom Quay	210 metres	up to 23 ft.
Chemists Quay	250 metres	up to 36 ft.

BULK HANDLING FACILITIES: Bulk and liquid sulphur handled at Post Office Defenders Quay.
Coal/Ore quays equipped with seven 10-ton cranes and ten ore bridges of 15 tons capacity, wagon tipper and coal belt conveyor with 380 tons per hour capacity. Grain elevator at Anniversary of the Republic Quay.
A conveyor system for fertilisers in bulk at Chemists Quay.
In the event of no accessible berth and/or grain elevator not being available, such bulk cargoes discharged by grabs. Vessels should be suitable for grab discharge.
STEVEDORES: As gangs for the following day must be ordered before 11 a.m., vessel's ETA should reach the Agents relevantly in advance.
Stevedores work 24 hours per day, which is considered to be between 2300 to 2300 following day. First shift from 2300 to 0700, second shift from 0700 to 1500, third shift from 1500 to 2300. Port works Sundays and holidays at premium rates.
MEDICAL: No special notice required. Full hospital facilities available.
DENSITY: Salt contents: 0.54%.
FRESH WATER: Available at hydrants.
FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hours notice required.
DEVELOPMENTS: A new bulk cargo terminal capable of handling vessels of up to 100,000 dwt. is being constructed.
The coal facilities, the first stage of the new complex, will be in operation in 1974–75
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, crew allowed to handle.
CERTIFICATES:
Load Line Certificate.
Cargo Gear Certificates.
CUSTOMS ALLOWANCES: For 3 days – 160 cigarettes or 30 cigarettes or 30 cigars or 150 gm. tobacco per crew member. Master is allowed double ration. 1 bottle wine and one bottle of spirits per crew member for each three days. Master is allowed double ration.
IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book/Sailors Book, and will receive a separate shore permit issued by the Immigration Authorities, entitling him to go ashore within the area of Gdynia/Sopot/Gdańsk.
CONSULS:
Chinese Peoples Republic Consulate General, tel. 41–64–76.
German Democratic Republic Consulate General, tel. 41–43–66.
Soviet Consulate General, tel. 41–06–13.
Swedish Consulate, tel. 41–05–15.
REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard.
Floating docks: No. 1, 6,400 tons lifting capacity, dim. 135×25,20 m. No. 2, 8,000 tons lifting capacity, dim. 156×27,20 m. No. 3, 11,000 tons lifting capacity, dim. 176×28,00 m. One floating jack of 1,700 tons capacity and three minor docking pontoons.
REPATRIATION: Crew change and repatriation can be arranged.
AIRPORT: Gdańsk Airport.
TIME: Middle European Time, which is 1 hour ahead of GMT throughout the year.
HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints' Day (November 1st); St. Barbara, only for workers loading coal. (December 4th); Christmas Day (December 25th); Second Christmas Day (December 26th). On Christmas Eve and New Year's Eve, work is generally suspended at 3 p.m. In justified and approved cases, overtime on Sundays and holidays is arrangeable.
TELEPHONES: Available on most general cargo quays.
GENERAL: Cargo is handled around the clock in 3 shifts of 8 hours each. Saturdays are full working days. Sunday and holiday interruptions last from 11 p.m. on Saturdays or days before holidays, and terminate at 11 p.m. on Sundays or holidays.
POLICE/FIRE/AMBULANCE: Police: Gdańsk-Nowy Port, Wladyslawa IV-3, tel. 31–48–61; Ambulance: Gdańsk-Wrzeszcs, Al. Zwycięstwa 49, tel. 41–10–00; Fire: Gdańsk-Nowy Port, Na Zaspy 57, alarm phone tel. 41–22–22.
AUTHORITY: Harbour Masters Office, (Kapitanat Portu Gdańsk), Gdańsk-Nowy Port, Bugaj, tel. 430510. Cables: Kapitanat Portu Gdańsk.

AGENT: Morska Agencja w Gdyni, Harbour Office Gdańsk, Zamknieta 18, Gdańsk-Nowy Port. Tel. 38–672. Telex: 051 226. Cables: MAG Gdańsk.

GDYNIA: 54.32 N. 18.34 E.

ICE: Efforts made to keep port open all year round. Only in very severe winter are any difficulties experienced.
DOCUMENTS:
12 copies Cargo Manifest.
2 copies B/Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Ship's Articles/Crew List.
Maritime Declaration of Health.
Deratisation Certificate.
Sanitary Certificates covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo (even if in transit).
2 Stowage Plans.
PILOTAGE: Compulsory. Boarding in Gdynia roads. Gdynia pilot station available on VHF in Channel No. 12. Traffic around the clock.
ANCHORAGE: Gdynia roads at buoy GD, up to 200–500 m. off port entrance. No tides.
RESTRICTIONS: Depth in approaches 30 to 40 ft.
MAX. SIZE: Maximum size of vessels permitted to enter: draft:

33 ft. 6 in., brackish water; in addition 1 lightening berth for 37 ft. draft available.

HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease the vessel should wire "Quarantine Gdynia" or via Agents.

RADIO: Message should be sent via Gdynia Radio. Port Radar Service acting with the pilot station, contactable on VHF, Channel No. 12, Gdynia. Contact Agent VHF Channel 8.

TUGS: Join vessel in Gdynia roads. Vessel's lines must be used.

BERTHING:

Name	*Length*	*Depth alongside*
Pomeranian Quay	629 metres	17 ft. 9 in.
Silesian Quay	434 metres	27 ft. 7 in.
Swedish Quay	715 metres	28 ft.
Danish Quay	562 metres	26 ft.
Dutch Quay	397 metres	32 ft.
Finnish Quay	190 metres	26 ft. 7 in.
Polish Quay	1,130 metres	28 ft.
Rotterdam Quay	310 metres	23 ft.
Indian Quay	1,018 metres	28 ft. 6 in.
Peace Fighters Quay	817 metres	26 ft.
Czechoslovakian Quay	214 metres	26 ft.
Romanian Quay	864 metres	28 ft.
Hungarian Quay	215 metres	25 ft.
French Quay (passenger terminal)	398 metres	38 ft.
Belgian Quay	125 metres	26 ft. 6 in.
Harbour Quay	173 metres	28 ft.
Wenda Quay	80 metres	21 ft.
Norwegian Quay	262 metres	25 ft.
Yugoslavian Quay	183 metres	28 ft.

BULK HANDLING FACILITIES: Coal conveyor at Danish Quay capacity 400 tons per hour.

Container terminal at Polish Quay equipped with 40-ton multi-purpose crane.

Grain elevator at Indian Quay. A special terminal at the same quay for handling aluminium oxide in bulk, through floating elevators.

Bulk cargoes handled by grabs at other quays.

STEVEDORES: As gangs for the proceeding day must be ordered by 11 a.m., vessel's ETA should reach the Agents relevantly in advance.

MEDICAL: No special notice required. Full hospital facilities available.

TANKERS: Berth in No. 4 basin. Maximum draft 31 ft., brackish water.

DENSITY: Salt content: 0·73 per cent.

FRESH WATER: Available ex-hydrants.

FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hrs. notice required.

DEVELOPMENTS: Dredging along various quays in progress to increase draft allowed.

WATCHMEN: Recommended.

HATCHES: Opening/closing hatches normally carried out by stevedores, but crew allowed to handle.

CERTIFICATES:

Load Line Certificate.
Cargo Gear Certificates.

CUSTOMS ALLOWANCES: For each three days – 160 cigarettes or 30 cigars or 150 g. of tobacco per crew member, Master is allowed double ration. 1 bottle wine and one bottle of spirits per crew member for each three days. Master is allowed double ration.

IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the area of Gydnia–Sopot–Gdańsk.

CONSULS:

Belgian V. Consulate	tel. 21–27–74
Brazilian V. Consulate	,, 21–61–31
Dutch Consulate	,, 21–13–14
Finnish Consulate	,, 51–50–52
Italian V. Consulate	,, 21–51–15
Swedish & Norwegian Consulate General	,, 21–11–36

REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard.

DRY DOCKS: Two floating docks of a lifting capacity of 3,500 and 1,200 tons. 12 slipways of 150 tons lifting capacity each.

REPATRIATION: Crew change and repatriation arrangeable.

AIRPORT: Gdańsk Airport, situated 20 km. from Gdynia.

TIME: Middle European Time, which is 1 hour ahead of GMT, kept throughout the year.

HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints Day (November 1st); St. Barbara (only for workers loading coal) (December 4th); Christmas Day (December 25th); Second Christmas Day (December 26th). On Christmas Eve and New Year's Eve work is generally suspended at 3 p.m. In justified and approved cases overtime on Sundays and holidays is arrangeable.

POLICE/FIRE/AMBULANCE: Police: Gdynia, Chrzanowskiego 6, tel. 21–22–83; Ambulance: Gdynia, Zwirki i Wigury 14, tel. 21–10–00; Fire: Gdynia, Chrzanowskiego 17, Alarm 21–33–33.

TELEPHONES: Available on most general cargo quays.

GENERAL: Cargo is handled around the clock in 3 shifts of 8 hrs. each. Saturdays are full working days. Sunday and holiday interruptions last from 11 p.m. on Saturdays or days before holidays and terminate at 11 p.m. on Sundays or holidays.

AUTHORITY: Harbour Masters' Office. (Kapitanat Portu Gdynia), Polska 2. Tel. 21–65–51. Cables: Kapitana Portu Gdynia.

AGENTS: Morska Agencja w Gdyni, Head Office (working from 07.30 to 15.30), Gdynia, Rotterdamska 3, PO Box 246. Tel. 21–49–51. Telex: 051 222. Cables: MAG Gdynia. After office hours: Morska Agencja w Gdyni, Harbour Office Gdynia, Dworzec Morski. Tel. 21–26–41/2. Cables: MAG Gdynia.

SZCZECIN, including Swinoujscie: 53.25 N. 14.32 E.

DOCUMENTS:

Health Certificate.
4 Crew Lists.
Passenger List.
Dangerous Cargo Lists.
Tonnage Certificate.
List of New Articles for customs – cameras, binoculars, radios, cigarettes, spirits, etc.

PILOTAGE: Contact pilot station, VHF Channel 12, Working. Channel 26 or 27, call sign Polbroker. Light and sound signals used according to international rules. The Pilot is taken on board at the anchorage. Pilot compulsory.

MAX. SIZE: Max. draft at Swinoujscie, 36 ft.; max. draft at Szczecin, 28 ft.; max. length at Swinoujscie, 210 m.; max. length at Szczecin, 180 m.

HEALTH: All ships arriving Szczecin from South of Cap Finistere are subject to sanitary inspection.

RADIO: Szczecin Radio, SPE 2182 Hc/s. Medium frequencies.

TUGS: For ships over 1,500 GRT, one tug compulsory. Over 3,000 GRT, two tugs compulsory. Normally tugs join the vessel at the limits of the port of Szczecin to Kra quay.

BERTHING: Swinoujscie: Portowcow Quay: quay length 215 metres, depth alongside 36 ft.

Gornicow Quay: quay length 250 metres, depth alongside 36 ft.

Special coal handling installations with capacity up to 33,000 metric tons per day.

Wladyslawa IV Quay: 554 metres length, up to 31 ft. depth alongside.

Szczecin:

Name	*Length*	*Depth alongside*
Katowickie Quay	434 metres	up to 28 ft.
Chorzowskie Quay	290 metres	up to 28 ft.
Gliwickie Quay	263 metres	up to 27 ft.
Bytomskie Quay	330 metres	up to 28 ft.
Coal Conveyors Jetty	188 metres	up to 28 ft.
Walbrzyskie Quay	263 metres	up to 28 ft.
Bydgoskie Quay	110 metres	up to 16 ft.
Poznanskie Quay	65 metres	up to 16 ft.
Gornoslaskie Quay	330 metres	up to 28 ft.
Noteckie Quay	315 metres	up to 20 ft.
Sosnowieckie Quay	100 metres	up to 21 ft.
Parnica Quay	300 metres	up to 20 ft.
Czechoslovackie Quay	1,020 metres	up to 28 ft.
Grain Quay	201 metres	up to 28 ft.
Romanian Quay	1,212 metres	up to 26 ft.
Greek Quay	630 metres	up to 19 ft.
Soviet Union Quay	330 metres	up to 26 ft.
Turkish Quay	104 metres	up to 13 ft.
Starowka Quay	940 metres	up to 19 ft.
Huk Quay	267 metres	up to 20 ft.
Regalica Quay	210 metres	up to 18 ft.

BULK HANDLING FACILITIES: Coal conveyor belts with loading capacity 800 tons per hour.

Two grain elevators capacity 50,000 tons.

At Swinoujscie, two automatic conveyors for coal capacity 2,000 tons per hour.

STEVEDORES: 24 hours ETA required to arrange gangs.

MEDICAL: Doctors and hospital facilities available.

TANKERS: Max. draft at Swinoujscie, 34 ft.; max. draft at Szczecin, 21 ft. All empty tankers have to give 24 hour ETA advice whether they are gasfree and name of last cargo carried. No residue discharge facilities.

DENSITY: 1.000.

FRESH WATER: Available from water boat, or directly from a quay hydrant. For deliveries of less than 5 tons, the minimum charge is as for 5 tons of water. For the supply of water on Sundays and holidays a surcharge of 25% to be levied.

FUEL: All grades of Shell fuel oil and Castrol marine lubricants.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally opened by crew.

SHIP'S CERTIFICATES:

Health Certificate.
Tonnage Certificate.
Trimming Certificate (Polish form) – if vessel loads coal/coke.

CUSTOMS ALLOWANCES: Each man – 160 cigarettes and one bottle of spirit. Captain allowed double.

CARGO GEAR: No additional requirements; all gear supplied by stevedores except rain tents.

IDENTIFICATION CARDS: Not required.

CONSULS: Swedish Consulate, Soviet Union V. Consulate, Czechoslovak Consulate.

REPAIRS: All types of deck and engine repairs. Two ship repair yards.

DRY DOCKS: Floating docks with lifting capacity of 8,200 tons, 5,500 tons 3×1700 tons, 900 tons, 650 tons.

REPATRIATION: Crew changes and arranging repatriation can be done.
AIRPORT: 45 km. from Szczecin. Regular lines to Warsaw and Kraków twice a day. From Warsaw communication between almost every main airport in Europe.
TIME: GMT plus one hour; no alterations.
HOLIDAYS: New Year's Day (January 1st); Easter Monday; Labour Day (May 1st); Corpus Christi; National Holiday (July 22nd); All Saint's Day (November 1st); St. Barbara (only for workers loading coal, December 4th); Christmas Day (December 25th); Boxing Day (December 26th).
On Christmas Eve and New Year's Eve work is generally suspended at 3 p.m. In justified and approved cases overtime on Sundays and holidays is arrangeable.
POLICE/FIRE/AMBULANCE: Police, 997; Port Police, 8068; Ambulance, 999; Fire Brigade, 998.
SHORE LEAVE: Allowed.
AUTHORITY: Kapitanat Portu Szczecin, Jana z Kolna Street. Tel. 2 65 57.

AGENT: Morska Agencja w Szczecinic, Plac Batorego 4. Cables Polbroker Szczecin.

Portugal

AVEIRO: 40.39 N. 08.45 W.

PORT LIMITS: A vessel is considered "arrived" when she arrives 2 miles from the roads entrance.
DOCUMENTS: Health Certificate.
5 Crew Lists.
4 Lists of Passengers Disembarked.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
1 Provision List and Spares.
PILOTAGE: Send ETA to Agent by cable, 24 hours before arrival. Enter port as from 3 hours before high tide until high tide time. Entrance depending on sea conditions and ship's draft. Contact Aveiro Pilots frequency 2182 and listen on frequency 2132 on the following periods: 09.05/09.15, 11.05/11.15, 15.05/15.15, 17.05/17.15 local hour.
Pilots can be contacted by VHF Channel 16 during the same periods.
Pilot boat displays white flag, surrounded by narrow blue stripe, with black P in the centre. Pilot to be taken on board about 1 mile West of harbour entrance; vessel awaiting pilot can anchor there, if weather permits.
Pilot station, located close to Aveiro lighthouse, hoists black cylinder on signal mast when entry not possible due to bad weather or any abnormal cause. Pilot station has radar that can assist vessels during approach to harbour entrance.
ANCHORAGES: Anchor W. of North Pier, at a distance of more than ¾ mile.
RESTRICTIONS: Subject tide and bar conditions. Entering and sailing only during daylight.
MAX. SIZE: Maximum draft between 16 to 18 ft. dependent on tide. Maximum length 85 metres.
HEALTH: Free pratique automatic for vessels coming from other Portuguese and Continental ports. Vessels coming from other countries; Health Certificate must be delivered to Agent.
RADIO: Call Aveiro Pilots during the hours above indicated, under "Pilotage". Radio station is Lisboa Radio.
TUGS: Two tugs. One of 200 h.p. and one of 500 h.p.
SPECIALISED CARGO-HANDLING FACILITIES: A terminal for handling wine; another for the handling of chemicals and a further one for handling liquid gas.
STEVEDORES: Advise Agent 24 hours before vessel's arrival.
MEDICAL: Hospital and clinics in town. Advance notice not required. Required vaccination certificate, and when ship comes from affected regions, also yellow fever certificate.
TANKERS: Private quay of SACOR used by small-sized tankers.
DENSITY: About 1.028.
FRESH WATER: Supplied by barges or tank-car. 20 tons per hour.
FUEL: Only diesel available. Smaller quantities supplied from trucks. Otherwise, from SACOR's private quay (pipeline).
DEVELOPMENTS: Dredging harbour entrance.
GANGWAY/DECK WATCHMAN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: 50 grams tobacco, and one bottle wine/spirits for each man.
CREW IDENTIFICATION CARDS: Crew members going ashore will need a special card issued by State Police. Ship's agent takes these cards aboard, where they are filled in accordance with crew list. (See Lisbon).
CONSULS: Nearest Oporto, 60 km.
REPAIRS: Minor repairs can be carried out.
DRYDOCKS: One for vessels up to 1200 dw.
REPATRIATION: No difficulties for crew repatriations.
AIRPORT: Pedras Rubras (Oporto airport) at about 60 km., with 2 flights per day to Lisbon and 1 flight per week to London.
Lisbon airport at 250 km. is served by regular airlines covering all the world.
TIME: Local time is GMT plus one hour all year round.
HOLIDAYS: New Year's Day; Portugal's day (10th June); 12th May (Municipal holiday); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (Oct. 5th); All Saint's Day (1st Nov.); Independence of Portugal (1st Dec.); Immaculate Conception (8th Dec.); Christmas Day. No work allowed on Christmas Day and New Year's Day.
POLICE: Police 22022; Ambulance 115; Fire 22333.
TELEPHONES: None available on board.
SHORE-LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals respectively sailings subject tides. Delays may occur owing bad weather especially the winter months.
AUTHORITY: Maritime, Capitania do porto de Aveiro, Avenida Dr. Lourenço Peixinho, 2 – Aveiro. Tel. 23657.
Administrative, Junta Autónoma do Porto de Aveiro, Avenida Dr. Peixinho, 110,2°, Aveiro. Tel. 24091.

AGENTS: A. J. Gonçalves de Moraes, Lda., Av. Dr. Lourenço Peixinho, 49 – Aveiro. Tel. 24550. Telex 2690. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

FIGUEIRA DA FOZ: 40.09 N. 08.52 W.

DOCUMENTS:
Health Certificate (the Pilot supplies form).
5 Crew Lists.
4 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
Provision and Spares List.
2 copies each Bill of Lading.
PILOTAGE: Send ETA to Agent by cable 24 hours before arrival. Convenient try arrive one hour before high tide. Call Figueira-Pesca frequency 2182 and listen on frequency 1785. Await Pilot ½ mile from the piers.
ANCHORAGES: South of N.W. Azimuth of North Pier, at a distance of more than ½ mile.
RESTRICTIONS: No services during night.
SIZE OF VESSEL: Maximum draft 12 ft. Maximum length 65 metres.
HEALTH: Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries, Health Declaration supplied by the Pilot must be filled in.
TUGS: Pilot boat serves as tug. Tug hawser must be used.
STEVEDORES: Advise agent 24 hours before arrival.
MEDICAL: No prior advice is necessary. All medical facilities available.
DENSITY: About 1.028.
FRESH WATER: Each quay has its own installations.
FUEL: Only diesel available.
DEVELOPMENTS: Dredging works are foreseen as well as the building of a new commercial quay.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: No limit, but must be declared.
IDENTIFICATION CARDS: See Lisbon.
CONSULS: France, Spain and Great Britain.
REPAIRS: Only minor repairs.
REPATRIATION: No difficulty in crew repatriations.
TIME: Local time is GMT plus one hour all year round.
HOLIDAYS: New Year's Day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (5th Oct.); All Saints' Day (1st Nov.); Independence of Portugal (Dec. 1st,); Immaculate Conception (8th Dec.); Christmas Day. No work allowed on New Year's Day and Christmas Day.
POLICE: Police 22022; Ambulance 22122; Fire 22122.
SHORE LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals respectively sailings subject tides. Delays may occur owing bad weather especially during winter months.

AGENTS: A. J. Gonçalves de Moraes, Lda., Rua da Republica, 262 – Figueira da Foz – Portugal. Tel. 22584. Telex: 1707. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

LEIXOES and OPORTO (Douro River):
Leixoes: 41.11 N. 08.43 W. Oporto: 41.09 N. 08.37 W.

DOCUMENTS:
Health Certificate.
5 Crew Lists.
Provision List – ship and individual.
Tobacco Declaration and Entrance Forms supplied by Agent on arrival.
5 Manifests and two copies of each B/L concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.
PILOTAGE: Always compulsory for ships calling Oporto (Douro River) and Leixões. Approximate ETA should be given to Agent with ample notice. Contact radar station or pilot station VHF at any time, Channel 16. Boats black, white flag. Pilots to be taken on board in the roads. Entering or sailing Douro River only during daylight and subject to tide.

ANCHORAGES: Leixões in the roads or outer-harbour. Douro in the roads or river.
RESTRICTIONS: Douro: subject tide and bar conditions.
MAX SIZE: Douro River: Maximum draft 18 ft. on HWST and 16 ft. on HWNT. – 82 metres long.
Leixões: Can accommodate tankers up to 50 ft. draft subject to tide.
HEALTH: Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries. Health Declaration supplied by the Pilot must be filled in, and delivered to the Agent.
RADIO: Within 50 miles Estação Radar Leixões, or through Lisbon Radio Station.
TUGS: Normally join the vessel: *At Leixões:* in the outer harbour up to 800 GRT; from 800 up to 2,000 GRT 1 tug compulsory. Over 2000 GRT, 2 or more tugs required.
At Douro River: as a rule service necessary on arrival/sailings. Thus join the vessel after passing the bar.
BERTHING: Subject availability berth.
CARGO HANDLING FACILITIES: Container Terminal at Dock No. 1, North side, equipped with one crane of 45 tons. Berth for handling liquid chemicals – South mole in the outer harbour.
BRIDGES: Bridge at Leixões between Dock 1 and Dock 2 opening regularly.
STEVEDORES: Ordered by Agents according berth and cargo.
RADAR/VHF: Estação da Radar de Leixões, Contacts radar/VHF. Range 50 miles. Channel 16.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: New pier at Leixões for tankers up to 100,000 dwt. depth alongside 54 ft. South pier at Leixões (370 metres). Maximum draft 22 ft.
DENSITY: 1026.
FRESH WATER: Can be supplied by shore installations or barge, according to quay.
FUEL: All grades available. Supplied by trucks or pipeline.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work always done by crew.
CERTIFICATES: Ship register.
Safety Radio.
Safety Equipment.
Load line and Deratting Certificates.
IDENTIFICATION CARDS: See Lisbon.
CONSULS:

Austria	tel. 32328	Ireland	tel. 681934
Belgium	„ 23508	Italy	„ 26243
Bolivia	„ 391111	Japan	„ 390092
Brazil	„ 24463	Monaco	„ 29026
Chile	„ 28421	Norway	„ 27243
Colombia	„ 40506	Panama	„ 22744
Costa Rica	„ 36773	Peru	„ 23435
Denmark	„ 933655	Spain	„ 25213
Ecuador	„ 36753	Sweden	„ 24867
Finland	„ 20827	Switzerland	„ 26742
France	„ 23349	South Africa	„ 22277
Germany	„ 29475	U.S.A.	„ 63094
Great Britain	„ 22442	Thailand	„ 24867
Greece	„ 22277	Turkey	„ 25150
Guatemala	„ 60292	Uruguay	„ 32668
Holland	„ 24867		

REPAIRS: All types of deck engine and electrical repairs can be carried out.
DRY DOCKS: Only small dry docks available for fishing-boats.
REPATRIATION: No difficulties for crew changes or repatriations.
AIRPORT: Distances: Oporto 17 km., Leixões 7 km. Airport served twice a day through Lisbon Airport.
TIME: GMT plus one hour and no alterations during the year.
HOLIDAYS: New Year's day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (Oct. 5th); All Saints' Day (Nov. 1st); Independence of Portugal (Dec. 1st); Immaculate Conception (Dec. 8th); Christmas Day. No work allowed on Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Leixões: Police 932032; Ambulance 115/930016; Fire 930016. Oporto: Police 26821; Ambulance 115/60720; Fire 44121.
TELEPHONES: Only available at certain quays.
SERVICES: Limited tank-cleaning may be performed. Discharge of tank washings subject port authorisation. Compass adjusting possible.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Administracao dos Portos do Douro e Leixões. Tel. 932181.

AGENTS: A. J. Gonçalves de Moraes, Lda., Rua da Nova Alfandega, 18 – POB 185 – Porto, Portugal. Tel. 28741 (14 lines). Telex 2381–2382. After office hours: Hugo L. Myhre 690481; Jorge Barreira 492501. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

LISBON: 38.43 N. 09.11 W.

PORT LIMITS: A vessel is considered to be an "arrived vessel" when, after entering the Tagus Estuary, she has left behind the alignment between the Torre of S. Juliao and the Torre of Bugio.
DOCUMENTS:
Health Certificate.
6 Crew Lists.
10 Passenger Lists.
2 Lists of Articles held by the crew: cameras, binoculars, radios, cigarettes, spirits, etc.
2 Stores Lists.
All to be signed by ship's Master.
Certificates for vessels up to 500 tons: – tonnage register, loading and navigability certificates. For vessels over 500 tons: – tonnage register; loadline; radio; safety equipment and navigability certificates.
CARGO DOCUMENTS:
10 Manifests.
3 sets of Bills of Lading.
For cargo in transit: 2 Manifests.
PILOTAGE: Compulsory. Pilot boat anchored outside the river at Cascais Bay, day and night, but Pilot can also board vessel inside the river at Belem Station.
Pilots are to be requested not less than 6 hours or more than 24 hours prior to the ship's arrival, by a radiogram addressed to "Pilotos Lisboa", or by a radio call direct to the pilot boat stating ship's name, estimated time of arrival at the pilotage area, the station where ship wants to take a Pilot, and vessel's draft. Any vessel failing to correct her ETA or arriving more than 2 hours after her ETA may have to wait at Cascais before a pilot is available to board.
Pilots can be contacted by VHF Channel 16, on permanent watch, and by radio-telephone 2182 kHz.
MAX. SIZE: Depth alongside piers varying between 15 and 34 ft.
SPECIALISED CARGO-HANDLING FACILITIES: *Container Terminal* at Santa Apolonia equipped with two portainers of 30 and 36 tons respectively, side loaders, semi trailers, tractors, etc., depth 8·5 metres.
Roll-on/roll-off Terminal at Alcantara for ferry boats and cargo.
Grain Elevators and Silos at Poco do Bispo operated by Federacao Nacional dos Produtores de Trigo. Unloading by elevator up to 400 tons per hour.
Ore Terminal: At Barreiro there is a terminal for unloading ore from railway wagons to lighters, intended for carrying ore, in particular, to the national steel works (Siderurgia Nacional).
Cement Storage Terminal: This is at Poco do Bispo and is operated by Secil.
TANKERS: Shell and Sonap berths exposed to 9 knot current. Essential to use good new mooring lines.
Cabo Ruivo Terminal: This is operated, on a concession basis, by Soponata and has depths of 11 metres, capable of mooring tankers up to 65,000 dwt. alongside its jetty.
Fuel Oil Facilities: The port of Lisbon fuel oil installations belong to private companies are concentrated along both banks of the Tagus at the following points:
Sacavem and Cabo Ruivo (with oil refinery facilities), Montijo, Barreiro, Santa Iria, Porto Brandao, Porto dos Buchos.
HEALTH: Ordinary visit made at central area with vessel anchored, from 08.00 to sunset. Master may ask for free pratique to get ship moored immediately on arrival. For this, necessary to cable the Health Authorities, addressing cable as follows: Estação Marítima de Lisboa, Rocha do Conde de Obidos, max./min. respectively 15/6 hours prior to the ship's arrival. Text of cable: "ship's name, nationality, code (MIBDU), day and time of arrival" signed by the Master.
RADIO: ETA to be advised by Master, to Agent, 24 and 12 hours before ship's arrival. Lisboa Radio: call sign CUL, medium and short waves by code 720, 22, 24. By VHF Channels 5, 9, 21, 16 and 19.
FUEL: Shell, Esso, Sonap. These companies can supply through their own barges or alongside their private bunkering stations on pier.
FRESH WATER: Usually supplied by barge unless vessel lying alongside a pier where water provided.
DEVELOPMENTS: In a second stage of the Santa Apolonia container terminal there will be a new wharf of 500 metres length, with water depths of 13·5 metres and a close levelled paved ground area of nearly 50,000 sq. metres will be prepared. This terminal will have, when completed, an 850 metres long wharf and a close paved area of 75,000 sq. metres.
This second stage will also include two roll-on/roll-off berths, as well as lift-on/lift-off equipment. It is operated by the Port Authority.
IDENTIFICATION CARDS: Crew members going ashore will need a special yellow card issued by Agent and stamped with police visa. The cards are supplied by Agent to be completed on board in accordance with crew list particulars. With these shore passes crew members may circulate between Lisbon and Cascais, and Lisbon and Sintra.
Master and/or Owners will be fined Esc. 1.000$00 for any crew member found ashore without that card. A double fine will be imposed in case of reincidence.
Similar cards, but white, are required for passengers in transit.
CONSULS: Practically all countries are represented in Lisbon.
REPAIRS: There are several repair workshops. The biggest is Lisnave Shipyard with several docks, one for vessels up to 300,000 tons and a new dock where vessels up to 1,000,000 tons can be repaired.
AIRPORT: Within the Lisbon area. Regular International services.
TIME: GMT. plus one hour No change during the year.
HOLIDAYS: 1st January; 1st June; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.
AUTHORITY: Board of Administration.

AGENTS: A. J. Gonçalves de Moraes, Lda. Steamship and For-

warding Agents. Tourist Department. 22, Rua do Alecrim-Lisbon 2. PO Box 2772. Tel. 34943 (20 lines). Telex 1296, 1297 and 1298. Cables: Amoras. VHF Radio, Channel 16.

SETUBAL: 38.30 N. 08.55 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
Personal belongings of the Crew (portable radio, binoculars, cameras, etc.).
Store List.
Health Declaration.
For cargo: Dangerous Cargo List. Cargo Manifest. Transit Cargo Manifest (if any). Copy of B/L.
PILOTAGE: 2 hours before ETA vessel should call Setubal Pilot Station which listens day and night from every 3 min. to 15 min. past the hour and from 33 min. to 45 min. past the hour, in 2·182 kc/s. answering in 2·132 kc/s. Also during these periods VHF can be called on Channel 16. Lightening buoy situated approx. 1·5 miles from the Pilot Station House and 3 miles from Otão lighthouse. There, the Pilot's boat will meet the vessel.
ANCHORAGE: Only inside harbour with a Pilot aboard.
RESTRICTIONS: No restrictions on night entry. At low tide vessels only up to 22 ft. draft. Max. draft 26 ft., length/breadth no restrictions.
HEALTH: Free pratique automatically given when ships come from other Portuguese port. Otherwise, Health Certificate is to be handed over to Health Authorities during clearance procedures.
RADIO: Call through Lisbon Radio.
TUGS: One available.
STEVEDORES: Ordered by the Agent some time in advance.
MEDICAL: Prior to arrival and in order not to delay ship's clearance, Master should inform by radio if medical assistance required, this only in case of contagious or epidemic diseases.
TANKERS: Shell Maritime installation with private pier. Discharge lines 4 in., 6 in. and 8 in.
DENSITY: About 1.016.
FRESH WATER: Supplied from shore to all piers.
FUEL: Ordinary fuel available at Shell Installation to ships holding contract with Shell; or fuel supplied from lorry if ship holds contract with other company.
FIRE PRECAUTIONS: No smoking on deck or piers.
GANGWAY/DECK/WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: By crew unless otherwise specified in C/P. Stevedores usually help.
CUSTOMS ALLOWANCES: About 200 cigarettes and 2 bottle of spirits per man.
CARGO GEAR: Supplied by stevedores.
INDENTIFICATION CARDS: Supplied and filled in by the Agent. Crew members cannot leave Three Castles area (Setubal-Palmela-Sesimbra) without a special permit from International Police obtained through Agency.
CONSULS:

Holland	tel. 22379
Spain	,, 22090
Sweden	,, 22719

Others at Lisbon.
REPAIRS: Only small repairs. Lisnave shipyard and dry docks at Lisbon within about 50 miles.
REPATRIATION: All facilities.
AIRPORT: Nearest at Lisbon, about 50 miles away.
TIME: GMT plus one hour without any alteration throughout the year.
AUTHORITY: Junta Autonomo do Porto, Setubal.

AGENT: A. J. Gonçalves de Moraes, Lda., 281 Avenida Luisa Todi - Setubal. Tel. 2 23 99. Cable Amoras. Telex 1612. Agents, Charterings and Brokers, Insurance Agents, Travel Agents, Stevedores.

VIANA DO CASTELO: 41.41 N. 08.50 W.

DOCUMENTS: Health Declaration.
3 Crew lists.
Provision list (ships and individual).
Tobacco Declaration and Entrance Forms supplied by Agents on arrival.
2 Manifests and 1 copy of each Bill of Lading concerning cargo to be be discharged.
1 Transit Manifest if cargo in transit exists.
PILOTAGE: Always compulsory. ETA should be given to Agent with ample notice. Signals; during the day Flag G of International Code, and at night 3 long whistles. Boats black with white cabins. Pilots to be taken on board in outer or inner harbour respectively with bad or good weather.
ANCHORAGES: Outer or inner harbour according to weather conditions.
RESTRICTIONS: Entering and sailing only during daylight unless exceptionally good weather.
MAX. SIZE: Maximum draft 17 ft. on HWST and 15 ft. on HWNT, with good sea conditions. Maximum breadth 12 metres.
HEALTH: Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries Health Declaration must be filled in and delivered to the Agents.
RADIO: Call Viana do Castelo Pilots frequency 2182 kc/s and listen on 2132 kc/s.
TUGS: No tugs.
BRIDGES: One bridge which allows entrance/sailing at any time.
STEVEDORES: Ordered by Agents 8 hours in advance.
MEDICAL: No prior advice is necessary.
FRESH WATER: Supplied by shore installations.
FUEL: Only small quantities of gas-oil can be supplied.
GANGWAY/DECK WATCHMEN: Available but not compulsory
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: No limit, but must be cdelared.
IDENTIFICATION CARDS: Required.
CONSULS: France 22412. Spain 23018.
REPAIRS: All types of deck, engine and electrical repairs can be carried out.
DRY DOCKS: Three dry docks available.

	length	*breadth*	*draft*
Dock 1	156 m.	24 m.	18′
Dock 2	127 m.	18,5 m.	18′
Dock Eng. D. Pacheco	104 m.	11 m.	16′

No special equipment for tank washing is available.
REPATRIATION: No difficulties for crew repatriation.
AIRPORT: Nearest Oporto airport at 55 km.
TIME: GMT plus one hour and no alteration during the year.
HOLIDAYS: New Year's Day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (5th October); All Saints' Day (1st November); Independence of Portugal (Dec. 1st); Immaculate Conception (8th Dec.); Christmas Day; no work allowed on Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Tel. 115.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Junta Autonoma dos Partos do Norte.

AGENTS: Antonio C. Esperança, Largo 5 de Outubro, 32 – Viana do Castelo. Tel. 22320 and 22100. Telegraphic address A. Esperança. Agents, Stevedores, Insurance, Brokers.

VILA REAL DE SANTO ANTONIO: 37·10 N. 07·26 W.

DOCUMENTS:
2 Health Certificates.
3 Crew Lists.
1 List of Passengers in Transit.
2 Lists of Passengers Disembarking.
2 Dangerous Cargo Lists.
1 Ship's Register.
1 Tonnage Certificate.
PILOTAGE: Black boat, wooden hull, white "P" at bow. Stationed near buoy No. 1 (harbour entrance). All sea-going vessels entering or leaving harbour are obliged to avail themselves of the services of a Pilot. Latest 24 hours before prior arrival cable "Corporacao dos Pilotos de Vila Real de Santo Antonio" or to Agent. Departing vessels should apply for their Pilots at least 6 hours before the time of departure.
MAX. SIZE: Entrance channel 4,000 metres long, has a depth of 4 metres (12 ft.) at LW. Vessels drawing up to 5·5 metres (16 ft.) can enter under normal circumstances 1 hour before HW, a keel clearance about 1 ft. will be maintained.
TUGS: Tugs up to 105 h.p. available.
BERTHING: One pier of 300 metres long. Depth at pier 20 ft.
STEVEDORES: Ordered by Agents. ETA to stevedores is necessary. No work allowed on Sundays.
MEDICAL: Inoculations in hospital Marquês Pombal – Vila Real de Santo Antonio.
FRESH WATER: Obtainable alongside quay.
FUEL: Gas-oil can be supplied in small quantities.
GANGWAY/DECK/WATCHMEN: Compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close.
TOBACCO/WINE/SPIRIT ALLOWANCE: About 200 cigarettes and 1 bottle of spirits per man.
CONSULS:
Britain, Falconer, Rua Dr. Oliveira Salazar, No. 4
Netherlands, Matias Gomes, Avenida da Republica, 73
France, Santiago Ponce Medeiros, Avenida da Republica, No. 114
Finland, Emilio Garcia Ramirez, Avenida da Republica, No. 133
Greece, José Rodrigues Marques, Avenida da Republica, No. 109
Italy, Mario Parodi, Avenida da Republica, No. 11
REPAIRS: There is one small ship-repair yard at Vila Real de Santo Antonio.
HOLIDAYS: 1st January; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police 66; Ambulance 202; Fire Brigade 202.
AUTHORITY: Junta Autonoma dos Portos and Delegacao Advaneira de Vila Real de Santo Antonio.
AGENT: See Lisbon.

Portuguese Guinea

BISSAU: 11.51 N. 15.34 W.

DOCUMENTS:
Entrance Declaration.
Clearance from the last Port of Call.
List of all Passengers on Board, either in transit or disembarking in Bissau.
Provisions List.
List of the Crew Members Effects.
2 Lists of Passengers Baggage.
List of Cargo to disembark in Bissau, Baldeade (Bolama) or otherwise in transit to be disembarked in another port.
List of Cargo (inside sealed envelope).

PILOTAGE: Pilot's base and radio beacon located at Caió Point, (small island at the entrance of Geba's channel). To call the Pilots and/or the radio beacon, send telegram to Servicosmarguine, informing of the ETA at Caió; pilotage is compulsory.
ANCHORAGE: Between Bissau and the Ilhéu do Rei,
MAX. SIZE: Draft, 24 ft.
HEALTH: Visit of port doctor compulsory if ship has no doctor, or if permission for exemption has not been required; permission can be requested by radio. When needed, the health services in Bissau can be used by passengers or crew members. Yellow fever and smallpox vaccinations required.
RADIO: Station call sign CQF weekdays on at 9, 13, 16, 18 GMT. Sundays 9 and 11 GMT. Frequency 500 KHZ, CW.
TUGS: One tug of 320 h.p. and one of 800 h.p. available.
BERTHING: Ponte, Cais de Bissau, length 131 metres, width 25 metres, depth 8 metres. 1 lifting crane with a max. lifting capacity of 25 metric tons. 1 lifting crane with a max. lifting capacity of 15 metric tons. 7 lifting cranes with a max. lifting capacity of 1·5 metric tons.
STEVEDORES: 1,500 stevedores available for loading and unloading cargo.
FRESH WATER: Available; pumping rate, 10 tons/hour.
FUEL: Diesel available; pumping rate, 6 tons/hour.
CONSULS: Belgium, tel. 3737; France, tel. 2470; Lebanon, tel. 2737.
REPAIRS: Small repairing work can be done on machinery or ship's hull.
AIRPORT: 7 kms. from Bissau; 3 flights to Lisbon per week.
TIME: GMT minus one hour all year round.
HOLIDAYS: 1st January; 10th June; 5th October; 1st November; 1st, 8th and 25th of December.
POLICE/AMBULANCE/FIRE: Police, tel. 3925; Ambulance and Fire, tel. 2222.
TELEPHONES: Line connection land-ship, if requested to the Post Office authorities.
AUTHORITY: Port Director, Bissau, tel. 2797. Port Captain, Bissau, tel. 3912.

AGENT: Guinémar Sociedade de Agencias e Transportes da Guiné, Lda. Rua Dr. Oliveira Salazar, 4, Bissau. Tel. 2675–3022/3. After office hours 3658. Cables: Guinémar Bissau.

Puerto Rico

AGUADILLA: 18.22 N. 67.12 W.

DOCUMENTS:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ships in Transit Cargo Manifest.
Clearance from Last Port.

PILOTAGE: Mayaguez's Pilots provide service in Aguadilla. Advise ETA in good time to Aguadilla Terminal.
RESTRICTIONS: Open port, very deep, safe in good weather. Cold fronts from North cause very heavy swells. Cannot berth during this kind of weather.
MAX. SIZE: 600 ft. long, 36 ft. draft.
HEALTH: Advise arrival to Aguadilla Terminal Inc. for free pratique.
BERTHING: The Aguadilla Shipping Terminal operates a bulk sugar-loading facility. Sugar-loading vessels tie-up on mooring buoys. There is 40 ft. or more depth at the outer end of the bulk sugar-loading berth. Ship ties up to 4 buoys and two bollards at main tower. Spring lines needed for shifting. Terminal boat handles lines, no charge; ship's lines not less than 600 ft. long.
MEDICAL: 24 hours notice preferred; 90 miles for nearest hospital except emergencies.
TANKERS: Molasses tankers – 10 in. connection (loading only). Only sugar and molasses loaded at the only loading facility available. Rate 66 tons/hr. sugar; 500 tons/hr. molasses.
There is also a mooring buoys and pile clusters berth for the tanker traffic that supply aviation gas for Ramey Air Force Base.
FRESH WATER: Available. 2 in. pipe-line with meter, 40c/ton.
GANGWAY/DECK WATCHMEN: Usually crew members are used.
OPENING/CLOSING HATCHES: Performed by stevedores.
SHIP CERTIFICATES/CUSTOMS ALLOWANCES: U.S. Customs regulations.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS: No local representation.
REPATRIATION: Can be arranged.
AIRPORT: 20 min. drive. Regular airlines.
TIME: Atlantic Std. Time, 4 hours less than GMT. No alterations during year.
HOLIDAYS: Refer to "San Juan".
SHORE LEAVE: Allowed.
DELAYS: No delays unless another ship is already berthed.
AUTHORITY: Puerto Rico Ports Authority, Harbour Master.

GUANICA: 17.57 N. 66.54 W.

DOCUMENTS/GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: Port operations are under the control of the Captain of the port. Pilot services are available day and night.
ANCHORAGE: Harbour is located 8 miles Westward of Guayanilla Bay. Though small, it is one of the best hurricane harbours in Puerto Rico.
TUGS: Available from Guayanilla.
BERTHING: Pier facilities are owned by the Guanica Central and used for bulk sugar shipments and limited general cargo operations. On the East side of the harbour entrance there is a reinforced concrete bulkhead wharf 440 ft. long with depths of 25 ft. alongside for the handling of bulk fertilisers. Small craft landings and facilities are along the boulevard fronting the beach.
FRESH WATER: Available in limited quantities for emergencies only.
FUEL: Available by trucks from Ponce.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally, nearest at Ponce, Puerto Rico.
AUTHORITY: Port Captain, Puerto Rico Ports Authority.

GUAYANILLA: 18.00 N. 66.47 W.

Oil Terminal owned by Commonwealth Oil Refining Co.
DOCUMENTS/GENERAL INFORMATION: Refer to "San Juan".
PILOTAGE: Port operations are under the control of the Captain of the port and pilot services are available day and night.
ANCHORAGE: It is the largest hurricane harbour and one of the best in Puerto Rico. Available for vessels of any draft. The harbour is protected at its entrance by extensive reefs which extend a mile or more offshore. The entrance channel between these reefs is about 1·5 miles long and about 0·4 mile wide.
MAX. SIZE: Tankers up to 680 ft. LOA, with maximum draft 35 ft. 6 in. forward and 38 ft. aft.
TUGS: Available 24 hrs. daily, as requested by vessel.
BERTHING: Fuel dock. Two 680 ft. berths with 365 ft. depth alongside. Mooring buoys placed to assist in clearing dock and mooring dolphins. No slop disposal facilities. The Union Carbide Company has berthing facilities for barge operations.
New port facilities for Commonwealth Oil Refining Co. and Pittsburgh Plate Glass are owned by the Puerto Rico Ports Authority.
FRESH WATER: Available whenever requested by the vessel.
FUEL: Available only whenever arranged by owners of the vessel and/or characters prior to arrival.
MEDICAL: Medical service is available; hospitalisation at Ponce, which is only 15 minutes distance.
CONSULS: None available locally; nearest at Ponce, Puerto Rico.
AUTHORITY: Commonwealth of Puerto Rico – Harbour Master. Port facilities are operated and owned by the oil refinery.

JOBOS (Aguirre): 17.58 N. 66.39 W.

DOCUMENTS/GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: The Port of Jobos is served by the Pilots of Port Ponce. Services must be arranged in advance.
ANCHORAGE: A fine land-locked harbour, located on the South coast, approximately 42 nautical miles Eastward of Ponce and 20 miles West of Point Tuna. Anchorage inside the bay is Southward of the pier in depths of 19 to 24 ft. soft mud bottom.
RESTRICTIONS: The principal entrance is from Westward between Morrillo Cay and Ratones Cay, thence through buoyed channel to the bulk sugar-loading pier at Central Aguirre. Private range lights mark the dredged cuts. Controlling depth is 28.5 ft.
TUGS: No tug-boats available.
BERTHING: A 1,000 ft. finger pier at Central Aguirre, 29 ft. depth alongside. Pipe-lines for water and molasses, a conveyor belt for bulk sugar and a gantry crane are on the pier.
FRESH WATER: Fresh water is available at this dock.
FUEL: No bunkers are available at this dock.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally; nearest available at Ponce.
AUTHORITY: Puerto Rico Ports Authority, port facilities owned and operated by Central Aguirre Sugar Company.

LAS MAREAS: 17.54 N. 66.11 W.

DOCUMENTS/GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: Pilot service available day and night. Entrance buoys, lt. buoy "LM", Fl. w. 3 sec., ecl. 7 sec. Radar reflector. Black and white vertical stripes.
TUGS: Available.
BERTHING: Port serves Phillips Petroleum Company, a petrochemical complex, on the South coast, close Easterly to Jobos. 1,000 ft. long pier for the receipt and shipment of fuel oils and other liquid chemicals.
FRESH WATER: Fresh water, in limited quantities, is available at the dock; must be ordered 48 hours prior to the arrival of the vessel at the dock.
FUEL: No bunkers are available at Port of Las Mareas, lubricants may be obtained from Ponce.
MEDICAL: Medical assistance is available at Port of Las Mareas; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally; nearest available at Ponce.
AUTHORITY: Puerto Rico Ports Authority; port facilities operated by Phillips, P.R. Core, Inc.

MAYAGUEZ: 18.12 N. 67.09 W.

DOCUMENTS: If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifest.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.
Vessels working cargo. Two sets of documents to be prepared as follows:
Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.
Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.
Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.
Certificates:
Valid Load-line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).
PILOTAGE: Ships Agents must make arrangements with Captain of the Port Office at Mayaguez Pier well in advance, not less than 24 hours, of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside) as required, showing the letter "P" on each bow. Pilots board 1 to 2 miles offshore of sea buoy depending on weather conditions.
ANCHORAGES: Close to the entrance channel and boundaries. Sufficient depths for large vessels.
RESTRICTIONS: The bay is easily entered day or night and is a good harbour in any weather, except in a hurricane. The harbour is 3·8 miles wide, and offshore is protected by shoals which extend across the harbour entrance in a general North by West direction.
The principal channel is about 0·4 mile wide, with depths at the entrance of about 47 to 120 ft. and it is marked by lighted buoys and the range. Depth in the inner channel is approximately 30 ft. and close alongside the pier from 28 to 29 ft.
MAX. SIZE: Cargo vessels 600 ft. or more in length call at the port. Safe draft for operations at the wharf is 27 ft.
RADIO: Communication to all points, including ships at sea, is available through commercial systems. Cables–Telex via RCA Communications, Inc., a global service of Radio Corporation of America. ITT World Communications, Inc., tel. 830–3316. Puerto Rico Telephone Company, local and overseas communications services, 129 and 128.
TUGS: Not used at Mayaguez Port.
BERTHING: Berthing permit required from the Ports Authority. The Puerto Rico Ports Authority operates the terminal facilities which consist of a bulkhead wharf approximately 1,200 ft. long, apron width, 30 ft., and transit sheds. There are other berthing facilities in the port which are owned by the tuna packing plants.
STEVEDORES: Arrangements are made by the ship's Agents or representatives.
MEDICAL: The Agent should know in advance any medical needs so that he can make the necessary arrangements with the U.S. Public Health Service. Good medical and hospital services available.
TANKERS: See "Port of Guayanilla". Regular calls from Esso and Texaco to unload fuel by means of barges in order to supply tanks on land by means of pipes located at berthing facilities.
FRESH WATER: Available at pier facilities alongside the berth in four outlets to supply any amount required at any time. Hose connections of 2½ in. or less, maximum pressure.
FUEL: All grades available.
FIRE PRECAUTIONS: Standard fire and safety precautions throughout. U.S. Coast Guard regulations.
DEVELOPMENTS: It is planned to locate a heavy lift crane on the berth facility.
GANGWAY/DECK WATCHMEN: Ship provides own gangway watchmen.
OPENING/CLOSING HATCHES: By stevedores.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS: Dominican Republic, France, tel. 832–4322. Others at San Juan.
REPAIRS: Call San Juan facilities where complete salvage equipment is available. Service to other ports of the island.
REPATRIATION: Arranged by ship's Agents.
AIRPORT: Mani Airport, 15 minutes from pier, served by regular airlines daily from Mayaguez to San Juan.
TIME: GMT minus 4 hours all year round.
HOLIDAYS: Refer to "San Juan".
POLICE/AMBULANCE/FIRE: Telephone numbers: Police, 343–2020, 832–2300; Ambulance, 832–0496, 832–3212; Fire, 343–2330, 832–2330.
TELEPHONES: Can be arranged by Puerto Rico Telephone Company.
SHORE LEAVE: Allowed.
AUTHORITY: Puerto Rico Ports Authority, Post Office Box 3272, Mayaguez, Puerto Rico 00708. Autorip, Mayaguez, P.R. Tel. 832–3590, 832–3375.

PONCE: 17.58 N. 66.39 W.

DOCUMENTS: If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifests.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.
Vessels working cargo: Two sets of documents to be prepared as follows:
Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.
Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.
Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.
Certificates:
Valid Load-line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).
PILOTAGE: Port operations are under the supervision of the Captain of the Port and pilot services are available day and night.
ANCHORAGE: Harbour is protected from the prevailing Easterly trade winds by enclosing reefs. To the Southward the harbour is exposed and for this reason is not safe in a hurricane.
RESTRICTIONS: Depths: Entrance channel 36 ft.; turning basin, 31 ft.; anchorage, 40 ft.
BERTHING: The municipal pier is a concrete and steel construction 430 ft. long by 100 ft. wide, with a steel and cement transit shed The municipality has also built a concrete bulkhead wharf extending Easterly from the pier. To the North of the bulkhead wharf there is a manoeuvring basin 30 ft. deep. Depth alongside: Pier 1A, 30 ft.; Pier 2, 29 ft. 6 in.; Pier 3, 30 ft.; Pier 4, 30 ft.; Pier 5, East-side, 33 ft.; Pier 5, West side, 32 ft.
FRESH WATER: Water is available whenever ordered in advance for 24 hour daily service or at request during office hours.
FUEL: Available by pipe-line: (Texaco only) diesel, gas oil, No. 6 fuel oil. By trucks (Chevron, Shell, Esso).
MEDICAL: Ambulance permanently available at dock area, hospital and doctors service available as requested to the Agent.

CONSULS:

Colombia	Holland
Denmark	Panama
Dominican Republic	Spain
France	Sweden
Honduras	Switzerland

REPATRIATION: Arranged by ship's Agents.
TIME: GMT minus 4 hours.
HOLIDAYS: Refer to "San Juan".
AUTHORITY: Puerto Rico Ports Authority.

SAN JUAN: 18.28 N. 66.07 W.

DOCUMENTS: If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifests.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.
Vessels working cargo. Two sets of documents to be prepared as follows:
Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.
Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.
Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.
Certificates:
Valid Load-line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).
PILOTAGE: Compulsory. Ships Agents must make arrangements with pilot station well in advance – not less than 24 hours – of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside). Show the letter "P" on each bow. Pilots board three miles offshore of sea buoy. Call pilot station on Channel 16 VHF. There is no inner anchorage for incoming vessels to wait for the Pilot.
ANCHORAGES: Deep draft anchorage "E", on the South-west shore of Isla Grande, is for vessels awaiting Customs or quarantine, and no vessel shall remain more than 24 hours without a permit from the Commonwealth and U.S. Coast Guard Captains of the Port. Restricted Anchorage "F" (Fox), shoreward of the West margin of Anegado Channel, is for vessels discharging explosives. No vessel shall anchor without a permit from the Captain of the Port. Anchorage "D", East end of San Antonio Channel, is for yachts, schooners and small craft.
RESTRICTIONS: Besides the harbour entrance channel (Bar Channel) and the main ship channel (Anegado Channel) with depths of 42 ft. and 36 ft., respectively, there are four other navigable channels in the inner harbour:
The Army Terminal Channel is approximately 1 mile long and 300 ft. wide, with an average depth of 36 ft. Safe draft 33 ft.
The Puerto Nuevo Channel, approximately 1 mile long and 300 ft. wide. with an average depth of 32 ft.
The Graving Dock Channel, approximately 1 mile long, 300 ft. wide, an average depth of 30 ft.
San Antonio Channel, approximately 1½ miles long, 300 yards wide, mid-channel average depth 35 ft.
MAX. SIZE: Cargo vessels 750 ft. in length call regularly at the Port of San Juan. Channel to tanker's berth, 36 ft.
RADIO: Radio communication to all points, including ships at sea, is available through commercial systems. Cables-Telex via RCA Communications, Inc., a global service of Radio Corporation of America, tel. 723–6170, San Juan, Puerto Rico.
The signal station at Fort San Cristobal in San Juan harbour is manned around the clock for radio-telephone communication with incoming and outgoing ships traffic. Transmitting vessels can communicate with the station through 156·8 mHz for call and reply (Channel 10) and working Channel 14, 156·7 mHz.
Vessels approaching to enter San Juan Harbour shall remain outside not less than 3 miles Northerly of the harbour entrance to pick up the Pilot, and vessels about ready to depart shall inform the signal station via radio-telephone of their intentions.
TUGS: The Puerto Rico Lighterage Company, tel. 723–6164, and Port San Juan Towing Company, tel. 724–2350, operate a fleet of tug-boats. Tugs join vessel just inside harbour entrance.
Use of tugboats compulsory for docking and undocking vessels 8,000 tons displacement and over unless equipped with bow or side thrusters.
BERTHING: All vessels must request and obtain well in advance before arrival a berthing permit from the Ports Authority.
Pier 1. Finger pier, two berths; 500 ft. long, 100 ft. wide; general cargo pier.
Pier 3. East of Pier 1. Tourist ships terminal. Double deck finger pier, 630 ft. long, 90 ft. wide; 35 ft. depth alongside.
Piers 6 to 15. General cargo berths.
Isla Grande Terminal. 1,500 ft. wharf, 30 ft. depth alongside.
Seatrain Lines Terminal. 600 ft. berth, 30 ft. depth alongside.
Puerto Nuevo Docks. Two 500 ft. berths, 30 ft. depth alongside.
Trailership Terminals. Six berths, 30 ft. depth alongside.
STEVEDORES: Arranged by the ship's Agents.
MEDICAL: Medical attendance and services are available for seamen at the United States Marine Hospital in San Juan (outpatients). The Presbyterian Hospital handles internal cases.
TANKERS: Caribbean Oil Refinery pile clusters berth, maximum permitted draft, 35 ft.; Navy Oil Pier, maximum permitted draft, 29 ft.
FUEL: Served in barges either alongside the vessel at the pier or at anchor. Other combustible liquids are delivered in tank trucks by Shell, Esso and Texaco.
FRESH WATER: Most of the piers have adequate installations to supply water.
REPAIRS: Abarca Dry Dock and Marine Terminals handles dry docking and major vessel's repairs. Stateside Shipyard and Marina, at Isla Grande, and Vaello Shipyard at La Puntilla, Catano, operate marine railways for dry-docking and repairs of small vessels. The Puerto Rico Lighterage Company handles minor ship repairs.
DEVELOPMENTS: Two additional trailership berths are under construction at the Puerto Nuevo port sector.
GANGWAY/DECK WATCHMEN: Ship provides own gangway watchmen.
OPENING/CLOSING HATCHES: By stevedores.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS:

Belgium	tel. 725–3179	Honduras	tel. 723–5230
Bolivia	,, 723–0180	Italy	,, 722–4344
Colombia	,, 722–3562	Panama	,, 767–2175
Denmark	,, 725–3885	Holland	,, 723–1442
El Salvador	,, 723–9160	Mexico	,, 724–7812
Finland	,, 722–0283	Sweden	,, 725–1842
France	,, 722–3415, 725–4279	Uruguay	,, 723–1787
		Venezuela	,, 725–4055
Great Britain	,, 767–4435	Spain	,, 722–1045
Dominican Rep.	,, 725–9550, 722–4422	Germany	,, 725–5912, 722–2595

REPATRIATION: Arranged by ship's Agents.
AIRPORT: On outskirts of port area, served by regular airlines.
TIME: GMT minus 4 hours.
HOLIDAYS: *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February, Third Monday); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May, Last Monday); *Independence Day (July 4th); Muñoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, first Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico (November 19th); *Thanksgiving Day (November, last Thursday); Elections Day (November, 4 every years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.
* No cargo operations on these dates.
POLICE/AMBULANCE/FIRE: Police, 343–2020; Ambulance, 765–9700; Fire, 343–2330.
AUTHORITY: Puerto Rico Ports Authority, Post Office Box 2829, San Juan, Puerto Rico 00936. Autorip, San Juan, P.R. Tel. 723–2260.

YABUCOA: 18.03 N. 65.49 W.

Man-made harbour and channel located at the South East corner of Puerto Rico. Berthing facilities for deep draft tankers and a barge dock. Port and shoreside installations for the receipt and shipment of fuel oils and liquid chemicals for the Puerto Rico Sun Oil Company, a petro-chemical complex.
Facilities consist of the following: Ship channel 500 ft. wide, 40 ft. depth. Turning Basin. Dock and operating platform for a maximum of 100,000 tons dwt. tank vessels. Mooring, breasting and turning dolphins. Catwalks. Additional dock appurtenances (fire-fighting equipment, protective jetty, etc.). Pilot services and tugboats available.
AUTHORITY: Captain of the Port, Puerto Rico Ports Authority.

Qatar

DOHA: 25.17 N. 51.32 E.

DOCUMENTS: The following documents will be required at this port:
Agents:
1 copy of the Arrival Report (supplied by the Agent on boarding).
1 copy of the Crew List.
1 copy of the International Declaration of Health.
1 copy of the Passenger List (if applicable).

Port Health:
1 copy of Crew List.
1 copy of Dates and Types of Inoculations.
1 copy of the International Declaration of Health.
Immigration:
4 copies of Lists of Passengers Landing (if applicable).
Customs:
Bonded Store List (Bond will be sealed but issues are available).
Port Clearance Certificate should be procured before the vessel sails.

PILOTAGE: Application for a Pilot should be made through the Agent in Bahrain at least 24 hrs. before arrival.

Pilot station keeps a VHF watch 24 hrs. a day on Channel 16. Call sign DOHA PORT. Similar watch kept on R/T 2182 K/cs.

Pilot boat proceeds to the vicinity of the Doha Outer Buoy, position 25° 17′ 06″ N. 51° 41′ 26″ E. when the pilot is required. Pilot launches are painted white. When the vessel is underway the Pilot requires a pilot ladder complete with manropes. When the sea is calm and the vessel is at anchor the accommodation ladder may be used.

ANCHORAGES: Near the Outer Buoy and Southerly from it only. Minimum depth of water 5 fathoms.

ENTRY RESTRICTIONS: Compulsory pilotage for all vessels of 14 ft. draft or more. Naval vessels exempted. Depth of water in entrance is 27 ft. plus tide and the minimum depth of water required under the keel for manoeuvring in the channel is 3 ft.

Maximum draft for normal or average high waters is 28 ft. 9 in.

MAX. SIZE: Maximum length 525 ft., maximum breadth 75 ft., maximum draft 28 ft. 9 in. Vessels of 560 ft. have been accepted in favourable conditions.

HEALTH: The International Flag signals for pratique must be flown and remain up until the vessel is cleared by the Port Health Authorities. A Port Health Official will board the vessel in the anchorage or at the Deep Water Jetty when the vessel is alongside. There is no automatic or radio pratique available.

RADIO: ETA and Agents messages should be routed through Bahrain Radio.

TUGS: One tug of 1,000 h.p. and one of 500 h.p. to assist in berthing. Ship's lines are used.

BERTHING: Berthing alongside the Deep Water Jetty (30 ft.). It is 2,400 ft. in length and can accommodate four vessels at any one time with drafts of up to 28 ft. A further two berths may be constructed at a later date.

STEVEDORES: ETA advice is required on the number of gangs workable. Advance notice is required for any heavy lifts (say in excess of 10 tons dwt.) and the consignees name if possible as special arrangements have to be made for handling. Average discharge rate is 75 tons per hook day.

MEDICAL: Unless an emergency no advance notice is required. Hospital facilities do exist and a doctor will visit on request. Current Vaccination and Cholera Certificates are required.

DENSITY: The density of the water is salt (1025) at all states of the tide.

FRESH WATER: Fresh water is available in small quantities (50 tons) at the anchorage and larger quantities when alongside the jetty and is supplied by motor tankers.

FUEL: Only available by road tankers.

GANGWAY/DECK WATCHMEN: The Public Security Department (Police) post a guard at each gangway, but it is advisable the ship also supplies a watchman. Before landing *every* crew member must lodge his passport or seamen's identity card with the guard when alongside the jetty and at the dock Police Station when at the anchorage.

OPENING/CLOSING HATCHES: This work may be carried out by either crew or stevedores, but usually by the latter.

CUSTOMS ALLOWANCES: Qatar is "dry" and no official allowance is made. The bond is sealed on the ship's arrival.

CARGO GEAR: No additional requirements apart from those required by International Law.

CREW IDENTIFICATION CARDS: Discharge Books or Passports are required to be handed to the Police before any crew member may proceed ashore.

CONSULS: The following countries maintain embassies in Qatar:

Iran	U.S.A.	Jordan
Great Britain	Egypt	Yemen
Saudi Arabia	France	Netherlands
Kuwait	India	Tunisia
Iraq		

REPAIRS: Only minor repairs can be carried out. Metal-locking, bottom brushing and underwater welding.

REPATRIATION: Crew changes can be carried out. The Agents will require to know the names, discharge book or passport numbers and necessary information of dates, etc. well in advance for the authorities. Repatriation is normally by air, but Asian crews can be repatriated to Pakistan and India by sea.

AIRPORT: It is about 3 miles from the port to the airport. There are regular flights to Europe, U.K. and India by B.O.A.C., M.E.A., etc.

TIME: The standard time in Qatar is GMT plus 4 hours.

HOLIDAYS: The holidays in Qatar are usually religious and therefore fall on moveable dates. As far as shipping is concerned there are only two days when work is not possible under any circumstances.

POLICE/AMBULANCE/FIRE: Police 4646; Ambulance 5151; Fire 5252.

TELEPHONES: Telephone available at the new Jetty.

GENERAL: Particular attention must be paid to:

(1) The Qatari flag must be flown at all times at the fore mast.

(2) Liquor is not allowed ashore and it is a serious offence to offer alcohol to a Qatari.

(3) Smoking is not permitted in any public places during the month of Ramadan.

SHORE LEAVE: Shore leave is permitted after the Immigration Authorities have cleared the ship and given permission, in writing, on the Crew List. Seamens' documents or passports must be deposited with the police at the gangway and retrieved on returning aboard.

DELAYS: The only delays that can be expected for berthing are on draft. No delay exists for vessels up to 22 ft. 6 in. Over this delays may occur awaiting tides. Congestion delays for the discharge of cargo do occur from time to time but the maximum that can be expected is 3/4 days.

AUTHORITY: Port Department, Ministry of Communications & Transport, P.O. Box 313, Doha, Qatar.

AGENTS: The Qatar National Navigation & Transport Co. Ltd., PO Box 153, Doha, Qatar, Qatar Arabian Gulf. Telex: DH 206. Tel.: 23864. General Manager: 22245. Shipping Manager: 21138. Cargo Supervisor: 21213.

HALUL ISLAND: 25.38.55 N. 52.25.33 E.

Halul Terminal S.B.M.

Qatar national flag should be flown during hours of daylight.

DOCUMENTS: Master required provide 2 copies of crew list and show Light Dues receipt. All other necessary papers will be supplied on arrival, by Berthing Master.

PILOTAGE: Berthing Master will board incoming vessels in approximate position with Halul lighthouse bearing 270°×2·5 miles (that is to the Eastwards of the island) only. Vessels are requested *not* to pass to the Westwards or the Southwards of the island when approaching the anchorage or pilot cutter, as this is a hazardous area due to numerous underwater pipe-lines. Masters requested provide a good lee for the launch to facilitate boarding of Berthing Master and the lifting on board of equipment.

ANCHORAGE: To the Eastwards of Halul Island centred in a position with Halul lighthouse bearing 270°×2·3 miles. Depth about 80 ft. and bottom sand.

MAX. SIZE: SBM No. 1 up to 65 ft. draft (240,000 tons). SBM No. 2 up to 100 ft. draft (500,000 tons).

HEALTH: If sickness on board, details should be included in ETA message. No Doctor on Halul. In emergencies the services or advice of Company's Medical Officer based in Doha may be obtained. If Medical Officer or patient has to be flown to or from Doha, the tanker concerned will be charged for helicopter hire. Round trip is approx. £80.

RADIO: Vessels should establish communications with Shell Company of Qatar Ltd., Doha, at least 48 hours before arrival Halul Terminal, giving ETA local time and quantity of cargo required in long tons. Message to "Shell Qatar Doha" via Bahrain Radio. Any changes in ETA should be passed via Bahrain Radio, or if within range, through station 2AA (see below).

A private radio station, call sign "2AA", operated by Shell Company of Qatar Ltd., situated in position 25° 17′ 12″ N. 51° 34′ 39″ E. A continuous listening watch maintained on 500 kHz. Incoming tankers should listen for the 2AA traffic list which is transmitted on 438 kHz at 0400, 0800, 1200 and 1600 hours GMT after first calling on 500 kHz. Other details shown in Admiralty List of Radio Stations Volume 1.

A standard information cable is passed to all incoming tankers by station 2AA.

Ship's radio station must not be used while tanker moored to SBM.

VHF: A VHF station on Halul Island, call sign "Halul Control", maintains a continuous watch on the International Marine Band, Channel 6. The station has a range of approximately 50 miles and incoming tankers should establish communications with this station as soon as possible. Ship-to-shore communication during loading is by portable VHF Radio telephone provide by the terminal.

TUGS: Not available.

BERTHING: Approach is from the open sea, passing to the Eastwards of Halul. There are two single buoy moorings. Number one SBM in position 25° 39′ 00″ N, 52° 25′ 55″ E. fitted with two 810 ft.×16 in. floating hose strings and connected to one × 30 in. shore submarine and two 12 in.×150 ft. nylon floating mooring lines from the buoy. This berth will primarily accommodate vessels up to 120,000 tons dwt., but however, may be used for larger vessels if required. Loading rates of up to 8,000 m³ may be given. Number two SBM in position 25° 38′ 36″ N, 52° 27′ 35″ E. fitted with two 885 ft.×24/20 in. floating hose strings and connected to two double 15 in.×150 ft. nylon mooring lines from the buoy. This berth will accommodate vessels of over 120,000 tons dwt. with up to a draft of 100 ft. Loading rates of up to 15,000 m³ will be given. In both berths, mooring lines from the buoy are secured on the forecastle head using equipment provided by the terminal. A suitable messenger rope should be ready for use. No moorings are used aft. The Berthing Master will advise in detail the mooring procedure.

Hose Connections: No. 1 SBM amidships port side two 16 in. hoses. Hose derrick should be rigged to lift at least 5 tons and two 16-in. reducers should be fitted on the port side only.

No. 2 SBM amidships, starboard, side two 20-in. hoses. Hose derrick must be rigged to lift at least 10 tons and two 20-in. reducers should be fitted on starboard side only.

Hose connection carried out by ship's personnel with advice from

Berthing Master. Tankers *not* permitted to immobilise main engines or auxiliaries whilst moored to SBMs.

DENSITY: At berth, 1028/1030 (approx.).

CARGO: Flash point: Flash point of Qatar crude is below 32 degrees Fahrenheit.

H_2S content: Qatar marine crude contains concentrations of H_2S (sulphuretted hydrogen). This is an evil-smelling poisonous gas which can be lethal depending on concentration of gas in the air inhaled. It can be detected normally by smell, but unfortunately a high concentration of the gas rapidly paralyses sense of smell and may lead to a false sense of security. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned must be left with all possible despatch until adequate ventilation can be carried out. *The explosimeter will not detect this type of gas.* The under-noted precautions have been evolved as necessary to provide against a possible accident.

(*a*) During loading gas should only be allowed to escape via the agreed venting arrangements.
(*b*) When ullaging tanks, personnel should keep to windward of the tank opening and avoid breathing fumes as much as possible. If H_2S is inadvertently inhaled the man should leave the area and not return until his sense of smell has been restored.
(*c*) No one should enter any pump room or any compartment where gas could collect unless another person is standing by.
(*d*) Lifelines, breathing apparatus and resuscitator should be readily available.
(*e*) As a precautionary measure, the gas ejector for the pump room should be put into operation at any time entry is made into this space whilst the possibility of H_2S gas entering pump room from cargo or empty tanks exists.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS/STORES/LAUNDRY: Not available.

TANK CLEANING: No facilities available and ships must arrive with clean ballast, lines and pumps.

CUSTOMS: Trading in liquor is *strictly* prohibited and no alcoholic drink should be offered to Arab nationals.

TIME: Local time GMT plus 4 hours.

SHORE LEAVE: Not Permitted.

AGENT: The Shell Company of Qatar Ltd., PO Box 47, Doha, Qatar, Arabian Gulf. Telegraphic address: "Shell Qatar Doha".

UMM SAID: 24.54 N. 51.34 E.

When vessel enters port waters in ballast, the ballast water for overside discharge must be clean and a declaration signed by Master and delivered to representative of the terminal. Ashes, oil, oily water or other refuse must not be discharged overboard in port waters. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard whilst in port waters.

DOCUMENTS:
Health Declaration.
Crew Lists,
Light Dues Receipt.
Other necessary papers supplied on arrival.

BUOYED CHANNEL: All vessels wishing to navigate the Umm Said buoyed channel must obtain prior clearance from Umm Said Control who can be contacted on VHF Channels 14 or 16 or by Telex via Bahrain Radio, addressed to Petroqat Umm Said. This precaution is essential to avoid unexpected encounters with deep-laden oil tankers.

APPROACHES:

Depths. In Outer Channel there are at least depths of 37 ft. in vicinity of Nos. 1 and 2 buoys, 3 and 4 buoys and Nos. 9 and 10 buoys. Between Outer and Inner Channel, depth varies from 40 ft. at Nos. 11 and 12 Outer Channel buoys through 72 and 78 ft. between S.E. Arrif and S. Arrif buoys to 47 ft. close to No. 1 Inner Channel buoy. In Inner Channel, least depth is 38 ft. between Nos. 3 and 4 Inner Channel buoys.

From Inner Channel to anchorage, depths vary from 43 ft. between Channel and Turning buoy to 48 ft. at anchorage.

Tides. Tides in this area have large diurnal component and at times there is only one high water and one low water in twenty-four hours. This irregularity is more pronounced at Umm Said than at Outer Channel entrance for which predictions are made.

In December the higher high water, or the only high water during periods of single day tides, occurs between 5 a.m. and 2 p.m.; in March between 10 p.m. and 9 a.m.; on June between 6 p.m. and 1 a.m. and in September between 9 a.m. and 9 p.m.

At Umm Said there are a few days in the year when tide does not rise above 5 ft. and there are considerable periods each day when predicted height of tide is greater than 3 ft. In vicinity of Nos. 3 and 4 Inner Channel buoys, high water occurs about 1 hour after high water at Outer Channel entrance and rise of tide is slightly more than at Outer Channel entrance. Higher high water is normally 5 ft. or better, rising to 8 ft. at exceptional Springs.

Meteorological conditions may affect all the above tides by +2 ft.

Tidal Streams. In general, flood stream sets to South south west and ebb stream to North north-east, the rate being up to two knots at Springs.

Cross sets will consequently be experienced in the channel, more particularly in Northern part of Outer Channel, between Outer Channel and S.E. Arrif buoy and between S. Arrif buoy and the Turning buoy. Outer Channel entrance stream continues to set to Southward for some time after tide has started to fall.

PILOTAGE:

Inward: Except on special request Pilots are not provided for the inward passage. Tankers should proceed to Eastern Anchorage, having first received clearance from Umm Said Terminal to enter channel. This is to ensure that all outward bound vessels are aware of traffic movements in channel.

Outward: Pilots will be disembarked off Hul (H) light buoy.

N.B. It is requested that tankers of 40,000 dwt and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch, and then step on to lower platform of accommodation ladder.

Pilotage is compulsory for dry cargo ships bound for Umm Said anchorage. Pilotage performed by Doha Pilots.

ANCHORAGE: Eastern Anchorage. Depth 48 ft.

MAX. SIZE: Draft of laden tankers leaving Umm Said controlled by depth at outer end of Outer Channel. This is 37 ft. below Chart Datum and Zero of Predictions. Tide rarely falls below 1 ft. above datum, so that there is always 38 ft. or more in the channel.

Even under worst weather conditions there is no appreciable movement on larger ships in Outer Channel. As deep-draft vessels always reduce speed between Nos. 3 and 4 Inner Buoys and in Outer Channel, there is very little "draw down" and an allowance of 3 ft. under the keel for safety is considered adequate. Deep-draft vessels should endeavour to pass between Nos. 1 and 2 Outer buoys at higher high water for the Outer Channel entrance.

In general, limitations are as follows:

(*a*) Ships drawing 35 ft. or less can sail at any time on any day.
(*b*) Ships drawing 36 ft. will rarely have to use tides.
(*c*) Ships drawing 37 ft. will usually have to use tides.
(*d*) Ships drawing 38 ft. always have to use tides.
(*e*) Ships drawing 39 ft. will occasionally be neaped.
(*f*) Ships drawing 40 ft. will be neaped 120 days + a year. The best months are April to August.
(*g*) Ships drawing 41 ft. can sail occasionally. The best months are June and July.
(*h*) Ships drawing 42 ft. are not worth programming as on the few days when predictions indicate they could sail, meteorological conditions may well cut the tides.

HEALTH: (Quarantine and Medical Clearance). The Medical Officer of Qatar Petroleum Company Ltd. will carry out these duties. No fees are payable. Medical attention to Masters and crews of ships arranged by Qatar Petroleum Company's Medical Officer when asked for by Master.

RADIO: Vessels are requested to inform QPC Limited by cable of ETA Hul (H) light buoy 48 hours prior to arrival. It should be clearly indicated whether times quoted are Greenwich Mean Time or Local Time. Also state quantity of cargo, in long tons, and maximum loading rate required. Cables should be addressed "Petroqat, Umm Said", and passed via Bahrain Coast Radio Station.

When advising ETA ships must state last port of call and if there is any sickness on board. If last port of call Bahrain or Ras Tanura, the port previous to them must be stated.

VHF: Tanker VHF Radio Communications. Terminal equipped operate on six channels of International Maritime Mobile Radio Telephone Service as follows:

Channel No.	*Transmit frequency mc/s.*	*Receive frequency mc/s.*
1	156·05	156·05
9	156·45	156·45
11	156·55	156·55
12	156·60	156·60
14	156·70	156·70
16	156·80	156·80

Continuous listening maintained on Channels 16 and 14, call sign being "Umm Said" and range of station approximately 50 miles.

TUGS: No tug available.

BERTHING: Pilots act in same capacity as Mooring Masters in the berthing, after which they supervise raising of flexible hoses and connection to ship's manifold. During loading operation they act as company's representatives.

Mooring, loading and unmooring carried out night and day and necessary standards of safety can only be maintained if vessels have equipment suited to terminal requirements.

North Berth is a Single Buoy Mooring in Position 24° 53′ 37″ N. 51° 34′ 54″ E.

Vessels moored at South Berth by ship's anchors and mooring buoys. Following equipment should be carried:

(*a*) Port and starboard anchors to be fitted with marker buoys and sufficient line.
(*b*) Two good boat ropes 4½ in. circ., at least 200 ft. long.
(*c*) A good line by the pilot ladder for hauling on board equipment such as hose clamps, wrenches, reducers and elbows.
(*d*) Four good mooring lines aft of a suitable size for the vessel on which they are used. Each line should consist of 120 fathom hawser, tailed by a similar hawser and ready to run out if required.
(*e*) Two good mooring lines forward similar to the after lines for use on breast buoy if necessary.
(*f*) Two good rope stoppers to be available forward. Four good rope stoppers to be available aft.

(*g*) Derricks or cranes reaching over hose connection should be capable of lifting flexible hose from sea-bed to a height of up to 30 ft. above deck.
Derricks should have a safe working load of 10 tons in order to lift 12 in. hose strings.
(*h*) Reducers or adaptors to be bolted to ship's flanges, so as to take 12 in. hose.
Note. Where a vessel has two or more loading connections, the ship's flanges should not be less than 4 ft. apart.
Sea-Line Berths.

Berth	*Maximum tph*	*Fixed sea-line*		*Strings of flexible hoses*	
North	7,000	One	36″	Two	12″
South	4,300	One	24″	Two	12″

Depth of Water at Berth. Available depth of water at seaward end of sea line is 44 ft.

BULK HANDLING FACILITIES: A Government Jetty has been constructed in Umm Said Bay connected to a Fertiliser Production Plant and grain mill. There are facilities alongside the quay for loading bulk urea and bagged urea; for loading refrigerated liquid ammonia; discharging bulk grain.

Vessels up to 60,000 dwt. may be accepted alongside.

The jetty is 700 ft. long, 100 ft. wide; the deck level being 20 ft. 3 in. above. Admiralty Chart datum. There is a least depth of 40 ft. alongside.

Government Pilots provide berthing assistance. See "Doha".

The Qatar Petroleum Company has started construction work for a liquid gas plant which will include a "T"-head jetty extending approximately 380 metres seaward from position 24° 54′ 15″ N. 51° 33′ 37″ E. due for completion in 1974.

CARGO:

1. Flash Point. Flash point of Qatar crude is below 32 degrees Fahrenheit.

2. H_2S Content. Qatar crude contains concentrations of H_2S (sulphuretted hydrogen). This is an evil-smelling poisonous gas which can be lethal depending on concentration of gas in the air inhaled. It can be detected normally by smell, but unfortunately a high concentration of the gas rapidly paralyses sense of smell and may lead to a false sense of security. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned must be left with all possible despatch until adequate ventilation can be carried out. *The explosimeter will not detect this type of gas.* The under-noted precautions have been evolved as necessary to provide against a possible accident.

(*a*) During loading gas should only be allowed to escape via the agreed venting arrangements.
(*b*) When ullaging tanks, personnel should keep to windward of the tank opening and avoid breathing fumes as much as possible. If H_2S is inadvertently inhaled the man should leave the area and not return until his sense of smell has been restored.
(*c*) No one should enter any pump room or any compartment when gas could collect unless another person is standing by.
(*d*) Lifelines, breathing apparatus and resuscitator should be readily available.
(*e*) As a precautionary measure, the gas ejector for the pump room should be put into operation at any time entry is made into this space whilst the possibility of H_2S gas entering pump room from cargo or empty tanks exists.

LOADING:

(*a*) *Readiness.* Notice of Readiness will be received by Company Representative provided vessel ready to load. Lay time will commence six hours after receipt of Notice of Readiness, berth or no berth. The Company will make every effort to load tanker on arrival provided berth available and weather permitting.

Advice from vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard vessel has been completed. As soon a possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

(*b*) *Pipelines.* Each berth connected to shore installation by one or two submarine pipelines. The seaward ends of pipelines terminate in 12 in. flexible hoses, there being two such strings of hoses at each berth.

A mooring barge is available to assist ships to raise hoses from sea bed and connect up.

(*c*) *Tank Dips.* When loading, dips shall be taken frequently of vessel's tanks, thereby preventing loss of oil through a leaking hose. This particularly applies at night, as seepage of oil is practically invisible on the water during darkness. Inspection of vessel's tanks will be made before loading commences by a ship's officer and a representative of the Terminal. Opening dips and closing ullages will be taken and the quantity of cargo calculated. Particular care must be exercised by ship's personnel, towards completion of loading, in the "topping-off" of tanks to ensure that Terminal given timely advice of any decrease in pumping rate required. Adequate "Stand-by" notice should be given before the final "Stop".

(*d*) *Loading Pumps.* Cargo is loaded with two 1,200 h.p. pumps. Sudden shutting of valves or asking for pumps to be stopped whilst loading at full speed can cause pressure surges throughout pipe system. This has caused breakage in the lines and consequent loss of large quantities of oil with the serious risk of fire. Should a pressure surge occur causing damage to flexible hoses connected to vessel you can imagine the risk with large quantities of crude oil on the decks and in the surrounding sea. In order to avoid any possibility of this, please ensure that 15 minutes notice of requiring to stop pumping be given and that *slow speed* be asked for at this time.

(*e*) *Ballast.*
(*a*) Essential that vessel is adequately ballasted to ensure safe handling and manoeuvring. Please comply with Mooring Master's requests as to ballast quantity and disposition.
(*b*) Umm Said is an open roadstead and subject to sudden changes in weather. On occasions it is of great advantage to commence loading whilst discharging ballast or prior to completely de-ballasting to avoid having the vessel in a flying light condition.
(*c*) No cleaning of boiler tubes whilst ship is in port.
(*d*) All pump-room seacocks must be closed before commencement of loading.

FUEL: Bunkers not available. A vessel proceeding to a nearby bunkering port should repeat ETA to Qatar Petroleum Company Ltd. for information. If Qatar Petroleum Company Ltd. have sufficient information concerning expected arrivals, taking into consideration time taken to bunker, they will advise Masters when they consider that probable delay at Umm Said can be avoided by the vessel loading cargo before proceeding to the bunkering port. A similar request may be made in exceptional circumstances when there is a possibility that unduly large stocks of oil may necessitate shutting down the field.

FRESH WATER: Not available.

CUSTOMS ALLOWANCES: The State Laws of Qatar are very strict about import of liquor and its consumption both on mainland and on vessels in harbour. No employee, whether senior or junior, is permitted to import any liquor direct or to bring any liquor ashore from vessels, and under no circumstances should liquor be offered for consumption on vessel to any company employee unless he is of staff status. At the present time vessels enjoy the privilege of not having to seal liquor stocks whilst in port, but this privilege would be withdrawn if above rules not strictly observed.

DERATISATION: No facilities.

DISCHARGE CERTIFICATE: The Master of every vessel loading at Umm Said is handed a Discharge Certificate for completion by the Customs or Port Authority at port of discharge and return by air mail to the Director of Customs Government of Qatar. Doha, within *three* months of sailing from Umm Said. It must be emphasised that failure to comply with this requirement may result in delay or even boycott of the vessel upon return to Qatar. It is therefore in best interest to ensure that Agent at port of discharge attends to despatch of this certificate with least possible delay and by *airmail.*

OUTWARD PASSAGE: Same track is followed as for inward passage. Speed must be reduced before rounding the Turning buoy and passage of Inner Channel must be made at slow speed to avoid increase of draft due to "draw down" or "heel under helm". Outer Channel should also be taken at moderate speed to avoid "draw down" and "canal action" when passing close to shoal patches.

AGENT: Agency carried out by Qatar Petroleum Company Ltd. Telegraphic address, "Petroqat" Umm Said. Postal address, Qatar Petroleum Company Ltd., PO Umm Said, Qatar, Arabian Gulf.

Reunion Island

POINTE DES GALETS: 20.55 S. 55.18 E.

PILOTAGE: Pilot is normally ordered by the ship's Agent, or in particular cases by the Harbour Master if contacted by VHF beforehand. Pilot launch carries regulation pilot signals. Pilot boards at the entrance to the port about 1 mile from the breakwaters.

ANCHORAGE: There are 3 anchorages in the roads near the port.
(*a*) In Baie de St. Paul in depths of about 40 metres, well marked and safe except in very strong swell.
(*b*) South of the port entrance in the immediate approaches, depths of 40 metres, only used in fine weather and calm sea.
(*c*) In roads of La Possession unmarked anchorage and little used.

If vessel requires a Pilot for anchoring, then anchorage dues are incurred. Vessels anchoring by their own means do not incur charges.

RESTRICTIONS: Entering port in daylight only. Before berthing vessels swing in the outer port using starboard anchor.

MAX. SIZE: Length, 175 metres; draft, 9 metres.

RADIO: Saint Denis Radio. Harbour Master's Office equipped with VHF.

TUGS: Only used to assist vessel manoeuvring in the port. Tugs join vessel in outer harbour. Ship's lines always used.

BERTHING: Berth assigned by Harbour Master, basis vessel's length and draft. Tankers berth in the outer harbour at dolphin berth. No slop facilities.

DENSITY: 1025.

FRESH WATER: Available by pipe-line at the quays. Rate 10 tons per hour. Not available at tanker berth.

FUEL: Bunkers reported to be available.

MEDICAL: Doctor and hospital facilities available.

WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally performed by ship's crew.

REPAIRS: Only minor repairs can be effected.

REPATRIATION: All facilities available for crew change and repatriation.

AIRPORT: 30 kilometres away, daily connections to Africa and Europe.
TIME: GMT plus 4 hours. No alterations during the year.
HOLIDAYS: Same as for "France".
SHORE LEAVE: Crew are allowed to go ashore.
AUTHORITY: Capitain du Port.

Romania

CONSTANTZA: 44.12 N. 28.41 E.

DOCUMENTS: As soon as vessel is boarded by the border control commission, the Master fills in a form of declaration in 4 copies, which together with Stowage Plan, Cargo Manifests, Sanitary Certificates, is handed to representative of the Agency. Also following documents are to be handed over at Harbour Master's Office:
Derating Certificate.
Certificate of Nationality.
Tonnage Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Safety Radio-telegraph Equipment Certificate.
Crew Lists and Passengers Lists must be typed in several copies (up to 7).
PILOTAGE: Upon arrival in roads, a cable must be sent through radio coast station to Agent, stating hour of arrival and asking for Pilot. If entrance is not possible immediately due congestion Agent will call back the vessel advising when Pilot may board near the port entrance in order to berth vessel.
MINEFIELDS: Danger Area Nr. 3B (Constantza South). The area enclosed by the coast and by lines joining the following positions:
(*a*) 44° 09′ 81″ N. 28° 38′ 25″ E. (*b*) 44° 08′ 99″ N. 28° 39′ 96″ E.
(*c*) 44° 08′ 50″ N. 28° 39′ 96″ E. (*d*) 44° 08′ 50″ N. 28° 54′ 01″ E.
(*e*) 44° 00′ 17″ N. 28° 54′ 01″ E. (*f*) 44° 00′ 17″ N. 28° 39′ 88″ E.
Danger Area Nr. 3A (Constantza North). The area enclosed by the coast and by lines joining the following positions:
(*a*) 44° 21′ 79″ N. 28° 41′ 10″ E. (*b*) 44° 21′ 79″ N. 28° 52′ 69″ E.
(*c*) 44° 21′ 14″ N. 28° 54′ 01″ E. (*d*) 44° 10′ 19″ N. 28° 54′ 01″ E.
(*e*) 44° 10′ 19″ N. 28° 42′ 18″ E. (*f*) 44° 10′ 48″ N. 28° 42′ 16″ E.
(*g*) 44° 10′ 99″ N. 28° 40′ 76″ E. (*h*) 44° 09′ 77″ N. 28° 39′ 55″ E.
ANCHORAGE: Anchorage areas in Constantza roads are just near the new port works in an area up to 44 ft. depth. Length and breadth have no special restrictions. Actual official permitted draft for tankers 30·6 ft. will be soon improved in new tanker berths. Constantza anchorage – East approach Nr. 2. Approach is between limits of Danger Areas Nos. 3B and 3A. Width 1·7 miles, length 15·3 miles, direction 270°–90°. Centre line joins following positions.
C1: 44° 09′ 35″ N. 29° 02′ 20″ E. At 17·5 miles on bearing 91° 12′ from Constantza main lighthouse (nr. 1·5).
C2: 44° 09′ 35″ N. 28° 41′ 00″ E. At 2·25 miles on bearing 99° 12′ from Constantza main lighthouse (nr. 1·5).
On this approach non-degaussed vessels with max. draft 12 metres may navigate.
MAX SIZE: Vessels up to maximum draft 35 to 36 ft. may berth in Constantza. Tankers, see below.
TUGS: Tugs normally join vessel near port entrance assisting them until berthing.
RADIO: Constantza coast radio station, call sign YQ1, frequency 462 kc/s. Operation – daily starting at 0650, 1250 and 1850 GMT.
TANKERS: Five oil wharfs under construction capable of berthing tankers up to 80,000 dwt.
MEDICAL: Crew members are offered medical assistance on Monday, Wednesday and Friday between 0900 and 1200 a.m., and on Tuesday, Thursday and Saturday between 1300 and 1700 hours.
WATCHMEN: Watchmen recommended for special general cargoes. Cost will be arranged through Agent.
CUSTOMS ALLOWANCES: Small quantity permitted for each crew member out of bond but may be renewed if vessel stays longer in port.
REPAIRS: Largest dry dock in Constantza has 15,000 tons lifting capacity, second dock up to 8,000 tons.
TIME: Local time is GMT plus 2 hours.
HOLIDAYS: Official holidays in Romania: New Year's Days (1st and 2nd January); Easter Orthodox Monday (April); Labourer's Days (1st and 2nd May); Liberation Days (23rd and 24th August); Anniversary of Socialist Revolution (7th and 8th November); Christmas (25th and 26th December); Proclamation of the Republic (30th December).
STEVEDORES: Working hours 0800–1700 and 2000–0500. Saturday afternoons, afternoon of days before holidays, Monday mornings and days after holidays until 0800 usually exempted in C/P although work may be effected. Loading and discharging are generally effected by shippers and receivers, respectively at their own expense and they may work also on holidays, Sunday and Saturday afternoons, no overtime expenses being charged to the vessel for shore labourers but without payment of overtime to vessel's crew and without counting the time.
SHORE LEAVE: On completion of border inspection, crew can go ashore taking their Seaman's Books (or Passports) and the permits they receive from the soldier at the gangway. The permits must be returned to soldier upon coming back on board. In the event that crew members desire to visit another place outside Constantza they shall inform Agent.
GENERAL: From the time a vessel enters the territorial waters of Romania until she leaves the respective zone, i.e. 12 miles, it is compulsory to fly the Romanian flag. Ships that call at Constantza for the first time and have not got the Romanian flag on board must have it ordered through the Agent immediately upon berthing.
AGENT: Navlomar Shipping Agencies, Telex 014–259. Cables "Navlomar Constantza".

SULINA (including Galatz and Braila): 45.09 N. 29.39 E.

DOCUMENTS: Within maximum 1 hr. from fulfilment of arrival formalities the Master or Chief Mate reports at the Harbour Master's Office where he hands the following documents:
Certificate of Nationality.
Tonnage Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Safety Radio-telegraphy Equipment Certificate.
Safety Construction Certificate.
Cargo Gear Certificate.
The above certificates are to be valid and not to expire before ship's sailing the port, Load-line Certificate and Cargo Gear Certificate not to be older than 12 months, and same remain with the Harbour Master until ship's departure when returned through the representative of the Agency that accompanies the Control Commission on departure.
PILOTAGE: Notice of arrival to pilot station at Sulina is to be sent in due time through Navlomar Sulina.
Sulina – South-east approach nr. 5. Width 1·6 miles. Length 7 miles. Direction 146°–326°. Centre line joins the following positions:
S1: 45° 03′ 01″ N., 29° 53′ 4″ E. At 11·5 miles on bearing 124° 24′ from Sulina Lighthouse (nr. 1.20).
S2: 45° 08′ 9″ N., 29° 47′ 9″ E. At 5·75 miles on bearing 95° 42′ from Sulina lighthouse (nr. 1.20).
Thence on the Nr. 01 Sulina black light and whistle buoy, and afterwards on the line of Sulina Entrance leading lights (301° 12′) into Sulina Channel and so to harbour. On this approach non-degaussed vessels with maximum draft 7 metres may navigate.
The port of Galatz is situated on the left side of the Danube 79 miles from the Black Sea.
RESTRICTIONS: Vessels calling at Danube ports are obliged to wait in roadstead of Sulina, at least one mile away from the black buoy (a black floating cylinder marked 01 in white, which is lighted at night by green flashing light). All vessels both entering and going out of Sulina channel as well as during navigation in the channel and Danube, are obliged to have on board a Danube Administration Pilot. As a rule, entering and leaving the Sulina channel, as well as navigation in the channel, is prohibited after night-fall.
MAX. SIZE: The draft at Sulina bar is 23 ft. passable. Any other changes of official draft are broadcast daily, at 11.50 hours on 1935 metres, long wave.
MINEFIELD: Danger Area nr. 7 A (Sulina). The area enclosed by the coast and by lines joining the following positions:
(*a*) 45° 13′ 27″ N. 29° 40′ 42″ E. (*b*) 45° 11′ 77″ N. 29° 41′ 42″ E.
(*c*) 45° 09′ 17″ N. 29° 57′ 22″ E. (*d*) 45° 07′ 37″ N. 29° 57′ 22″ E.
(*e*) 40° 03′ 07″ N. 29° 54′ 82″ E. (*f*) 45° 03′ 07″ N. 29° 39′ 34″ E.
CLEARANCE: On arrival in Sulina harbour vessel has to stop to complete border and sanitary formalities and after vessel has completed same, with Danube Administration Pilot on board, proceed to destination. After the vessel has completed manoeuvring to come alongside berth, she is boarded by the sanitary commission. If the vessel has passed the sanitary inspection she is boarded by border control commission which includes a representative of the Agency, the latter assisting the Master in fulfilling arrival formalities and facilitating meeting of any requirements on ship's part. The Master fills in a form of declaration in 3 copies which together with the Stowage, Plan, Cargo Manifest, etc., are handed to representative of the Agency upon his leaving ship. A supplementary declaration is to be completed by the Master, stating: 1. Who supports disbursements expenses (name, mail address, telegraphic address, number of telex). 2. Who supports the supplies of bunkers, provisions other services, etc. (name, mail address, telegraphic address, number of telex).
RADIO: Constantza – coast radio station. Call signal YQ1, frequency 462 kc/s. Operation daily, starting with 0650, 1250 and 1850 GMT. Contents of transmission: meteorological and navigation notices. Weather forecasts are broadcast in clear English or codified; radio notices to mariners and navigation warnings are broadcast in Romanian, Russian, and English.
BERTHING: After arrival in Galatz roads and port Pilot boarded, the berthing of the vessel is done as ordered by the Port Authorities according to the possibilities of operation (loading/discharging) and to the availability of berths.
MEDICAL: Crew members are offered medical assistance if necessary when the Master requests, and they have to come at the Agency Office between 08.00 and 09.00 a.m. every day, except Sundays and holidays.
STEVEDORES: Working hours: 0700–1500 and 1500–2300 hours.
CUSTOMS ALLOWANCES: For releasing cigarettes from Customs seal it is necessary to notify the Agent who, in turn, will arrange with the Customs House. Attention is drawn to the fact that bringing into or taking Romanian currency out of the country is prohibited. According to requirements of crew, the Master gets from Agent any sum of Romanian currency. The respective sum is charged in the disbursements account at official exchange rate +200% premium granted to seamen. Before departure from port the Master is obliged to return to Agent the sums of Romanian currency unspent against

receipt. The sums are returned in front of the representative of the Customs during the control for departure.
HATCHES: Opening and closing of the hatches is to be performed by crew whenever requested due to weather conditions.
CARGO GEAR: Rigging of derricks, the good working condition of the winches and derricks, are permanent obligations of the vessel according to requirements of working gangs, The hatch ways must be opened or closed to their full size. The removable beams or covers shall always be stowed on deck on the side where work is not being carried on, so that they may not hinder working gangs or cause accidents. During operations, the vessel is recommended to close the hatches with rain tents, ship's property, if bad weather. If cargo handling gear gets out of order during operations, the waiting time of workers is charged against vessel and such time lost for breakdown of winches not to count as laytime.
SHORE LEAVE: On completion of border inspection crew can go ashore taking their Seaman's Books (or Passports) and the permits they receive from the soldier at the gangway. The permits must be returned to the soldier upon coming back on board. In the event that crew members desire to visit another place out of Galatz they shall inform the Agent.
GENERAL: From the time a vessel enters the territorial waters of Romania until she leaves the respective zone, i.e. 12 miles, it is compulsory to fly the Romanian flag. Ships that call at Galatz for the first time and have not got the Romanian flag on board must have it ordered through the Agent immediately upon berthing at Sulina Harbour. Throwing garbage overboard or pumping out dirty ballast or bilge water is allowed only beyond the territorial waters of Romania. Non-observance of these rules may result in fines varying between 3,000 and 10,000 lei imposed by the Harbour Master.

AGENT: Navlomar Shipping Agency.
Galatz: 20, 13 Junie. Telex 225. Cables "Navlomar Galatz".
Braila: 2 Imparatul Traian. Telex 10. Cables "Navlomar Braila".

St. Lawrence Seaway: See next page.

St. Pierre and Miquelon

ST. PIERRE: 46.47 N. 56.10 W.

DOCUMENTS: Formalities completed on arrival. Advise Port Service beforehand of vessels ETA, length, tonnage and draft.
PILOTAGE: Contact pilot one hour before arrival calling TFU by radio telephone on 2182 kilocycles. Permanent watch kept. Pilot boats equipped with VHF Channel 12, radar, and radio-telephone. Pilot launch available at entrance to North-east channel in position 46° 48′ N. 56° 08′ W. in the vicinity of the Land Fall Buoy.
ANCHORAGE: In the roads, depth 13 metres, not secure in strong East winds.
MAX. SIZE: Maximum draft 8 metres. New Port: Max. length 110 metres. Old Port: max. length 70 metres. Channel depth 5 metres below chart datum.
HEALTH: If suspected disease on board contact St. Pierre Health Service, tel. 279.
RADIO: St. Pierre Radio, call sign TXU, receiving on 2182 kilocycles, transmitting on 2410 kilocycles.
BERTHING: Mole du Commerce; length 170 metres, depth alongside 8·50 metres.
Quai de Peche: length 135 metres, depth alongside 6 to 7 metres.
Mole Frigorifique: Three berths, No. 1; 120 metres length, 7 metres depth. No. 2; 85 metres length, 6 metres depth. No. 3; 120 metres length, 5·5 metres depth.
Old Port: Quai de la Douane: length 123 metres, depth 6 metres.
Quai de l'Alysse: length 50 metres, depth, 6 metres.
TANKERS: One berth alongside dolphins in depth of 8·50 metres.
MEDICAL: All facilities available.
FRESH WATER: Available at berths.
FUEL: Only diesel oil SG 825/840 at 15° C available at all berths.
IDENTIFICATION CARDS: Each man to carry passport or seamen's book.
CONSULS: Local representatives for Canada, Netherlands, Norway, Portugal and Spain.
REPAIRS: Small repairs can be effected. Floating dock, capacity 750 tons, for vessels up to 13 ft. 6 in. draft.
REPATRIATION: Can be arranged.
TIME: GMT minus 3 hours all the year round.
AMBULANCE: Telephone: 279.
AIRPORTS: Connections from St. Pierre to Sydney (Nova Scotia) International Airport.
AUTHORITY: Officier de Port, POB 24, St. Pierre. Tel. 008.

APIA, Western Samoa: 13.50S. 171.45 W.

DOCUMENTS:
1 Clearance from previous port of call.
3 Crew Lists.
3 Passenger Lists.
Customs Documents.
2 Health Documents.
1 Manifest.
Bills of Lading.
Ship's Papers (stores and poisons).
PILOTAGE: 24 hours ETA is required. Pilotage is compulsory for merchant vessels and advisable for naval vessels. Pilot boards 1½ miles outside harbour on line of leading beacons. Pilot boat painted white with red upper structure and deck on which painted in white lettering the words "Pilot-Apia". Also has black rubbing band and word "Pilot" on bows.
By night, in addition to usual navigation lights, pilot boat carries standard identification, i.e. a red light on foremast with all-round visibility. Exemption from pilotage may be granted to Masters of vessels trading regularly to Apia, but pilotage dues are still payable.
Pilotage District: This is defined as being all navigable waters contained within the segment of a circle of 3·5 nautical miles radius having as its centre Vaea beacon and having as its Western and Eastern limits radii bearing 348° and 030° respectively from its centre.
ANCHORAGES: In 20 fathoms outside a line drawn between the two reefs and preferably on line of leading beacons. Bottom is coral.
RESTRICTIONS: No night-time or tide restrictions. Turning basin dredged to 35 ft., extending to 1200 ft. from each end of the wharf. Arrivals preferred either early morning or late afternoon due to trade winds.
MAX. SIZE: Shore bollards to take stern and bow lines for vessels up to 800 ft. in length. Maximum draft 35 ft. Maximum length 600 ft. if moored to buoy. No limit to beam.
HEALTH: Doctor boards vessel on arrival.
RADIO: Signals to incoming ships by radio or radio-telephone from Apia radio station 5WA. For radio, ships should call on 500 kc/s and operate on 483 kc/s. For radio telephone, ships should call on 2182 and operate on 2162 or other available frequency as may be arranged once contact has been established. Apia maintains continuous service.
TUGS: Four tugs of 150 h.p. to 400 h.p., and one new powerful tug 600 ft. long available.
BERTHING: Small charge made for use of hawsers and moorings. Export Wharf – reinforced concrete wharf 604 ft. in length on the East side of inner harbour. Maximum draft alongside 35 ft. All loading and discharging is carried out with ship's gear. No wharf cranes available. This wharf and all surrounding areas enclosed by fence is Customs area and all vessels trading to or from places outside Western Samoa must depart from or arrive at this wharf.
Buoy – one mooring buoy (black with white top) for use by tankers and other vessels which may be unable berth at wharf. Usual to moor to buoy by the stern, using two wires and two ropes. Length of moorings will be advised by the Pilot or by the Harbour Master having regard to sea conditions and interval between swells.
STEVEDORES: Arranged by ship's Agents.
MEDICAL: Advance notice to Agents prefereble. No private doctors but good general hospital where seamen may be admitted.
TANKERS: Shell, Mobil, and B.P. operating in Samoa, and have own discharging facilities. Tanker terminal situated on West reef. Vessel's stern moored half way between reef and buoy. Discharge line is 6 in. diameter. Launch service may be provided between ship and shore at a small charge.
TIDES: Mean high water intervals 6 hrs. 27 mins., spring range 3.2 ft., mean range 2.6 ft. Tidal stern normally slight, but after heavy rain outflow from rivers and streams can cause it to become quite strong.
FRESH WATER: Available at wharf from shore installation.
FUEL: Only light diesel fuel available.
FIRE PRECAUTIONS: Fire services available on wharf and new tug will have fire pumps fitted.
DEVELOPMENTS: Extending turning basins and adding 200 ft. to existing wharf length. New wharf 604 ft. long, and in future, when sufficient mooring facilities provided, ships up to 800 ft. length may be berthed.
WATCHMEN: Recommended and available.
HATCHES: Opened and closed by stevedores.
CUSTOMS ALLOWANCES: No enforcements.
IDENTIFICATION CARDS: Not needed.
CONSULS: The New Zealand High Commissioner represents all British subjects; French Consul, tel. 156.
REPAIRS: Minor repairs only.
AIRPORT: 25 miles from Apia on Western side of Island. Regular and frequent mail and passenger services.
TIME: GMT minus 11 hours. No alteration to clocks.
HOLIDAYS: No cargo on Sundays between 0300 and 2100. The recognised holidays are Christmas, New Year, Boxing Day, Good Friday, Easter Monday, Whit Monday, Anzac Day and Independence holidays from 1st June to 3rd June.
TELEPHONES: Police and public telephones at wharf and provisions are available for telephone connection to vessels berthed at the wharf.
POLICE/AMBULANCE/FIRE: Hospital 364; Police 390; Fire Brigade 200.
AUTHORITY: Port Administrator and Harbour Master, PO Box 474, Apia, Western Samoa.

ST. LAWRENCE SEAWAY

DOCUMENTS: For Agent in Montreal, three unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.

In first U.S. port, a "Traveller" is made up by the Customs Inspector with the following documents:

2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I–418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.

In subsequent U.S. ports the following are required:

5 sets Manifest of Cargo for that port.
The Traveller and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

During the ice season, radio broadcasts of ice information are made twice daily from Marine radio stations as follows: Cape Race, Newfoundland; Fox River, Quebec; Mont-Joli, Quebec; Halifax, Nova Scotia.

PILOTAGE: The first pilot station when entering the St. Lawrence River is at Les Escoumins, 80 miles West of Father Point. This Pilot will take the ship to the Quebec pilot station 121 miles to the West. Off Quebec a new Pilot boards to take the ship to Trois Rivières, where there is another change of Pilot for the remaining trip to Montreal.

Pre-clearance: Vessels intending to transit the St. Lawrence Seaway must be pre-cleared by a representative who shall assume responsibility to the authority for payment of all tolls and charges to be incurred.

Application for pre-clearance Form SLS 429 may be obtained from the St. Lawrence Seaway Authority, Cornwall, Ontario, or from the St. Lawrence Seaway Development Corp., Massena, New York.

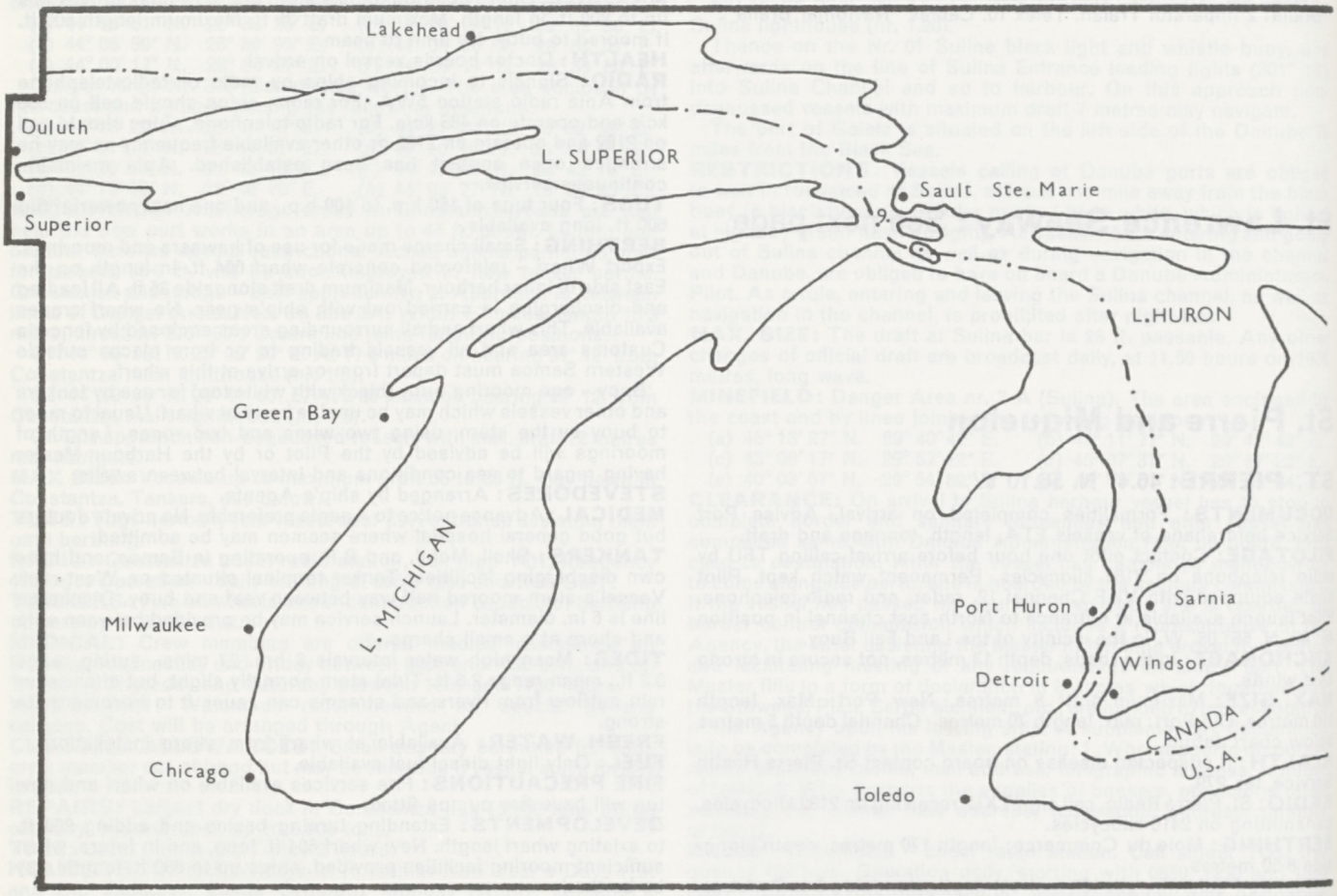
RESTRICTIONS: The average navigation season in the St. Lawrence River is from April 1st to December 20th.

Locks Nos. 1 to 7: length, 860 ft.; width, 80 ft.; depth, 30 ft.; channel depth, 27 ft.

Welland Canal Locks: No. 1: length, 865 ft.; width, 80 ft. Nos. 2 to 7: length 859 ft.; width, 80 ft. No. 8: length, 1,380 ft.; width, 80 ft.; channel depth, 27 ft.

St. Mary's River Locks: MacArthur: length, 800 ft.; width, 80 ft. Poe: length, 1,000 ft.; width, 100 ft. Davis: length, 1,350 ft.; width, 80 ft. Sabin: length, 1,350 ft.; width, 80 ft. Canadian: length, 900 ft.; width, 59 ft. Channel depth 27 ft.

Speed Limits: 10 m.p.h. upbound, 12 m.p.h. downbound in the Beauharnois Canal; 9 m.p.h. Port Weller Harbour and 7 m.p.h. in all other canals. The speed limits vary from 10 m.p.h. to 18 m.p.h. in most remaining sections of the St. Lawrence River; Lower Detroit River 12 m.p.h.; St. Clare River 9 m.p.h. to 12 m.p.h.; St. Mary's River 10 to 15 m.p.h. Speed limits are detailed in a seaway notice issued early in the year.



Vessels navigating St. Lawrence Seaway are required to complete applications for:

(1) Certificate of financial responsibility,
(2) Certificate of Insurance, form FMC 225,
(3) Oil discharge assurity Bond, form FMC 226,
(4) Guarantee in respect of liability for discharging oil, form FMC 227.

These applications have to be filed with the Secretary of the Federal Maritime Commission before a certificate is issued. The oil pollution liability certificate should be retained aboard the vessel.

ICE ADVISORY SERVICE: Ships inbound from seaward between December 15th and April 15th should advise the Ice Information Officer, Sydney, 36 hours prior to entering Cabot Straight, stating their position, destination, whether loaded or in bulk. This procedure will facilitate the passing of ice information to the ship as necessary. Ice information is also available from radio stations at Halifax, Seven Islands, Wirringate and Grindstone. The Canadian Broadcasting Corporation Maritime Network also broadcasts ice information daily during the winter navigation season. Supplementary ice information may also be obtained from the Canadian Marine Service Icebreakers.

MAX. SIZE: Length 730 ft., beam 75 ft. 6 in., draft 26 ft. Masts must not exceed 117 ft. above water level.

HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels entering the Seaway direct may receive quarantine inspection and clearance from the Canadian authorities at Montreal while at anchor awaiting entrance to the Seaway.

RADIO: *Notice of Arrival.* Master must give at least 24 hours notice to Commander, 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.

Welland Canal: A vessel arriving at either calling- in point will call the Welland Canal Traffic Control Centre on Channel 16 (156·8 Mc/s) giving (*a*) name of vessel, and (*b*) position. Seaway Welland will acknowledge the call and request the vessel to shift to Channel 14 (156·7 Mc/s). The vessel will then shift to Channel 14 and give:

(c)-destination, (*d*) draft, fore and aft, and (*e*) cargo. If the vessel is called directly into the canal, she will be told to remain on Channel 14. If the vessel is not to come into the canal, she will be ordered to anchor and instructed to guard Channel 16 until called in. Unless instructed otherwise, vessels will guard Channel 14 during their entire transit from calling-in point 15 to calling-in point 16, or vice versa, and all transmissions will take place on Channel 14.

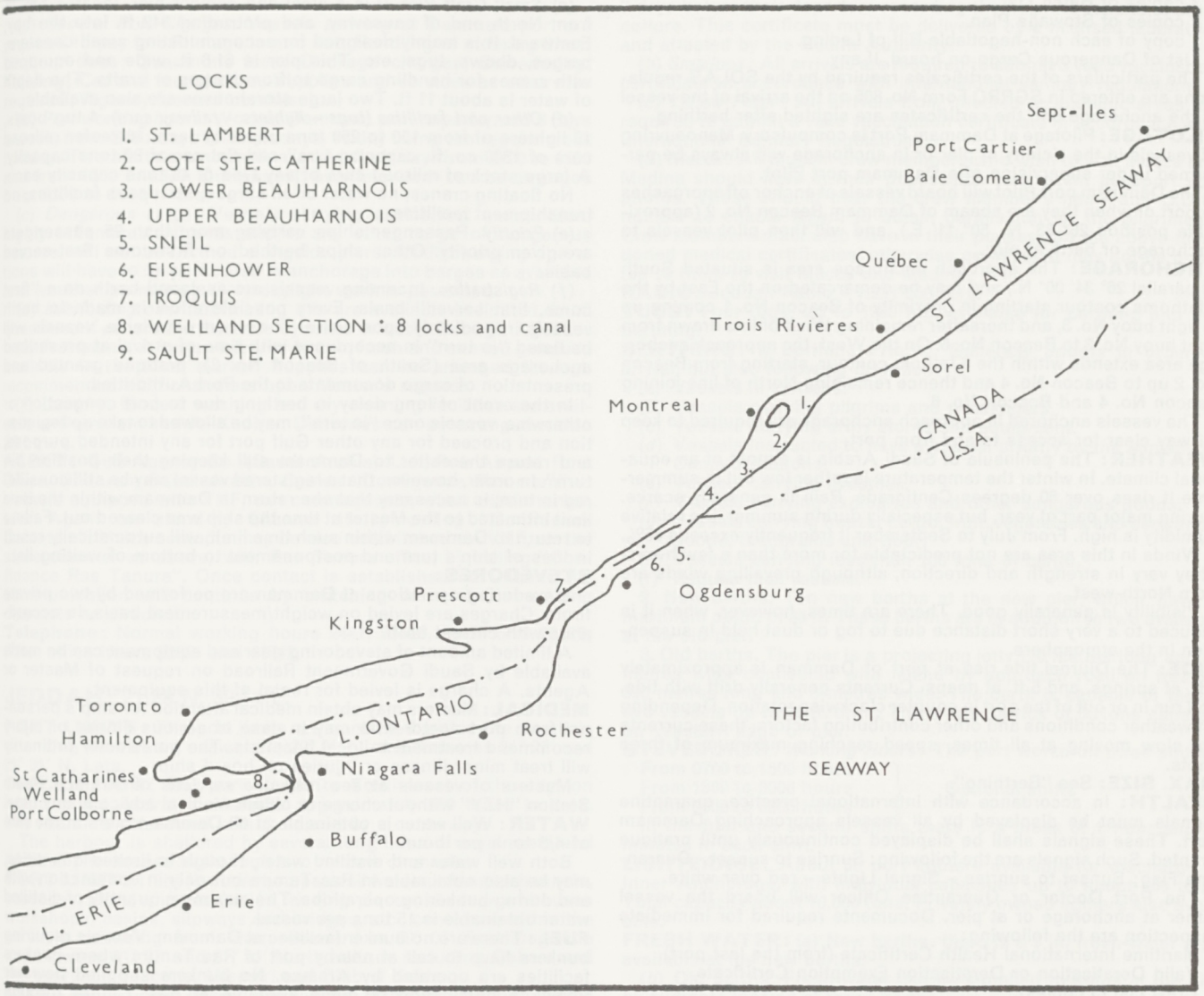
Great Lakes: It is recommended that vessels within a radius of 35 miles of a shore station use their FM transmitting and receiving equipment to ensure better connections. This pertains especially to vessels at anchor or in the proximity of a port or berth.

Radio Stations: Buffalo, New York, marine operator. Port Burwell, Ontario, marine operator. Geneva, Ohio, marine operator. Loraine, Ohio, marine operator. Rogers City, Michigan, marine operator.

IDENTIFICATION CARDS: In the first U.S. port, the immigration officer requires an alphabetical crew list made up on Form I–418 and visaed by the American Consul in the last overseas port. This crew list should contain the name of every crew member on board. Also needed are three copies of this crew list on the same form. The Immigration Officer will require all seamen's books and passports, to issue the completed crew landing permits made out on Form I–95A. The Master will be given a crew list receipt which will indicate the names of crew members detained on board, if any. In case a crew member is detained on board, he cannot go ashore, and at irregular times an officer of the Immigration Service will check if the crew member is on board. A fine of $1,000.00 will be imposed on the vessel for each detained crew member who is not on board.

TUGS: Whistle signals differ from those in international usage and are as follows:

1. Ship to Tug: One Long and One Short (— .) = ship ready to proceed, O.K. or all right. One Long and Two Short (— . .) = let go the bow tow-line. One Long and Three Short (— . . .) = let go the stern tow-line.
2. Both Ship to Tug and Tug to Ship: One Short (.) = work propeller ahead when stopped, *or*, stop propeller when working, either ahead or astern. Two Short (. .) = work propeller astern. Three Short (. . .) = slow down or check. Four Short (. . . .) = work propeller strong in the same direction it is working at the time the signal is blown. Five or more Short Blasts (. . . . .) = the standard danger signal.



Based on map supplied by St. Lawrence Seaway Authority.

SEAWAY EQUIPMENT: *Radio-telephone Equipment:* All vessels, other than pleasure craft of less than 65 ft. in overall length, must be equipped with VHF radio-telephone equipment, in addition to the FM equipment otherwise required. The radio transmitters must have sufficient power output to enable the vessels to communicate with Authority Stations from a distance of 30 miles and must be fitted to operate from the wheelhouse and to communicate on 156·6, 156·55, 156·7 and 156·8 Mc/s.

Stern Anchors: It is strongly recommended that vessels in excess of 350 ft. in overall length be equipped with a stern anchor rigged and ready for immediate use.

Propeller Direction Alarms: Vessels in excess of 260 ft. in overall length shall be equipped with propeller direction and shaft r.p.m. indicators or visible and audible wrong-way propeller direction alarms located in the wheelhouse and in the engine-room.

Sewage and Galley Waste Disposal Systems: Sewage retention tanks and galley waste grease traps are required for vessels not otherwise equipped with containers for ordures. At Montreal, or at Port Colborne, vessels without retention tanks intending to call at Chicago must put on board portable chemical toilets which are offered for rental by two chemical companies. Two to ten chemical toilets are required for each ship at $30.00 each per week rental charge.

Oily water separators: Vessels which cannot contain waste oil products are required to be equipped with oily water separators or other such equipment for the extraction of oil products or waste water discharge.

Rudder Angle Indicators: Vessels in excess of 260 ft. in overall length shall be equipped with rudder angle indicators located in the wheelhouse.

Gyro Compass: It is recommended that vessels be equipped with a gyro compass.

Radar Equipment: It is recommended that vessels be equipped with radar.

Vessels not fitted for the Seaway as prescribed above, will incur expenses for the rental, installation and removal of compulsory fittings.

REGULATIONS: For additional information on regulations and procedures, Masters and Owners are urged to refer to the Seaway Handbook and Seaway Notices.

AUTHORITY: The St. Lawrence Seaway Authority.

Saudi Arabia

DAMMAM: 26.30 N. 50.12 E.

LOCATION: Situated on the East coast of Saudi Arabia, in the Arabian Gulf, is operated by the Saudi Government Railroad.

FLAG: In addition to the quarantine signals which are to be shown until pratique is granted, the Saudi Arabian Flag must be flown from vessel's foremast while in port of Dammam.

DOCUMENTS: In order to cope with Port, Customs and Agent's requirements, following documents should be airmailed to Agents prior to arrival of vessel at Dammam port:

12 copies of Cargo Manifest for each port of loading, all typed, stamped and signed.
2 copies of Freight Manifest.
3 copies of Hatch List.
3 copies of Stowage Plan.
1 copy of each non-negotiable Bill of Lading.
List of Dangerous Cargo on board, if any.

The particulars of the certificates required by the SOLAS regulations are entered in SGRRO Form No. 805 on the arrival of the vessel at the anchorage and the certificates are sighted after berthing.

PILOTAGE: Pilotage at Dammam Port is compulsory. Manoeuvring of vessels in the vicinity of pier or in anchorage will always be performed under supervision of a Dammam port Pilot.

The Dammam port Pilot will board vessels at anchor off approaches to port or when they are abeam of Dammam Beacon No. 2 (approximate position 26° 33′ N., 50° 11′ E.), and will then pilot vessels to anchorage or berth at pier.

ANCHORAGE: The approach anchorage area is situated South of parallel 26° 34′ 00″ N., and may be demarcated on the East by the 6 fathoms contour starting in proximity of Beacon No. 1 coming up to light buoy No. 3, and thereafter remaining West of line drawn from light buoy No. 3 to Beacon No. 6. On the West, the approach anchorage area extends within the 6 fathom contour, starting from Beacon No. 2 up to Beacon No. 4 and thence remaining North of line joining Beacon No. 4 and Beacon No. 6.

The vessels anchored in approach anchorage are required to keep fairway clear for access to and from port.

WEATHER: The peninsula of Saudi Arabia is almost of an equatorial climate. In winter the temperature is rather low but in summertime it rises over 50 degrees Centigrade. Rain is generally scarce. During major part of year, but especially during summer, the relative humidity is high. From July to September it frequently exceeds 85%.

Winds in this area are not predictable for more than a few hours. They vary in strength and direction, although prevailing winds are from North-west.

Visibility is generally good. There are times, however, when it is reduced to a very short distance due to fog or dust held in suspension in the atmosphere.

TIDE: The Diurnal tide rise at port of Damman is approximately 8 ft. at springs, and 5 ft. at neaps. Currents generally drift with tide, and run in or out of the port in counter clockwise rotation. Depending on weather conditions and other contributing factors, these currents are slow moving at all times, speed reaching maximum of three knots.

MAX. SIZE: See "Berthing".

HEALTH: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dammam port. These signals shall be displayed continuously until pratique granted. Such signals are the following: Sunrise to sunset – Quarantine Flag; Sunset to sunrise – Signal Lights – red over white.

The Port Doctor or Quarantine Officer will board the vessel either at anchorage or at pier. Documents required for immediate inspection are the following:

Maritime International Health Certificate (from the last port).
Valid Deratisation or Deratisation Exemption Certificate.
Crew List (3 copies).
Passenger List, if any.
Valid Smallpox Vaccination Certificates (of a date not exceeding three years) for all crew members and passengers.
Valid Cholera Certificates (of a date not exceeding six months) for all crew members and passengers.
Valid Yellow Fever Certificates for all crew members and passengers.
Certificates of inoculation against any communicable diseases prevailing at the ports of departure.
Ship's Log Books.

RADIO: (Also see "Agents"). Vessels bound to Dammam are required to notify their Agents 72 hours steaming-time prior to arrival, giving ETA in GMT, total weight tons of cargo for discharge at Dammam, number of workable hatches, maximum arrival draft and overall length of the ship. ETA notice should then be confirmed 48 hours and again 24 hours before arrival.

Vessels' messages to Agents can be given by contacting via wireless Aramco Radio Station "HZY" on 500 kc/s, which station provides free of charges service.

TUGS: A number of tug-boats is available to assist vessels in mooring or unmooring. Whenever such assistance is provided, Master and crew of tug shall, in the performance of such services as they render to the vessel, become and be deemed to be the Agents and servants of the Owners and/or charterers of the vessel assisted.

BERTHING: There are three piers at Dammam commonly referred to as North Pier, South Pier and Small Craft Pier.

(a) *North Pier:* Consists of steel and wood structure connected with mainland by means of 4·86 miles of railroad causeway with 1·06 km. railway track laid on the breakwater to feed the North Pier. The use of the trestle as a means of access to the North Pier has been discontinued since the completion of the breakwater. The main wharf, located at outer end, is 744 ft. long and 86 ft. wide. The heading of main wharf is 346° true. It provides berths for two ocean-going vessels, one on each side, with approx. 36 ft. of water at LW.

(b) *South Pier:* This is a new built steel and cement pier consisting of a man-made island built halfway between the North Pier terminal described above, and small craft pier. This new pier is 2,000 ft. long and 500 ft. wide. It provides berths for four vessels in a depth of water of 29 ft. 6 in. at low tide. A breakwater, 1·4 km. long, has already been completed.

The South Pier has lately been lengthened with the construction of a new berth, mainly designed to accommodate vessels loading fertiliser in bags by the use of ship loaders and conveyor belts, or by vessels discharging with their own gear.

(c) *Small Craft Pier.* It is a steel and cement pier, located 575 ft. from North end of causeway, and protruding 342 ft. into the bay, Eastward. It is mainly designed for accommodating small coasters, barges, dhows, tugs, etc. This pier is 61·6 ft. wide and equipped with cranes for handling cargo to/from barges or crafts. The depth of water is about 11 ft. Two large storehouses are also available.

(d) *Other port facilities (tugs – lighters – railway cars).* 4 tug boats, 12 lighters of from 150 to 250 tons capacity each, 10 reefer railroad cars of 1300 cu. ft. capacity, 1 railroad flat car of 80 tons capacity, A large stock of railroad cars of any type of 45 tons capacity each.

No floating cranes, no water or oil barges, no repairs facilities, no transhipment facilities.

(e) *Priority.* Passenger ships carrying more than 25 passengers are given priority. Other ships berthed on first-come first-served basis.

(f) *Registration.* Incoming vessels are assigned berth on a "first come, first served" basis. Every possible effort is made to berth vessels immediately upon arrival. If no berth available, vessels will be listed "in turn" in accordance with time of arrival at prescribed anchorage area (South of Beacon No. 2), pratique granted and presentation of cargo documents to the Port Authorities.

In the event of long delay in berthing due to port congestion or otherwise, vessels once "in turn", may be allowed to take up registration and proceed for any other Gulf port for any intended purpose, and return thereafter to Dammam still keeping their position "in turn". In order, however, that a registered vessel may be still considered in turn, is necessary that she return to Dammam within the time limit intimated to the Master at time the ship was cleared out. Failure to return to Dammam within such time limit, will automatically result in loss of ship's turn and postponement to bottom of waiting list.

STEVEDORES:

Stevedoring operations at Damman are performed by two private firms. Charges are levied on weight/measurement basis, in accordance with current tariff.

A limited amount of stevedoring gear and equipment can be made available by Saudi Government Railroad on request of Master or Agents. A charge is levied for rental of this equipment.

MEDICAL: Masters may obtain medical attention for ship's personnel from port doctor who may in case of serious illness or injury recommend treatment to local hospitals. The port doctor ordinarily will treat minor illness or injuries on board ship.

Masters of vessels at sea may use services of Aramco Radio Station "HZY" without charge to obtain medical advice at any time.

WATER: Well water is obtainable at all Dammam piers at the rate of 4/5 tons per hour.

Both well water and distilled water, though in limited quantities, may be also obtainable in Ras Tanura but only in conjunction with and during bunkering operations. The maximum quantity of distilled water obtainable is 15 tons per vessel.

FUEL: There are no bunker facilities at Dammam. Vessels requiring bunkers have to call at nearby port of Ras Tanura where bunkers facilities are operated by Aramco. No bunkers supplied however unless a nomination is made available at Ras Tanura through Aramco New York. To obtain such nomination, Owners/Charterers/Operators are required to handle the necessary arrangements in advance of time directly with Aramco New York or one of its off-takers.

CUSTOMS: All materials to be either exported from or imported into Saudi Arabia are subject to examination by Customs Authorities. The importation of certain articles, such as the following, is strictly prohibited:

Alcoholic beverages, including beer and wines.
Explosives.
Firearms.
Implements of war of any kind, including antiques.
Religious matter not pertaining to the Moslem faith.
Playing cards and gambling devices.
Narcotics.

Trafficking in these items between ships or between ships and shore is strictly prohibited, regardless of whether they are alongside the piers or at anchor.

CONSULS: Except for the U.S. Consulate-General residing in Dhahran, no other foreign consulates are available.

DEVELOPMENTS: Dammam port extension project to provide new berths for five vessels, extending the South Pier 420 metres Northwards to join the breakwater. Depths at the new berths to be between 12 and 14 metres. Deepening of approach channel and part of the basin to 12 metres in hand. Project scheduled for completion about 1976.

REPAIRS: Relatively limited repair service is available from local

business concerns and replacement parts are practically unavailable.

Deep-sea divers, operating from modern and well-equipped diving boats, are available at Dammam.

A Lloyds representative is available in Dammam.

AIRPORT: Very good airline facilities available. Daily departures for any part of the world.

TIME: GMT plus 3 hours all year round.

POLICE/AMBULANCE/FIRE: Ambulance 3182; SGRR Police 3771; SGRR Fire House 2211.

SHORE LEAVE: Ship's personnel and passengers are not permitted ashore for any purpose whatsoever until pratique has been granted. All shore leave is contingent upon compliance with quarantine regulations and subject to proper permission granted by Immigration Authorities. The necessary arrangements can be made by ship's Agent on Master's request. While in port, the vessel's personnel is under jurisdiction of the Law of Saudi Arabia.

GENERAL:

(*a*) *General Port Charges.* Vessels arriving at Dammam port are required to pay for: Pilotage in and out; Handling of mooring lines; Harbour dues; Quarantine fees; Dockage charges; Stevedoring; Tallying; Car and launch hire; Supplies and services as otherwise required; Agency fee and commission.

(*b*) *Port working hours.* Work at Dammam port is performed 6 days a week, from Saturdays to Thursdays, Friday being the regular week holiday. Two shifts are normally worked each day: from 0700 to 1500 and from 1500 to 2300. On request, overtime work can be arranged from 2300 to 0700 hours.

(*c*) *Dangerous cargo.* Vessels carrying explosives, ammunition, highly inflammable liquids and/or any other cargo of dangerous natures, will not be berthed alongside piers. All discharging operations will have to be performed in anchorage into barges as available and weather permitting. Only daylight work is permitted.

(*d*) *Lubricating oils.* Lubricating oils are available in limited drum quantities if ordered in advance by letter or cable through Agent.

(*e*) *Provisions.* A large variety of frozen, fresh and canned goods is available in the local market. Supplies can be arranged through recommended ship chandlers upon Master's request.

(*f*) *Laundry.* Modern washing and dry cleaning facilities are available at Dammam and Al-Khobar. Deliveries can be arranged within 24 hours.

AGENT: Gulf Agency Co. (Saudi Arabia) Ltd., Pob Airport Post Office, Dhahran, Saudi Arabia, Cables "Confidence Dammam". Vessels equipped with VHF, can communicate, when within range, with Agent on stand-by Channel 16 by calling "Confidence Dammam". Voice contacts may be also established via VHF, on the same channel as above, with Ras Tanura office, by calling "Confidence Ras Tanura". Once contact is established on Channel 16, communication will continue by switching on available working channels as directed.

Telephone: Normal working hours 2441, 23425, 23426 and 23427; After office hours 22861 and 41742.

JEDDAH: 21.28 N. 39.11 E.

PORT LIMITS: The port limits are contained within the parallels extending from shore seaward to 39° 6′ E. Long. between 21° 27′ and 21° 31′ N. Lats.

DESCRIPTION: The port stands to South-west of the city, on island called Jazirat al Mafsaka approximately 600 acres in area. The island is connected with mainland by a causeway.

The harbour is sheltered by several long lines of coral reefs and islands. The access is through two narrow channels.

PORT LIMITS: The limits encompass all waters, islands, channels, passages, piers, wharves, jetties, landing-places, sheds, warehouses workshops, basins, slipways and bridges, etc., contained within the parallels extending from shore seaward to 39° 06′ East longitude and between 21° 27′ and 21° 31′ North latitude including Qaham and the approach beacons, Mismari and Shib el Kabir.

CLIMATE: Tropical desert, hot climate. Humidity very high during summer months, but winter is mild and pleasant. Rainfall is negligible and does not exceed more than 3 to 4 inches per annum.

General direction of wind is mostly North-westerly, mild in intensity. Winds of gale force occur very rarely. The effect of high winds when they do occur in the harbour is not felt due to barrier reefs breaking force of waves. Waves inside harbour not generally above 1 to 2 metres, although waves up to 6 metres may sometimes occur beyond outer reef.

Tides of Indian Ocean do not affect Red Sea due to construction of the Bab-el-Mandab. There is, however, a local semi-diurnal tidal oscillatory motion of the sea along its length, giving a high tide at one end and at the same time a low tide at the other. Jeddah Port is hardly affected by these tides and there are almost no currents produced by these movements.

The variation between the summer and winter water levels is approximately 50/60 cm. only.

Visibility in the port area is generally good, occasionally obstruction to vision occurs due to dust, but such occurrences are seldom of long duration.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
Last Port Clearance.
Vaccination Certificates.
Stores List.

PILOTAGE: Necessary and compulsory. Pilot boards 1½ miles N.W. of Kaham Beacon for vessels coming from the North, and 2 miles S.W. for vessels coming from the South.

RESTRICTIONS: No navigational aids marking approaches to port, and therefore there is no night navigation. A lighthouse and lighted marker buoys are scheduled for positioning in the development of the new port.

ANCHORAGE: If vessel arrives pilot station too late for entry, anchorage may be made ½ mile North or South of the Kaham Beacon.

Arriving vessels will remain at Outer anchorage until turn for berthing, or proceeding into Inner Anchorage for discharge into lighters.

HEALTH: (*a*) *Cholera:* All arrivals from infected or endemic areas are required to possess a certificate showing two injections made not less than 7 days and not more than 30 days before arrival. For re-vaccination carried out within six months of a recorded vaccination or re-vaccination, a single injection renders the certificate valid for a further six months.

In addition, arrivals must submit a certificate dated not more than 7 days before their departure recording the negative results of stool culture. This certificate must be delivered by a licensed laboratory and attested by the Health Authority.

(*b*) *Smallpox:* All arrivals are required to submit a valid vaccination certificate in accordance with international sanitary regulations.

(*c*) *Yellow Fever:* All arrivals from infected or endemic areas are required to submit a valid vaccination certificate in accordance with International Sanitary Regulations.

(*d*) *Mecca:* All Muslim crew members who wish to visit Mecca and Medina should have in their possession two recent passport size photos. These should bear the crew member's name and C.D.C. number to enable Agent to obtain permission for the pilgrimage. Crew members must also have in their possession the above-mentioned medical certificates, otherwise permission may not be granted to them to visit Mecca and Medina.

RADIO: Jeddah Radio – HZH 500 kc/s.

TUGS: Four tugs, up to 1200 h.p. available for berthing and unberthing.

BERTHING: 1. Berthing Priority. Generally priority in order of arrival, but also following priorities:

(*a*) Vessels in distress.
(*b*) Vessels carrying pilgrims and passengers.
(*c*) Vessels carrying army stores and equipment.
(*d*) Vessels instructed to have a special priority by the Ministry of Communications.
(*e*) Vessels carrying livestock.
(*f*) Vessels carrying explosives and other dangerous goods.
(*g*) Vessels carrying freezer cargo, fruit, vegetables and perishable goods, foodgrains and flour.
(*h*) Vessels carrying less than 100 tons of cargo.
(*i*) Regular mail vessels.

2. New berths. Ten new berths at the new pier, which have a maximum depth of 35 ft. These berths are in addition to two available at the old pier.

3. Old berths. The pier is a projecting jetty 170 metres long and 30 metres wide connected with island by approach road on trestles 390 metres long and 8 metres wide. The berth is capable of taking two vessels up to 30 ft. draft. There is a derrick of 50 tons capacity on Western edge of pier.

STEVEDORES: *Working Hours:* The port works on three shifts:

From 0700 to 1500 hours
From 1500 to 0000 hours
From 0000 to 0600 hours
} Optional shifts

In the first and second shifts there is a break of 1 hour and 30 minutes in each shift.

LIGHTERAGE: About 50 port lighters available for discharge at Inner Anchorage, with individual capacities up to about 400 tons. Total capacity about 10,000 tons. Privately owned lighters also available.

FRESH WATER: (*a*) New berths: there is a 9 in. fresh-water pipe available at the new berths.

(*b*) Old berths: Fresh water can be supplied to ships at the pier by hydrants located at these berths.

FUEL: Privately owned bulk storage for petroleum and fuel oil is available, which is connected with a pipeline to the oil mooring in the port. Fuel oil can also be supplied to vessels by barges.

FIRE PRECAUTIONS: A fire-float is available.

DEVELOPMENTS: The entire harbour has been dredged to 11·0 metres. The entrance to the harbour has been widened and made easier for vessels to enter and leave at any time of day and night. Night navigation has not, however, been introduced so far, but it is under active consideration and it is hoped that in the very near future it will be introduced.

CUSTOMS: All alcoholic beverages will be placed under seal.

CARGO GEAR: No cranes available at either Old or New Piers. Cranes are to be installed at New Pier under development programme.

Discharging gear is obtainable on a hire-basis from ashore, but is expensive. Bagged cargo requires canvas slings, and six slings are needed for each gang.

Vessels carrying explosives for discharge Jeddah or any other port are not permitted to berth inside harbour. Such vessels will be discharged at the Outer Anchorage and must be capable of discharging all cargo with ship's gear.

AUTHORITY: Saudi Government Railroad Organisation.

AGENT: Gulf Agency Company (Saudi Arabia) Limited, King Abdul Aziz Street, POB 2038, Jeddah, Saudi Arabia. Tel. 2493. Cables: "Gulf Agency Jeddah".

Copies of correspondence to the Jeddah Office should be sent to Ras Tanura Office.

RAS-AL-KHAFJI: 28.25 N. 48.32 E.

OPERATORS: The Arabian Oil Co. Ltd. (Japan).

LOCATION: Port located within Company's Concession Area which covers offshore area of Partioned Zone between Kingdom of Saudi Arabia and State of Kuwait. Onshore base situated in approximately 28° 25′ North, 43° 31′ East, and within a distance of 6 miles (10 km) offshore, the Company has laid two conventional sea-berths and a single-buoy-mooring for loading tankers and also an anchorage area for cargo ships working cargo. Outside this distance is an anchorage area for tankers.

In addition to exporting crude oil, fuel oil and naptha are also exported.

COURTESY FLAG: As Ras-al-Khafji is in Partitioned Zone where there is dual government by Saudi Arabia and Kuwait, all vessels calling at this port are required to fly national flag of Saudi Arabia while in port limits.

APPROACHES: Approaches to Ras-al-Khafji marked on appropriate U.S.H.O. and British Admiralty Charts, and are deep enough for majority of vessels using the port to proceed with normal caution using the buoys as centreline markers. A single patch with a depth of 56 ft. (17·07 metres) exists North of courseline between Buoys Nos. 2 and 3, and this necessitates caution on the part of large tankers leaving Ras-al-Khafji in loaded condition.

For tankers arriving Ras-al-Khafji without necessary charts, the full information will be given by telegram if request is sent to "Arabiaoil Kuwait" (via "9KK", Kuwait Radio Station) a few days before arrival. Alternatively, if vessel has VHF, the buoy positions will be given to them upon request to "Ras-al-Khafji" as the vessel approaches, but prior notice of requiring this service should be given in vessel's arrival message.

NAVIGATIONAL AIDS: All geographical positions given although approximately correct, are intended for reference purposes only as certain differences are known to exist between these positions and those shown on the U.S.H.O. and British Admiralty Charts of the area.

Conspicuous Marks. Flare stacks in offshore field and ashore normally visible at a great distance, but may occasionally be extinguished.

No. 1 Flare Latitude	28° 28.3′ North Longitude	48° 57.0′ East
No. 2 Flare	28° 27.0′	48° 54.8′
No. 3 Flare	28° 29.8′	48° 56.0′
No. 4 Flare	28° 30.3′	48° 58.0′
Onshore Flare	28° 24.5′	48° 32.4′

DOCUMENTS: (*a*) Clearance. Master should submit following documents to Kuwait Government through Agent (2 copies each):

Maritime Declaration of Health.
Health Condition of Crew.
Details of Air-conditioning.
Crew List.
Vaccination List.
Passenger List (if any).

Note Forms 1–3 are supplied by the Agent.

(*b*) Cargo. All cargo documents and shore figures are usually prepared on shore, and this takes about 1.5 hours with a futher 30 minutes before the documents arrive at the ship. Ship's Statement of Cargo is, however, prepared on board. Wherever necessary Mooring-Master will sign documents on behalf of the Company.

Following cargo documents are to be completed after loading:

Notice of Readiness.
Bill of Lading.
Time Sheet.
Ship's Statement of Cargo*.
Certificate of Delivery‡.

Note: *Ship's Statement of Cargo includes the items for "clean ballast declaration" and "dry inspection" altogether in one form.

‡ Certificate of Delivery should be handed to ship's Agent at port of discharge for certification by Customs Authorities. Agent should then return Certificates to the Company as soon as possible. Non-compliance with this requirement could involve vessel in serious difficulty. Masters therefore advised to ensure that their Agents at each discharging port return the Certificates at the earliest possible moment.

All certificates are to be sent direct to Arabian Oil Company and the Agents should be notified accordingly. It is understood that Arabian Oil Co. do not require legalised certificates and only certificates attested by the Customs at discharging ports will suffice.

EARLY DEPARTURE DOCUMENTATION: This documentation system aims to assist ships to depart early from this port after they complete loading by saving time awaiting documents. For this reason, relevant tanker documents will be signed previously by ship's Master or signed by their Agents at this port, depending on Master's choice on the request sheet. Completed tanker documents, therefore, will not be despatched to ships after completion of loading.

It must be noted that this system is not compulsory at this port, but it is at Master's option on condition that ships can communicate on Harbour Service VHF Radio or Marine Communication Band 2150 mc. to receive shore figures and time after departure.

READINESS: Master should present Notice of Readiness to load to Company's Mooring Master who will sign it on behalf of the Company. The Notice should be tendered as the time of the vessel's arrival at tanker anchorage area, which is, in principle, understood to be either time of dropping anchor in anchorage, or if vessel does not anchor, the time that Mooring Master boards to commence berthing.

MOORING MASTER: Compulsory for berthing and unberthing at Ras-al-Khafji, and Company's Mooring Masters will board vessels at anchorage area to take them to allocated berths. After berthing, Mooring Master will remain on board vessel until it is unberthed and cargo documents are completed. During this time he will act as the Company's representative in charge of all operations and shore personnel where the Company is concerned.

Notwithstanding presence of Company's Mooring Master on board, the Master of the vessel remains responsible for his vessel at all times and in all respects. In event of any emergency, however, the necessary steps should be taken by joint action between the Master and the Mooring Master.

The Master of each vessel shall give to Mooring Master all information necessary for safe handling and safe operation of vessel while it is in berth.

BALLAST: All vessels required to have on board sufficient clean ballast to give safe draft for manoeuvring purposes. Vessel arriving with too little ballast may be required to increase quantity, should Mooring Master feel that it would not be safe to berth vessel in its arrived condition. Recommended arrival condition is with propeller completely or almost completely immersed and vessel trimmed not more than 10 ft. (3.05 metres) by stern.

In good weather conditions, Mooring Masters will normally permit vessels to start deballasting as they approach the berth in order to save ship's time.

BOARDING: All vessels required to provide safe means of access for personnel boarding and leaving and should have accommodation ladder rigged on port side. In the case of vessels assigned to Berth No. 3, an accommodation ladder which leads down forwards is liable to be blocked by floating hoses, and in such cases the ladder should be rigged on starboard side. A ladder aft is always suitable on the port side.

For the benefit of people boarding at the anchorage area, vessels should provide a safe means of access on the lee side.

ANCHORAGE: (*a*) *Tankers:* Within 1 mile radius of position 28° 29′ .5 N. 48° 39′ .0 E.

Two buoys have been established to indicate the South and West boundaries of the new tanker anchorage at:

Buoy No. 10: 28° 29.5′ N. 48° 38.7′ E. Colour RED. Light characteristic Fl. (R) every six seconds.

Buoy No. 11: 28° 28.3′ N. 38° 39.2′ E. Colour BLACK. Light characteristic Fl. (W) every three seconds.

(*b*) Dry-cargo. Anchorage for dry-cargo ships located about 4 miles to West of tanker anchorage, and is centred in position 28° 26.8′ North 48° 33.4′ East at which position a red light-buoy showing a flashing red light every 3 seconds has been laid. Cargo ships should anchor within a half mile radius of this buoy, where depths are between 36 ft. (10.97 metres) to 50 ft. (15.24 metres) in good holding ground of clayey mud.

(*c*) Prohibited Area. An area bounded by straight lines joining following points is prohibited to anchoring and fishing due to presence of well-heads, Flow Stations, Gathering Station, etc. and numerous pipelines and power transmission cables on the sea bed. Additionally, the area bounded by five light-buoys is prohibited to navigation by all vessels or craft except those operating on direct instructions from the Company.

	Latitude	*Longitude*	
(*a*)	28° 24′ 48″ North	48° 31′ 57″ East	
(*b*)	28° 25′ 33″	48° 32′ 55″	
(*c*)	28° 26′ 45″	48° 35′ 16″	
(*d*)	28° 25′ 50″	48° 35′ 40″	
(*e*)	28° 29′ 04″	48° 52′ 34″	
(*f*)	28° 32′ 00″	48° 54′ 00″	Red. Fl. Yellow 3 secs.
(*g*)	28° 35′ 00″	49° 00′ 00″	Red. Fl. Yellow 3 secs.
(*h*)	28° 32′ 00″	49° 04′ 00″	Red. Fl. Red 3 secs.
(*i*)	28° 28′ 00″	49° 04′ 00″	Red. Fl. Red 3 secs.
(*j*)	28° 24′ 00″	48° 52′ 00″	Red. Fl. Red 3 secs.
(*k*)	28° 26′ 53″	48° 52′ 00″	
(*l*)	28° 23′ 13″	48° 31′ 48″	

HEALTH: No radio pratique will be given. Vessels must be cleared by quarantine office on arrival. (In the past, tankers were given free pratique at the request of Agents and on the production of the copy of telegrams from vessels confirming that all crew members possess valid cholera and vaccination certificates and that there is no sickness on board. This procedure has changed recently and all vessels are boarded by quarantine officer and pratique is given only after checking the documents concerned.)

RADIO: (Also see "Approaches"). Advise ETA Khafji at least 4 days, and again 1 day, before arrival through normal radio services. As an alternative to the route through Kuwait Radio Station (call sign: 9KK), vessels may send their first message through Singapore, Bombay or Bahrain Radios. Confirmation of ETA should be made a few hours before arrival by calling "Ras-al-Khafji" on Channel 16 VHF. All cables should be addressed to "Arabiaoil Kuwait".

The first message should be sent according to following form, but any items which are the same as a recent previous voyage to this port may be omitted.

(1) ETA Ras-al-Khafji
(2) Last port
(3) Deballasting time
(4) Quantity and type of cargo and bunkers required
(5) Maximum loading rate
(6) Diameter of cargo and bunker connections
(7) Distance from manifold to ship's side
(8) Derrick capacity
(9) Whether Ras-al-Khafji is first or second port (when taking part cargo)

Note: Item (9) should only be answered in cases where vessels are

taking part cargo at Ras-al-Khafji. If second port, the first loading port should be mentioned.

Communications between shore and loading berth mainly sent and received by means of FM wireless telephone, which is brought on board tankers at time of arrival.

VHF: Short-range communication can be made with Terminal Office by calling "Ras-al-Khafji" on VHF Channel 16. Working channels are 9, 11, 12, 13 and 14. Vessels should call Ras-al-Khafji several hours before arrival to confirm ETA and receive berthing instructions. After anchoring they should advise their anchoring time and then maintain watch on Channel 16 until the Mooring-Master boards. Terminal VHF normally operative between 0400–1400 GMT, and is used outside these hours by special arrangements with individual ships.

TUGS: The undermentioned tug-boats are available for mooring and unmooring purposes: "Chiyoda Maru No. 22 200 GRT, 1,320 BHP; "Chiyoda Maru No. 3" 175 GRT, 1,320 BHP; "Chiyoda Maru No. 4" 236 GRT, 2,200 BHP.

One of these tugs stands by near the berths as long as any vessel remains moored. Two mooring boats are used for handling ropes and hoses.

BERTHING: 1. Personnel. After vessel berthed, Company's Loading Operator and Mooring Crew will board. Loading Operators work shifts and there will always be one on board vessel while in berth. This man acts as assistant to Mooring-Master, and should be treated as such at all times. In particular he will carry out Safety Inspections and handle communications between ship and shore, particularly those communications regarding cargo.

Ship's personnel requested to give Loading Operator all required information and necessary assistance to allow him to do his job properly. Any disputes arising from his actions should be referred to Mooring-Master for final decision.

Mooring Crew will connect and disconnect hoses as required, but may at any time be transferred to another vessel for the same purpose. While they remain on board, vessels are requested to provide them with following: use of Smoking Room, toilet and washing facilities; hot and cold drinking water; utensils for eating and drinking (it is not normally necessary to supply food).

2. Description of berths.

(a) *Sea-Berth No. 1*

Position: 28° 26′ 10″ North, 48° 34′ 57″ East.

Depth: 53 ft. (16.15 metres) at Indian Spring Low Water.

Permitted draft: 47 ft. (14.33 metres) maximum.

Type of berth: Conventional four-buoy system where vessel moors to two anchors and one buoy forward and to three buoys aft.

Length: Designed for tankers of 800 ft. (245 metres) length but can be used by tankers of any size, although tankers of less than 650 ft. (200 metres) overall length sometimes experience difficulty in mooring if their lines are less than a full 720 ft. (220 metres).

Submarine Pipelines and Hoses: From the ex-Loading Dock one 26 in. crude oil line and one 18 in. fuel oil line have been laid to the manifold position. Two 10 in. rubber hoses for crude oil and one 12 in. rubber hose for fuel oils are connected to ship's manifold. These hoses approximately 225 ft. (69 metres) long and maximum lifting weight of the two crude oil hoses together is 4.5–5 tons. For bunkering purposes one section of 6 in. hose is attached to the end of the 12 in. fuel oil hose.

(b) Sea-Berth No. 2

Position: 28° 25′ 55″ North, 48° 35′ 28″ East.

Depth: 56 ft. (17.07 metres) at Indian Spring Low Water.

Permitted draft: 50 ft. (15.24 metres) maximum.

Type of berth: As Berth No. 1.

Length of berth: As Berth No. 1.

Submarine Pipelines and Hoses: From the ex-Loading Dock one 26 in. crude oil line, one 10 in. bunker line and one 4 in. marine diesel line have been laid to the manifold position. Two 10 in. rubber hoses for crude oil, one 6 in. rubber hose for bunkers and one 4 in. rubber hose for marine diesel oil are connected to ship's manifold. All these hoses approximately 225 ft. (69 metres) in length, and the maximum lifting weight of two crude oil hoses together is 4.5–5 tons.

(c) Loading Rates at Berths No. 1 and No. 2

Crude oil rate is 30,000 bbls/hr or 4,000 tons/hr.

Fuel oil loading rate at Berth No. 1 is 7,000 bbls/hr or 1,000 tons/hr.

(d) Preparation on Board before Berthing at Berths No. 1 and No. 2

Vessels should have ready:

(i) Both anchors.

(ii) Three ropes forward and nine ropes aft.
Some wires are acceptable in place of equivalent number of ropes. No shore wires used from buoys to ship. All ropes and wires should be in good condition and preferably without splices.

(iii) Port derrick rigged for a minimum lift of 5 tons, using a wire runner and a hook.

(iv) Two 10 in. ASA 150 hose connections for crude oil, and one 12 in. ASA 150 for fuel oil cargo (at Berth No. 1 only), at the ship's port side manifold.
If ASA 150 is not available, the Company should be advised before arrival.

(e) Mooring and Unmooring at Berths No. 1 and No. 2

On approaching berth a ship's line is passed to one tug from centre fairlead aft. This line should be of good strength and well made fast on board.

When in position off berth, starboard anchor is let go and slacked away easily to about 9 or 10 shackles on deck. Port anchor is then let go and paid out easily as vessel swings round into berth using tugs and engines as required. At same time, starboard anchor is hove-in to about 6 or 7 shackles on deck and then made ready for slacking away again.

As vessel backs down berth the anchors are slacked away as necessary, and ropes sent to forward (No. 4) buoy. When stern passes close to starboard quarter (No. 1) buoy, ropes are sent away to this buoy, hove in tight and put on bitts ready for slacking if necessary. Ropes then run to port quarter (No. 3) buoy, hove tight, and lateral position in berth adjusted between port and starboard quarter buoys. Lastly, ropes are run to the stern (No. 2) buoy and tug line also passed to this buoy. The fore-and-aft position is then adjusted between the anchors and the sternlines. A second tug is used to assist in lateral positioning of the vessel, and two mooring boats are used for running lines to buoys, normally taking two ropes at a time.

In wintertime three ropes are used to each buoy, but in summer two of these may be dispensed with at Mooring-Master's discretion.

When properly positioned in berth, distance from ship's side to manifold marker buoy should be about 50–66 ft. (15–20 metres).

When hose disconnection completed, vessel unmoors by letting go all lines on buoys No. 3 and No. 4, followed by those on buoy No. 2 and lastly those on buoy No. 1. Vessel then heaves both anchors as necessary until they are up and clear, and vessel can leave berth.

Tugs used as required to keep vessel away from manifold marker and mooring buoys.

Mooring-Master may vary this procedure according to prevailing weather.

(f) Hose Connection and Disconnection at Berths No. 1 and No. 2

After completion of mooring, mooring boat will pull hose marker buoys to ship, and connect to ship's port derrick runner. The two crude oil hoses are lifted together from seabed by ship's derrick, and connected directly to manifold by Company's Crew.

Fuel oil hose at Berth No. 1 is lifted separately and connected in similar manner.

Time taken for hose connection about 1–1.5 hours depending on number of hoses connected. Hose disconnection takes about 1 hour, and is done in reverse manner to connection.

(g) Loading Restriction at Berths No. 1 and No. 2

Due to there being only one cargo pipeline between ex-Loading Dock and the shore, it is not possible to load vessels in Berths No. 1 and No. 2 simultaneously. Therefore, when these berths both occupied, one vessel will be loading while the other is deballasting; the latter arranging to finish ballast about 1 hour before the other vessel finishes cargo.

(h) General Description of Berth No. 3

Position: 28° 27′ 06″ North, 40° 36′ 28″ East.

Depth: 62–64 ft. (18.90–19.51 metres), but 59 ft. (17.98 metres) over pipelines, at Indian Spring Low Water.

Permitted draft: Normally 54 ft. (16.46 metres), but 56 ft. (17.07 metres) permissible using rise of tide.

Type of berth: Single-buoy-mooring system consisting of a buoy 30 ft. (9.14 metres) in diameter, moored to eight pendant legs of 3.5 in. high strength chain shackled to anchor piles at a radius of 575 ft. (175 metres), and having a rotating deck carrying pipeline and mooring connections.

Moorings: Attached to mooring connections on the buoy are two 12 in. nylon ropes (97 mm. dia., breaking strain 150 tons). These ropes are 120 ft. (37 metres) long, and have at their free end a length of stud link chain which includes a "sister-plate" for receiving the shackles used on deck of tanker. From outer end of this chain is connected a 10 in. polypropylene "pick-up" rope about 180 ft. (55 metres) in length. Rope supported by "doughnut" floats, and chain hung by large plastic buoys 5 ft. in diameter, coloured red and green.

Submarine Pipelines and hoses: One 36 in. crude oil line and two 12 in. fuel oil lines have been laid approximately 30,000 ft. (9 km.) from shore to position close under buoy. From underwater manifold the crude oil goes to the buoy through 20 in. underwater hose; fuel oil lines joined at manifold and fuel oil led to buoy through one 10 in. submarine hose. From deck of buoy 20 in. crude oil hose and 10 in. fuel oil hose are supported by floats, and have a length of 660 ft. (201 metres) to a hose raft, at which position the 20 in. hose is divided into three strings of 12 in. floating hose. These, together with the 10 in. fuel oil hose, extended for a further 120 ft. (37 metres) making a total length of 780 ft. (238 metres) including the raft. At their free end the hoses are paired and connected to two large plastic buoys each 4 ft. in diameter.

Loading Rate: Maximum loading rate of crude oil is 45,000 bbls/hr or 6,200 tons/hr. The fuel oil loading rate is 5,000 bbls/hr or 700 tons/hr.

(i) Preparation on Board before Berthing at Berth No. 3

Before arriving at anchorage, vessels assigned to Berth No. 3 should have ready:

(a) Two mooring ropes forward, together with rope stoppers, and also one or two steel crowbars.

(b) Port derrick rigged for 10 tons, or maximum lift if 7–10 tons.

(c) Three 12 in ASA 150 hose connections for crude oil, and one 10 in ASA 150 for fuel oil cargo, at the port side manifold. If ASA 150 is not available, the Company should be advised before arrival.

(j) Mooring at Berth No. 3

Mooring-Master will board from tug which carries mooring and hose connection materials. Vessels should have crew standing-by ready to receive these materials, and should maintain a lee until this is completed.

Mooring-Master will instruct crew in setting-up of forward moorings, where two 12 in. nylon ropes are made fast round port and starboard bitts with their attached shackles about 12 ft. (3.66 metres) inboard from the fairleads of panama leads as far forward as possible Size of fairlead opening should be at least 12 in. to prevent chain jamming in fairleads.

Approaching berth, tanker should lower a mooring rope from each bow as a messenger. Mooring boat will take port rope first, and connect it to the port "pick-up" rope which should then be hove-in while the boat returns to take the starboard rope for connection to its "pick-up" rope. These two ropes are then hove in until the chains come into the fairleads, and the shackles can be made fast in the "sister-plates". The "pick-up" ropes are then slacked back until the nylon ropes have the weight.

Usual time from sending away first line until all fast is about 20 minutes.

(*k*) Unmooring from Berth No. 3

After hose disconnection completed, the weight is taken on "pick-up" ropes, nylon ropes are unshackled, and as vessel backs off berth the "pick-up" ropes are slacked off and then dropped into the water. The tug will come alongside either before or after vessel backs off berth, whichever is convenient, and the nylon ropes and the two big shackles are passed to the tug. Unmooring time usually 10 minutes.

(*l*) Hose Connection and Disconnection at Berth No. 3

After completion of mooring, the mooring boat which has been holding the hoses clear during berthing, will bring the hoses to the ship and connect the derrick runner to the buoy having two 12 in. crude oil hoses. These are usually lifted aboard together and connected directly to ship's manifold, making any necessary separation of hoses as may be required according to lifting capacity of ship's derrick

The hoses are hung off on 2 in. diameter nylon ropes and lashed to the rail to prevent shock loads due to wave action being transmitted to manifold flanges.

After the first pair of hoses have been connected, the second buoy is lifted and the remaining crude oil hose and the fuel oil hose connected in similar manner to the first two hoses. If a vessel requires a loading rate of 5,000 tons/hr or less, only two crude oil hoses are connected. According to the number of hoses to be connected, connection takes 1.5–2.5 hours.

Hose disconnection is done in a reverse manner to connection, and takes about 1–1.5 hours.

LOADING: Loading crude cargo on top of oily residue is acceptable.

(*a*) Dry Inspection

Upon completion of deballasting the Mooring-Master will inspect the tanks.

If the tanks are not satisfactory, he may require further pumping until such time as they reach the required standard.

(*b*) Loading Operations

When ship is ready for loading, ship's officer must inform Loading Operator who will transmit necessary orders to Control Room on shore.

Loading is started by booster pump, and after everything has been checked and found satisfactory on board loading rate will be gradually increased by starting further booster pumps and then main pumps in sequence until the required loading rate is reached; provided always that required loading rate is within capacity of the pumps.

Loading rates can be varied at any time during loading upon 5–10 minutes notice to the Mooring-Master or Loading Operator on board.

In case of emergency, the immediate stopping of all loading can be accomplished.

When loading is completing, the rate is gradually reduced first by stopping the main pumps and latterly the booster pumps, one by one according to the request of the ship's officer. At the final stage of loading only booster pumps should be on the line, and the ship's officer should tell the Loading Operator to "Stand-by" at least 5–10 minutes before finishing cargo.

Shore pumps will stop about 15 seconds after their control buttons are pressed, but the oil will continue to flow for several minutes, depending on amount of time since main pumps were stopped.

All stops for cargo completion must be given by the ship, as "shore-stop" is *NOT* practised at this port.

(*c*) Overflows and Spillage

In the event of overflow or spillage during loading, cargo will be stopped immediately and will remain stopped until such time as Mooring-Master considers it safe to resume loading. This will normally be when all the overflowed oil has been cleared off the deck and there is no longer any unusual danger involved. It is ship's responsibility to clear oil away as soon as possible after occurence.

(*d*) Ullaging and Gauging

After loading completed, Mooring Master will witness final ullaging on board so that ship's figures can be calculated.

Onshore a group of Government and Company gaugers will take manual gauges of the shore tanks before and after loading, and from these gauges the Bill of Lading figures will be calculated.

(*e*) Saybolt Inspection

The oil inspectors of E.W. Saybolt & Co., S.A., based in Mina Abdullah, Kuwait, are available at this port upon consignee's special request. They will carry out or witness gauging of the shore tanks, dry inspection and ullaging of the ship's tanks, calculation of shore and ship's figures, analysis of oils, etc., issuing the necessary certificates according to consignee's requirements.

STEVEDORES: Dry-cargo vessels calling Ras-al-Khafji to give at least 72 hours notice to Agents to arrange labourers. Stevedores will be arranged from Kuwait. Ship's gear used for discharging, which takes place at anchorage into barges.

MEDICAL: Company operates a clinic and a hospital at Ras-al-Khafji. Medical and dental treatment can be given in cases of emergency or serious illness or injury. Epidemic diseases or cases of serious injury or disease requiring operations, etc. are normally transferred to State hospitals in Kuwait. Company's doctor will not normally attend on board unless patient is incapable of attending clinic. Requests for medical attention should be given to ship's Agent as early as possible before arrival.

FRESH WATER: Not available except in cases of extreme emergency.

FUEL: (Also see "Berthing")

(*a*) Grades. Marine diesel oil (MDO), light bunker oil (LBO) and heavy bunker oil (HBO) are supplied. Each loading berth has pipeline which can deliver light and heavy bunker oils, but only berth No. 2 has marine diesel line. At Berths No. 1 and No. 3, marine diesel oil supplied from barge for which no extra charge made.

"Bunkering Information" booklet, which gives full details of bunkering services at this port, is available from the Company upon request.

(*b*) Bunker Nomination. Owners, Operators or Charterers should nominate their vessels' bunker requirements *to the Company's Head Office in Tokyo.*

Vessels requested confirm grade and quantity of bunkers required *direct to "Arabiaoil Kuwait"* (via "9KK") through normal radio services at least 4 days before arrival; or in cases where vessels receive instructions less than 4 days away, they should advise bunker requirements as soon as possible.

(*c*) Bunkering Operation, Bunkers normally supplied to vessels in berths while they are discharging ballast or loading crude oil. At Berths No. 1 and No. 3 MDO supply from a barge will be done usually before loading cargo.

Except in special circumstances when previously agreed, bunker supply is Stopped Onshore when requested quantity has been pumped according to shore tank gauging.

Berth	*Marine diesel oil*	*Light and heavy bunker oils*
No. 1	4″ 80 t/hr*	6″ 400/300 t/hr
No. 2	4″ 40	6″ 400/300
No. 3	4″ 80*	10″ 400/300

Note: (*a*) * Supply from a barge with 4″ rubber hose.

(*b*) In winter time the rates for light and heavy bunker oils decrease due to the low sea-water temperature increasing the viscosity of these oils.

Bunkering for Cargo Vessels

Bunker supply to cargo ships from a barge or a coastal tanker is available.

CUSTOMS: Upon arrival Master required submit to Customs a manifest of any cargo to be landed at Ras-al-Khafji and to sign a declaration that no intoxicating liquors or drugs will be landed. After loading completed, Customs will sign an Outward Manifest and issue Port Clearance. These will be handed to Master by Agent.

In normal circumstances Customs Officers do not board tankers, but board cargo ships and leave a Customs Guard on board throughout vessel's stay.

Import of following articles forbidden:

Alcoholic beverages.
Pornographic literature, photographs, pictures and films.
Explosives.
Fire arms or implements of war of any kind.
Religious matters not pertaining to the Moslem faith.
Playing cards and other gambling devices.

REPAIRS: Some minor repairs may be made on board using shore assistance in case of extreme emergency, but such repairs must be made only with prior permission of Company's Terminal Office should it be required to do them in berth. Preferably all repairs should be carried out at anchorage. In all cases when shore assistance is required Master should notify ship's Agent well in advance.

DRY DOCKS: None.

REPATRIATION: May be accomplished by making special arrangement through the ship's Agent, well in advance of vessels arrival.

Seamen arriving at Kuwait Airport to join vessels at Kuwait and Partitioned Zone ports can obtain transit visa at the Airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait and/or Partitioned Zone. In order to meet crew at Airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before the arrival of the crew.

Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

AIRPORT: Kuwait. Served by International Airlines.

TIME: GMT plus 3 hours throughout year.

TELEPHONES: No facilities for placing on board.

SERVICES: Swedish Welfare for Seamen, Lloyd's Surveyor, Butterworth Tank Cleaning Machines and Equipment and Underwater cleaning.

Provisions and deck stores are available from ship chandlers in Kuwait in limited kinds and quantities. Prices at Khafji may be a little more expensive than in Kuwait due to the transportation charges made. In all cases the ship's Agent should be advised of the requests at the earliest possible time before arrival.

SHORE LEAVE: Not normally permitted by Authorities except by arrangement through the ship's Agent.

AUTHORITY: *Arabian Oil Company Offices.* Head Office Chiyoda Denden Building, 1–6, Otemachi, Chiyoda-ku, Tokyo, Japan. Tel. (201) 6821. Central PO Vox 1679, Tokyo, Japan. Cable "Arabiaoil Tokyo" or Telex TK 2416 (Araboil).

Field Office (Partitioned Zone Office): Ras-al-Khafji, Saudi Arabia-Kuwait Zone, (There is no direct telephone connection between Field Office and the Kuwait telephone system.) Ras-al-Khafji, Partitioned Zone, Kuwait. Cable "Arabiaoil Kuwait".

AGENT: See "Kuwait".

RAS TANURA: 26.38 N. 50.10 E.

OPERATORS: Arabian American Oil Co. ("Aramco").

FLAG: Saudi Arabian flag must be flown from vessel's foremast while in port. Vessels should provide themselves with this flag before arrival but, if circumstances render this impossible, such flag may be purchased from the vessel's Agent. Saudi Arabian flag is properly displayed when writing appears on top and sword or swords on the bottom.

IMPORTANT FEATURES:

1. There are two piers and a Sea Island having a total of sixteen oil-loading berths. In addition, a small oil-loading pier is located on West side of Ras Tanura peninsula.
2. Aramco Harbour Pilots moor, unmoor and supervise movement of all vessels in vicinity of piers except coastal tankers loading at West Oil Pier. Normally no charge made for this service.
3. Safety rules strictly enforced. Receipt of instructions must be acknowledged before vessel will be berthed.
4. Aramco maintains radio station (call letters HZY) for exchange of messages with ships. All incoming tankers should establish early contact with this station order transmit ETA data, etc.
5. Vessels should arrive with minimum clean ballast water to enable manoeuvring under prevailing weather conditions. Masters urged to maintain radio contact with HZY or ship-to-shore communication by VHF voice radio order obtain latest weather information.
6. Consumption of alcoholic beverages prohibited within Kingdom of Saudi Arabia. Local officials carry out inspection to confirm that all alcoholic beverages under lock and key during vessel's stay. Vessels moored at loading piers or anchored in harbour considered to be in Kingdom of Saudi Arabia.
7. Display of quarantine signals on approach to Ras Tanura must be maintained until pratique is granted. The flag of Saudi Arabia must be flown throughout the vessel's stay in port. Ships cannot be berthed until the quarantine message has been received (see "Radio").
8. To permit more rapid ship turnaround, an "Early Departure Procedure" is available. This service provides for a quick departure of the vessel after loading, without necessity of waiting for delivery of documents at anchorage. This special service should be requested and arranged with Agent at earliest opportunity.

LOCATION: Aramco's shipping and refining facilities situated on Saudi Arabian coast of Arabian Gulf on peninsula known as Ras Tanura. The peninsula, which has a total length of 13 statute miles, has as Southern extremity a 5 mile-long sandspit with maximum width about 5 mile. Near its tip are Company's piers, shipping tanks, and terminal offices. Refinery and its storage tanks located about 5 miles to the North. There is a survey reference point located at Southern tip of peninsula, over which a beacon tower has been erected. Exact position of this beacon is Latitude 26° 37′ 25″ North, Longitude 50° 09′ 50″ East. All bearings are referenced to this point, which is officially known as Ra's at Tannurah. The name "Ra's-at-Tannura" (variously spelled) appears on most charts and publications.

Port of Ras Tanura is a roadstead and there are only open anchorage areas for oil tankers and other vessels. Some protection is afforded by land on the West and shoals to the North, East and South. These shoals tend to keep the sea down to such an extent that vessels do not ordinarily register heavy movement.

APPROACHES: The inner channel at Ras Tanura port has been buoyed for the safe navigation of deep-drafted outward bound vessels where marine navigation aids, in accordance with international standard, have been installed. The channel has a certified depth of 69 ft. at ISLW.

Ship lanes are now being established for vessels entering or leaving the port of Ras Tanura. Specially marked charts may be obtained from the Port Captain Aramco, Ras Tanura, Saudi Arabia; they are not for general navigation but show in colour the channel and its division into a lane for arriving vessels, a separation zone, and a lane for departing vessels. The lanes and separation zone begin at the Ras Tanura Approach Buoy – at this point both lanes and separation zone are each ¾ miles wide, and run approximately East to West. Vessels arriving should keep Northward of the Ras Tanura Approach Buoy, in order to enter the Northern lane, which is the one for arrival, and thereafter should keep to the starboard side while proceeding along the Ras Tanura Deepwater Departure Channel.

Separation Zone (arriving vessels):

(*a*) All arriving vessels should stay within the lane.
(*b*) From Approach Buoy or Entry Buoy to Buoy No. 4 the separation zone is ¾ mile.
(*c*) From Buoy No. 4 to Buoy No. 5 the separation zone is ½ mile.
(*d*) From Buoy No. 5 to Buoy No. 7 the separation zone decreases to nil.
(*e*) From Buoy No. 7 to Buoy No. 17 all arriving vessels are to keep to the West of Buoys, No. 7, 9, 11, 13, 15 and 17.

Separation Zone (Departing Vessels):

(*a*) All departing vessels should stay within the lane.
(*b*) From Buoy No. 17 to Buoy No. 5 all departing vessels are to keep to the East of Buoys No. 17, 15, 13, 11, 9, 7, and 5.
(*c*) The separation zone starts at Buoy No. 7 and increases to a width of ½ mile at Buoy No. 5.
(*d*) Buoy No. 4 to Buoy No. 5 the separation zone is ½ mile wide.
(*e*) From Buoy No. 4 to the Entry Buoy or Approach Buoy, the separation zone width is ¾ mile.

Special Notes:

(*a*) No deeply laden arriving vessel that is required to use the deep-water departure channel, due to draft, shall enter the departure channel without obtaining permission from the Aramco Port Captain's Officer. It may be necessary for a deeply laden vessel to go to anchor outside the recommended ship lanes until the channel is clear and permission given by the Port Captain or Senior Duty Harbour Pilot to proceed down the channel.
(*b*) Arriving vessels should endeavour to avoid getting into crossing situations that might require outward bound vessels to make an alteration of course. Such vessels may be extremely limited in their room to manoeuvre, due to their deep draft.
(*c*) Any departing vessel overtaking another vessel shall not overtake the vessel ahead until both vessels have passed Buoy No. 5.
(*d*) Any vessel equipped with VHF radio-telephone when transitting the Ras Tanura Channel, either arriving or departing, shall monitor Channel 16.
(*e*) No vessel may transit these channels unless it has at least 5 ft. keel clearance.

DOCUMENTS:

(*a*) Following documents required for immediate inspection by boarding officials:

Maritime International Declaration of Health. (1 copy from last loading port to be surrendered).
Valid Deratisation or Deratisation Exemption Certificate.
Crew List.
Passenger List.
Smallpox Vaccination Certificate, of a date not exceeding three years, for all passengers and crew members.
Certificates of Inoculation against any communicable diseases prevailing at the ports of departure.
A complete set of Log Books covering the period since the vessel's last call at Ras Tanura. In the case of a first visit, log books must cover the period from the date of a vessel's first sailing or from April 25, 1952, whichever date is most recent.

(*b*) "Early Departure Procedure." To permit more rapid ship turnaround, an "Early Departure Procedure" is available. This service provides for a quick departure of the vessel after loading, without the necessity of waiting for delivery of documents at anchorage. This special service should be required and arranged with Agent at ship's earliest opportunity. When vessel is ready to leave port, a Ministry of Health permit and port clearance will be given to Master by ship's Agent.

(*c*) Export Goods Manifest. Masters will receive from Agents, Export Goods Manifest forms covering each consignment of cargo loaded. A letter addressed to the consignee will accompany these forms. This letter provides detailed instructions as to requirements and disposition of the Export Goods Manifest forms. It is imperative that Master delivers these papers to consignee upon arrival at the discharge port(s).

(*d*) Discharge Certificates. According to local procedure, certificates showing details of cargo loaded at this port on any tanker, are airmailed by Agents to the receivers of cargo at the port of discharge along with a self-addressed envelope, and returned to the Arabian American Oil Company in Ras Tanura signed by the recipient Customs Authorities.

PILOTAGE:

(*a*) Channel Pilots. Approach channels well marked by lighted, radar-reflecting beacons and buoys. For these reasons, Channel Pilots not provided.

(*b*) Harbour Pilots. Harbour Pilots provided for assistance to Masters of vessels using the Port. Aramco Pilots are on duty continuously. If a berth is available and the ship's radioed quarantine message and notice of arrival and readiness have been received, an Aramco Harbour Pilot will board the incoming vessel while it is underway. The point of boarding will be South of beacon No. 15A and East of the Sea Island. Aramco Harbour Pilots will pilot vessels to berth at all piers. All manoeuvring of vessels in vicinity of or at the piers will be under supervision of an Aramco Harbour Pilot. VHF radio contact may be made between ships and the Port Control and the Pilot's Office at frequencies listed under "Radio".

ANCHORAGES: There is ample anchorage and manoeuvring area East of the peninsula. The anchorage area ranges in depth from 5 to 12 fathoms. Holding ground is only fair, as bottom is varied in character, it is recommended that anchored vessels lie to a long scope of chain whenever weather is unfavourable. Any vessel having anchored should immediately advise Aramco, via Radio HZY, following information: (*a*) Time of arrival in anchorage area (in GMT); (*b*) Approximate position in anchorage area in relation to North Pier; (*c*) Contact Ras Tanura Port Control Office by VHF Radio, Channel 14 or 16 if vessel is so equipped.

MAX. SIZE: Vessels up to 250,000 dwt. (part-cargo) have been handled. Departure channel 69 ft. ISLW – see "Approaches". Water depth at Sea Island berths is a minimum of 85 ft. at ISLW, but depth of water in departure channel and not depth of Sea Island berths limits the draft of vessels calling at Ras Tanura.

HEALTH: A modified Radio Pratique procedure is in use. Vessels supplying requested quarantine information can be berthed on

arrival and proceed with normal loading operations prior to arrival on board of quarantine officer. Vessels failing to supply information will be delayed at anchorage until cleared by quarantine officer. Extensive delay can be incurred by vessels failing to supply requested information promptly. Quarantine information (see "Radio") must be received prior to berthing. In accordance with international practice, quarantine signals must be displayed by all vessels when approaching Ras Tanura. These signals shall be displayed continuously until pratique granted. These signals are: Sunrise to sunset, quarantine flag. Sunset to sunrise, Signal lights, red over white.

Quarantine officer may board vessels awaiting berth in prescribed anchorage area; however, vessels proceeding directly to a berth at one of the piers will be boarded at the pier after being tied up. Pier personnel are normally allowed on board prior to arrival of quarantine official. Vessels at anchor awaiting berth should not rig an accommodation ladder, but instead should provide a safe pilot ladder in good repair, properly secured. At night, the pilot ladder must be adequately lighted.

RADIO:

(*a*) Station. Aramco owns and operates marine radio station call letters HZY, maintained for transacting company business with "in-or-outbound vessels" and is open 24 hours daily. Station HZY will also accept and forward messages concerning ship's agency matters to Agents. However, agency messages to Masters are not permitted. No charge for either incoming or outgoing messages. Marine transmitting antenna of HZY located at Latitude 26° 18′ 36″ North, Longitude 50° 07′ 12″ East.

Due to its inland location Masters strongly advised *not* to use this antenna for radio direction-finding purposes since inaccurate bearings will be obtained due to coastal refraction.

(*b*) Messages. All vessels must endeavour keep HZY fully advised regarding estimated times of arrival at Ras Tanura, as well as times of actual arrival and position in anchorage. It is required that vessels provide HZY with a minimum of three notices of ETA information at about 72, 48 and 24 hours "steaming time" from Ras Tanura. Shorter notices may result in berthing delay. If loading part cargoes at other Arabian Gulf ports prevents a vessel from furnishing an accurate ETA, steps should be taken to dispatch a message either direct or through ship's Agent giving best estimate possible at the time. This message should then be followed by an accurate ETA immediately upon departure for Ras Tanura. Failure to give at least 24 hours notice will result in an addition to allowable laytime in the event a demurrage claims is filed against Aramco.

Upon first contact with an inbound tanker, HZY will transmit the following two standard messages of 180, and 40 words:

180 Word Message

Master————————————————HZY

Contact HZY soonest advise ETA GMT Ras Tanura and later changes stop agents name and requirements stop arrival and sailing draft stop if vessel equipped with VHF start calling Rastanura Port Control for berthing instructions on 156.8 Channel 16 or 156.7 Channel 14 when 100 miles out stop if no VHF aboard contact HZY 500 kc and also copy traffic lists on odd hours for possible berthing instructions stop on arrival anchorage advise HZY giving official arrival readiness time and position relative North Oil Pier stop all Radio messages without charge stop suggest copy HZY traffic lists several days after departure stop Pilots require sufficient clean ballast for safe manoeuvring and Pilot will board in anchorage for mooring stop please have gangway ready for use fullstop vessels loading cargo advise previous cargo carried stop all tanks and loading lines must be washed and gas free prior to loading kerosene, kerosene type jet fuels, white diesel and black diesel products stop advise if cargo or residue aboard to be commingled with cargo to be loaded here stop advise hours ballast and maximum loading rate per hour. Aramco

40 Word Message

Master————————————————HZY

Advise any epidemic diseases or illness on board stop status of crews international certificates of immunization stop All ports of call past thirty days stop destination stop Agent stop flag stop net registered tonnage stop vessel will not be allowed to berth until this information is received Aramco

It is important that Master send a reply to the above two messages soonest after receipt. The quarantine signal shall remain until quarantine officer grants pratique (also see "Health").

(*c*) Traffic. Traffic list transmitting times and frequencies of HZY as follows:

Transmits on 12,814 kilocycles (kc) on even-hours GMT from 0600 to 1600 GMT. Duals 12,814 kc transmission with 16,960 kc at 0800, 1000, 1200 GMT. HZY will transmit on 16,960 kc at other times on request.

Listens on 12 megacycle (mc) band until 15 minutes after above traffic list transmission, and also on 16 mc band at approximately 0815, 1015, and 1215 GMT after 12 mc calls have been cleared.

Transmits on 8,480 kc on even hour GMT from 1800 to 0400 GMT.

Listens on 8 mc band for 15 minutes after traffic list transmissions.

Transmits on 430 kc on all odd hours GMT after call up is made on 500 kc.

N.B.—To faciliate contacting a vessel after departure, it is suggested that vessels copy HZY traffic lists for several days after leaving Ras Tanura.

(*d*) Weather. Weather advice, hydrographic notices and traffic lists are "dualed" on 430 kc and 8,480 kc at 0430 GMT and again on 430 kc and 12,814 kc at 1630 GMT. It is requested that all vessels forward their local weather observations to this station, either in code or plain language, to assist in preparation of the Arabian Gulf forecasts. No charge for the incoming traffic or the forecast.

(*e*) Agents. Messages to ship's Agents are handled by HZY, free of charge. However, the shipping Agents are not permitted to use HZY for outgoing traffic. Address message to Aramco and indicate Agent's name as the first words of text.

(*f*) Beacon. An aircraft radio beacon, call sign RT, which transmits on 335 kc is located at Latitude 26° 37′ 36″ North, Longitude 50° 09′ 47″ East.

(*g*) VHF/RT. VHF radio-telephone Channels 9, 10, 11, 13, 14, and 16 are available for ship-to-shore communication. Channels 13, 14, and 16 are monitored 24 hours a day in Port Control Office. Harbour Pilots can be contacted on Channels 13 and 16. VHF equipped vessels should try to contact Ras Tanura Port Control when within 100 mile range of port, and while at anchor. HZY will, on request via CW, utilise voice radio, transmitting on 4,372.4 and 8,780 kc and receiving in the 2, 4, 8, and 12 mc bands.

(*h*) Radio Silence. The main wireless equipment of any ship must not be operated while the vessel is alongside oil piers. Use of VHF while alongside the oil piers to contact Port Control, Pilots, or Agents is permitted.

TUGS: Under normal operating conditions, no tow-boat or other craft is to come alongside any vessel before Harbour Pilot boards vessel. Should Harbour Pilot deem assistance of a tug to be necessary, he will give proper signal. Ship's personnel must not signal for tugs or boats to come alongside except as directed to do so by the Pilot. Mooring and unmooring assistance is provided by diesel tugs, which are regularly stationed in immediate vicinity of piers. At present no charge is made for these tugs when employed in normal mooring and unmooring operations, but a charge is made for additional or unusual services. Tugs are fitted with fire pumps and water/foam monitors to assist in fighting fires.

BERTHING: Harbour Pilot will direct the manoeuvring of the vessel to the assigned berth. Berthing draft should be sufficient to immerse or almost immerse the propeller, with a maximum of 10 ft. stern trim. Full power and manoeuvrability should be available.

(*a*) Turn. Incoming ships are assigned berths in accordance with time of arrival, product to be loaded, size of vessel, and loaded draft. Vessels loading crude oil or crude blends will normally be assigned berths as follows: Below 60,000 dwt. Usually assigned to North Pier (or South Pier in case of some refined products). 60,000 to 100,000 dwt. May be assigned either to North Pier or Sea Island depending on berth availability. Above 100,000 dwt. Usually assigned to Sea Island. Endeavour is made to berth vessels immediately upon arrival and Master should maintain radio contact with station HZY. If no berth available, vessels to anchor in prescribed anchorage and maintain radio contact with station HZY or Ras Tanura Port Control office by VHF radio frequencies listed under "Radio".

(*b*) Ballast. Storage space is extremely small for dirty ballast and residue. Prior clearance must be arranged for discharge of reclaimed oil or dirty ballast ashore. The Sea Island does not have facilities for handling this material. Aramco strongly recommend the "Load on Top" procedure wherein such residues are commingled with crude cargo whenever possible and that new vessels be built with ballast system independent of cargo tanks. A separate ballast system shortens time in port by about 5 hours. Vessels should arrive with minimum clean ballast to enable manoeuvring under prevailing weather conditions. Masters are encouraged to take advantage of the favourable weather which prevails much of the time, particularly during summer and fall months, to minimise ballast in order to reduce turn-around time. Masters should maintain radio contact with HZY or ship-to-shore communication by voice radio in order to obtain latest weather information and advice on appropriate ballast. Aramco particularly interested in having vessels complete deballasting promptly after berthing order minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels. Vessels requiring excessive time to complete deballasting will be given Letters of Deficiency. To avoid any possible pollution of local waters, all tankers calling at Ras Tanura to load must do necessary tank cleaning prior to arrival. Prior to arriving at a loading berth Masters must assure themselves that all tanks, pipe-lines, and pumps are free of oil. All tank cleaning must be done East of 52nd meridian. Regulations in this regard strictly enforced to protect local fishing and pearling and reduce fire hazards. If, after arriving alongside, a vessel is found to have oil ballast water on board, it will be sent to sea to accomplish necessary tank cleaning. A new notice of readiness to load must then be given.

(*c*) Gangway. All vessels required to furnish their own gangway which should be made "ready" prior to berthing at North or South Pier. At the Sea Island, Aramco will normally furnish ladder-type aluminium gangway with range of reach varying from a maximum of 65 ft. in Berth 14 to a maximum of 93 ft. in Berth 18. These ranges are above the deck elevation of the Sea Island loading platform.

OIL LOADING PIERS: There are two "T" head piers (piers project from Eastern face of peninsula and are commonly referred to as South Pier and North Pier) and a Sea Island.

(*a*) South Pier. Designed to handle T-2 class tankers. Ships up to 25–30000 dwt, are efficiently handled. An 8 ft. tide permits some flexibility in loading. Ships up to 35000 dwt. will be topped off and unberthed on rising tide. The pier is mainly used to load refined products and has one 15,000 b.p.h. crude loading system to service small crude ships. South Pier connected to peninsula by causeway and trestle, 2,300 ft. in length. Pier has four berths and is 1,200 ft. long and 105 ft. wide. Depths South Pier as follows: Berth 1, 33 ft. at ISLW; Berth 2, 33 ft. at ISLW; Berth 3, 33 ft. at ISLW; Berth 4, 32½ ft. at ISLW.

(*b*) North Pier. This pier handles mainly crude shipments with loading rates up to 60,000 barrels per hour. Some refined products as well as refrigerated propane and butane are also available. The

berths were designed for 45,000 dwt. tankers; however, vessels in excess of 100,000 dwt. have been safely handled, berthed and loaded with sufficient attention given to approach velocities and tidal conditions. North Pier located about 3/4 mile to North of South Pier, and has causeway and trestle that extends some 3,600 ft. from the peninsula. Pier is 2,200 ft. long and 110 ft. wide, and comprises six berths. Depths North Pier as follows: Berth 6, 48 ft. at ISLW; Berth 7, 42 ft. at ISLW; Berth 8, 50 ft. at ISLW; Berth 9, 48 ft. at ISLW; Berth 10, 50 ft. at ISLW; Berth 11, 50 ft. at ISLW.

(*c*) Sea Island. Located about 5,600 ft. North-east of the North Pier. The Sea Island has six berths in service. Berths 19 and 20 to be completed 1973. Berths 12–17 are capable of routinely handling vessels up to 200,000 dwt. Berth 18 is designed to handle vessels between 65 and 400,000 dwt. Larger vessels can be berthed under special conditions. Depths Sea Island as follows: Berth 12, 85 ft. at ISLW; Berth 14, 85 ft. at ISLW; Berth 15, 85 ft. at ISLW; Berth 16, 85 ft. at ISLW; Berth 17, 85 ft. at ISLW; Berth 18, 85 ft. at ISLW. Each island, or pair of berths, consists of four mooring dolphins and a platform with four breasting dolphins on each side. Length of Sea Island No. 1 (Berths 12 and 14) is 1,250 ft. whereas length of Sea Islands No. 2 and 3 (berths 15, 16, 17, and 18) is 1,400 ft. each between outer mooring dolphins. Sea Island facility equipped with four submarine crude loading lines having a combined capacity of 166,000 b.p.h. and one bunker fuel line having a capacity of 10,000 b.p.h. Prevailing wind is from a N.N.W. quarter. Sea Island design is for berthing of ships at wind velocities up to 30 m.p.h. and wind pressure of 5 pounds per square foot on pier structure, and 3 pounds per square foot on vessel.

(*d*) West Oil Pier. A small oil-loading pier with maximum water depth 12 ft. Located on West side of peninsula. Pier is used for fueling small craft and loading coastal tankers. Vessels taking cargo subject to same safety regulations applicable to other piers.

MOORING:

1. Full power must be available for manoeuvring to and from wharves.
2. An Aramco Pilot will pilot vessel to berth assigned.
3. All manoeuvring in vicinity of, or at piers, will be under supervision of an Aramco Pilot.
4. Aramco tugs will assist in mooring and unmooring.
5. All tank tops, ullage plugs and sighting ports will be closed before berthing.
6. Vessel's Master must notify the Pilot of any special conditions, difficulties or peculiarities such as defective equipment, lines or gear which might impose special hazards in connection with handling mooring or loading of vessels.
7. Steering gear, engine-room telegraph, whistle and all navigational equipment must be tested before any manoeuvring to or from piers is started.
8. Pilot will decline to moor vessel with unsatisfactory equipment, lines, gear, etc.
9. Aramco will loan additional mooring lines if Pilot deems them necessary.
10. Vessels must be moored to entire satisfaction of Pilot.
11. Vessels must be ready to put out more lines as required by weather changes or at request of Pilot or oil-loading personnel.
12. Winches must be ready at all times for immediate use.
13. Except in emergency, no mooring lines will be let go without permission of the Pilot.
14. While alongside wharves, maintain engines and propulsive machinery ready at all times to leave wharf on short notice under full power.
15. No repairs are permitted that will delay or interfere with this manoeuvring.
16. Non-compliance with 13 and 14 constitutes a serious safety hazard. Any towage and delay resulting from non-compliance will be for vessel's account.
17. If fire or other grave emergency occurs or danger appears imminent on either the vessel or pier, do not await arrival of Pilot–immediately let go mooring lines and personally remove vessels from pier in such manner as to best avoid damage to pier or other vessels.
18. Upon completion of loading and/or bunkering and immediately after disconnection of hoses, vessel must leave berth and await clearance in stream.

Note: Most vessels will be loaded using all-metal Chiksan arms. The use of nylon or other highly elastic line is prohibited. Mooring lines should be checked frequently and kept tight to prevent excessive movement of vessel in berth. All vessels moored with automatic tension winches shall set manual brakes on these winches. Pier crews on duty continuously to handle oil hoses/arms and mooring lines. Mooring lines on board vessels will not be handled by Aramco personnel. All loading connections equipped with electrical insulating flanges. Therefore ship-to-shore bonding cables are not used.

LOADING: A commonly-used design criterion for tanker loading rates is as follows:

Loading rate in barrels per hour equals dead weight tonnage of vessel (bph. equals dwt.). This rate results in loading a vessel in 7 to 8 hours.

This criterion can be achieved for vessels up to 60,000 dwt. at the North Pier, for vessels up to 90,000 dwt. at Sea Island berths 12, 14, 15 and 16 and for vessels up to 120,000 dwt. at Sea Island berths 17 and 18. With the installation of the fourth 16 in. loading arms in berths 15 and 16, the maximum loading rate at these berths will also increase to about 120,000 bph. Achieving these loading rates will depend upon availability of loading systems, whether vessel's manifold permits connecting all the arms at a berth, and the loading rate at which excessive arm vibration begins to occur.

Note: Diurnal tidal rise approximately 8 ft. at spring and 5 ft. at neaps. If at any time a ship's draft approaches to within about 3 ft. of the depth of water at the berth, loading will be suspended until an incoming tide increases the depth to permit resumption of loading and provide for safe draft of the fully loaded ship on departure.

(*a*) Loading Rates. Following table shows products available at each berth and nominal loading rates:

Cargo	*Available at Berths*	*Barrels per Hour*
Crude Oil	12, 14, 15, 16, 17, 18	40,000 to 120,000
Crude Oil	6, 7, 8, 9, 10, 11	15,000 to 60,000
Crude Oil	1, 2, 3, 4	12,000
Fuel Oil	6, 7, 8, 9, 10, 11	12,000 to 22,000
Fuel Oil	1, 2, 3, 4	12,000 to 18,000
Black Diesel	1, 2, 3, 4	5,000
White Diesel	6, 7, 8, 9	15,000
White Diesel	1, 2, 3, 4	8,500
Gasoline	1, 2, 3, 4	6,000
Aviation Gasoline	2, 3, 4	800
Kerosene (See X-2-34)	1, 2, 3, 4	6,500
Jet Fuel (See X-2-34)	1, 2, 3, 4, 8, 9	10,000
Bunker Fuel Oil	1, 2, 3, 4	5,000
Bunker Fuel Oil	6, 7, 8, 9, 10, 11	5,000
Bunker Fuel Oil	12, 14, 15, 16, 17, 18	10,000
Bunker Diesel	1, 2, 3, 4	1,400
Bunker Diesel	6, 7, 8, 9, 10, 11	1,200
Refrigerated LPG	6	8,000 to 28,000
Naphtha	8, 9	15,000

Products can be loaded simultaneously at the respective berths if shown above as being available. It is expected that most ships will be able to receive any cargo, except crude oil, as fast as it can be delivered. Officers in charge of loading must have due regard for all safety precautions as well as for individual ship hazards. If loading is too slow, Aramco reserves the right to register protests and an addition to allowed lay-time will be made in the event a demurrage claim is filed against Aramco.

(*b*) Responsibility. All operations in connection with starting of loading, discharging, switching tanks and topping off must be directly and personally supervised by a ship's officer. Upon completion of loading vessel will normally be required to leave berth immediately after disconnecting hoses/arms to await clearance in tanker anchorage.

(*c*) Manifold Connections. Since most tankers have manifolds located near midships, the berths at Ras Tanura are designed accordingly. Aramco recommend midship manifolds for all vessels loading at Ras Tanura. Cargo loading arms at the North Pier have 12 in. standard 150 lb. ASA raised face flanges. The two refrigerated LPG loading arms at North Pier Berth 6 have 12 in and 8 in. standard 150 lb. ASA raised-face flanges. Cargo loading arms at the Sea Island have 16 in. standard 150 lb. ASA flanges. Cargo loading hoses/arms at the South Pier have 8 in. standard 150 lb. ASA raised face flanges. All vessels calling at Ras Tanura should be equipped with reducing spools to fit these loading connections. These fittings should be in place prior to berthing to help expedite ship turnaround time.

(*d*) Refrigerated LPG.Facilities for loading Refrigerated LPG located in Berth 6. LPG loaded at approximately -40°F. for propane and 30°F. for butane. Maximum loading rate 8,000 bhp. for butane and 20,000 bph. for propane. Ships arriving for Refrigerated LPG cargo should have cargo tanks chilled to desired temperature upon arrival. RLPG loading facilities consist of following:

(i) Two 22-in. insulated loading lines each with a 6-in. liquid return line from pier to storage tanks. 4,800 ft. lines manifolded to permit loading propane in one, and butane in the other simultaneously.

(ii) Two PCMA Chiksan loading arms, one 8-in. and one 12-in. The arms are 9 ft. 5 in. centre to centre and are located about 11 ft. 6 in. from ship's rail (12-in. arm is on the North side). The 48-ft. long arms designed for maximum operating elevation of 61·5 ft. above ISLW. Arms equipped with 150 lb. USAW raised face flanges. The 8-in. and the 12-in. arms manifolded to permit propane or butane loading through either arm. Using 12-in. arm propane can be loaded at rates up to 17,500 bhp. of —40°F. (20,000 bhp. equivalent 60°F. liquid). Alternatively butane can be loaded through same arm at rates up to 10,000 bhp. of +24°F. liquid (10,000 bhp. equivalent 60°F. liquid). Using 8-in. arm propane or butane can be loaded at rates up to 8,000 bhp. of —40°F. C_3 or +24°F. C_3.

(iii) One 20-in. ship-to-shore LPG vapour return line with 12-in. hose connection to ship's vapour manifold. The 12-in. vapour return riser is located 9 ft. North of 12-in. LPG loading arm.

(*e*) Blended Cargoes.

(i) Fuel/Crude. If vessel's draft permits, a full cargo of fuel or a split cargo of fuel and crude can be loaded at the North Pier. In the latter case vessel design should permit simultaneous loading of both fuel oil and crude. The maximum fuel oil loading rate on the North Pier is 25,000 bhp. No facilities to load fuel oil cargoes at Sea Island. However, fuel portion of split cargo could be loaded at North Pier after which vessel would be shifted to Sea Island to load crude portion. Bunker "C" fuel oil is available at Sea Island at rates up to 7,500 bph, metered.

(ii) Crude/Crude Blends. Many large vessels calling at Sea Island load two or more segregated parcels of crude and/or crude blends. Order assure satisfactory loading rates under these conditions, the piping arrangements aboard vessels should be such as to permit loading each parcel consecutively, at rates

of 60 mbph., through two or three 16-in. Chiksan arms, Simultaneous loading of another non-blended crude is possible if ship's manifolding allows this.

(iii) Co-mingled. A 60 mbh. blender is used to supply blends of crude oil/products/LPG to both North Pier and Sea Island. A 30 mbh. blender is used to load blends at North Pier only. Both blenders required full time to load blends containing LPG where homogeneity is critical. Blends that do not contain LPG not required to be homogeneous during loading. Therefore whenever possible Aramco use "batch blend" method, sometimes referred to as "commingling" or "ship board blending". Blenders used to supply Sea Island with blends containing naptha.

(iv) Spiked Crude. Blends of Arab Light and Arab Medium crudes and LPG are commonly referred to as spiked crude. Order assure that boiling mixtures are not delivered to a ship at any time, blend vapour pressure calculations are made prior to each loading taking into consideration such factors as crude vapour pressure, LPG vapour pressure, and blend temperature. LPG and crude stream rates carefully controlled in Inline Blender and spiked crude blend continuously monitored by a Hallikainen Vapour Pressure Analyser so as to at no time exceed a Reid Vapour Pressure of 13 lb. or a True Vapour Pressure of 14.7 psia. For the amount of vapour to be vented, a non-boiling mixture with a True Vapour Pressure equal to atmospheric pressures will have only about 10–20 per cent more than for a stabilised crude of 4–5 lb. RVP.

(*f*) Loading Arms/Pressure.

(i) Piers. Chiksan loading arms used extensively for loading crude, crude blends, bunkers, and refrigerated LPG at Ras Tanura over North Pier. Hoses used at South Pier and for occasional product and bunker loading at North Pier. North Pier has six berths handling vessels up to 150,000 dwt., equipment as follows: Type of Arms: Chiksan HMLA* arms for crude oil, crude blends, and bunkers; Chiksan PCMA** arms for refrigerated LPG (one 8-in. arm and one 12-in. arm – both at North Pier berth 6). Number and Size: Most North Pier berths have four 12-in. arms per berth for cargo with an additional 8-in. or 12-in. arm for bunkers. The bunker arm is located South (aft) of cargo arms (except for 11 berths where arm located North of cargo arms). One berth (Mo. 8) has 12in.- arm for loading white products (located North of cargo arms) and three berths (Nos. 6, 8, and 9) each have a 12-in. arm in dual service for fuel oil cargoes or bunkers. Berths 8, 9, 10 and 11 each have two 12-in. arms through which fuel oil cargo can be loaded. Spacing of Arms: All arms on North Pier with exception of LPG loading arms are spaced 66 in. apart, centre to centre. Capacity: Each 12-in. arm has a capacity of 15.000 barrels per hour. The point at which vibration of arm and ship's manifold becomes excessive limits loading capacity. Flanges: All 12-in. arms have 12-in., 150 lb. USAS raised face flanges. All 8-in. arms have 8-in. 150 lb. USAS rasised face flanges.
* HMLA – Hydraulic Marine Loading Arm.
** PCMA – Pantograph-Counterweighted Marine Arm.

(ii) Sea Island. Double Counterweighted Marine Arms. Number of Arms: Sea Island berths 12 and 14 have three 16-in. arms for cargo and on 10-in. arm for bunkers in each berth. Bunker arm located South (aft) of cargo arm in each berth. A hose length is used if vessel bunker connection is forward of manifold. Sea Island berths 15 and 16 have three 16-in. Chiksan cargo loading arms. Space provided for future installation of fourth 16-in. cargo arm when demand for higher loading rate justifies installation. Berths 17 and 18 have four 16-in. cargo loading arms. Two loading arms in berth 18 are 72 ft. long. All other loading arms 60 ft. long. Two 10-in. bunker arms (one on each side of the cargo arms) provided in each of these four berths. Spacing of Arms: All arms on Sea Island spaced on 11 ft. centres. This large space required to permit rotating travel of counterweights. Elevation of Arms: Sixty-foot arms designed for maximum operating elevation of 72 ft. above ISLW whereas 72-ft. arms operate 97 ft. above ISLW. Capacity: Capacity of each of 16-in. arms is 30,000 barrels per hour. Actual capacity limited by vibration – thus ship's manifold design should be adequate and well supported. Flanges: Flanges on 16-in. arms of Sea Island berths 12 and 14 are 16-in., 150 lb. USAS *flat* faced. Flanges on 10-in. arms of Sea Island berths 12 and 14 are 10-in., 150 lb. USAS *flat* faced. Flanges on 16-in. and 10-in. arms of Sea Island berths 15–18 same as above except that they are *raised* face. An alarm sounds when pressure in loading arm reaches 100 psig and pier operator shuts down loading. A motor-operated valve upstream of loading arms is throttled during "topping-off" operations to prevent over-pressuring. In addition to alarm which sounds when loading system pressure reaches 100 psig. at Sea Island, loading pumps shut down automatically when pressure reaches 125 psig. This feature does not protect against high surge pressures associated with sudden shut-off against a high loading rate. Loading rate control is by means of a hydraulic coupling between pump and motor of each loading system. Speed of pump (and thus loading rate) is remotely controlled from Sea Island. Push button controls at loading arms and in control room shuts down loading pumps and closes a motor-operated valve in loading line. Pump discharge pressure on shore is 150 psig. Pressure at ship's manifold depends on size and number of ship's lines, number of tanks being loaded, loading rates, etc. Aramco design basis is for pressure of 30 psig. at ship's manifold when loading at 75,000 barrels per hour through Chiksan arms. Aramco recommend this same ship's manifold pressure for higher rates, also.

(*g*) Valves. Calculations indicate valves closing in *less than 30 seconds* when loading at high rates will cause excessive surge pressure and will possibly damage Chiksan arms and ship's loading manifold. Aramco strongly recommend that hydraulically controlled valves be adjusted to close in no less than 30–40 seconds. Several ships which have called at Ras Tanura have hydraulically operated valves in their cargo handling syatems which close in 5 to 10 seconds. Closure of valves in 5 to 10 seconds while loading at high rates will result in momentary surge pressures well above pressure rating of ship's loading system fittings and maximum pressure rating of Chiksan arms. Aramco presently limits loading rate of ships equipped with fast closing hydraulic valves. As an example, ships with valves capable of closing in 10 seconds would be limited to loading rates of 22,000 bph. per system.

MEDICAL: When necessary, Master may obtain medical attention for ship's personnel from port doctor (quarantine officer), who may in the case of serious illness or injury recommend treatment at Dammam Government Hospital, Government or private clinics in Ras Tanura, or Al-Sharq hospital in Al-Khobar. Port doctor ordinarily will treat minor illness or injuries on board ship. A charge is made for medical attention or supplies furnished by port doctor or other private sources. Medical facilities of Aramco made available in emergency only when referral is warranted medically. A charge is made for medical attention or supplies furnished by the Company. Aramco radio station, HZY, may be used without charge by vessels at sea to obtain medical advice at any time.

WATER: The natural well water obtainable in Ras Tanura is quite brackish and is used mainly for washing. Well water obtainable at all berths on North and South Piers at a rate of 50 tons per hour. Water is not available at Sea Island. Vessels will be supplied with well water usually up to a limit of 100 tons at a cost of approximately $1.25 per ton. Distilled water also obtainable at all berths on North and South Piers, at a rate of 20 tons per hour, but supply usually limited to 25 tons per vessel. The cost is $4.00 per ton. No water or bunkering barges in port of Ras Tanura.

FUEL: The maximum viscosity of fuel oil bunker is 60 SF at 122°F. The maximum viscosity of black diesel bunker is 55 SU at 100°F. About 72 hours advance notice is needed for large lifting of these fuel grades.

It is recommended that vessels taking bunkers only, call at Ras Tanura prior to loading cargo elsewhere. By following this recommendation vessel will avoid delays caused by draft and berth assignment problems.

Bunkering facilities are operated by Aramco. Failure of a ship to provide advance notice of bunker requirements could result in vessel delays. Majority of bunkering effected through temperature-compensated positive displacement meters which record on print-out forms the net barrels at 60°F. delivered. Galley fuel is available at all berths at the North and South Piers at approximately U.S. $28.00 per ton. Not available at Sea Island. Lubricating oils available in limited drum quantities if ordered in advance by letter or radio through ship's Agent.

Sea Island. One 20/22 in. line supplying bunker "C" bunkers up to a maximum of 7,500 barrels per hour. Bunkering is simultaneous with cargo loading. A diesel supply line (black diesel) has been extended to berths 15 and 16 of Sea Island for bunkering vessels when alongside to either one of such berths.

SAFETY: Master should acquaint himself with Aramco's safety regulations, and obtain copy of regulations from terminal representative. Port of Ras Tanura maintains vigorous tanker loading safety programme. Arabian American Oil Company is a member of International Oil Tanker Terminal Safety Group (IOTTSG) and as such follows procedures recommended by this international organisation. Each ship's Master is presented a "Declaration by Master" by pier safety representative who discusses each item in detail with Master. Prior to start of loading cargo and at several times during loading, pier safety inspectors will personally visit vessel and, in company with one of ship's officers, will check to ensure that safe loading practices being observed by both ship and shore.

Hydrogen Sulphide Hazards: Aramco crudes may contain dissolved hydrogen sulphide in concentrations which would cause the gases vented during tanker loading to be hazardous if inhaled. Aramco recommend that Masters review instructions issued by Owners/Charterers about hydrogen sulphide hazards. If loading of H_2S bearing crude oil is not covered by such instructions, Aramco has available, upon request, a list of recommendations to aid Masters.

Signals for Emergency: (*a*) Ship should sound an "Emergency Stations" signal consisting of a continuous ringing of ship's alarm bells supplemented by a series of short blasts of ship's whistle or siren. (*b*) Telephone is fitted on jetty. Normally, Aramco personnel will telephone for assistance. If no Aramco personnel available, ship's personnel may call for emergency assistance by dialing telephone number 3100 from any berth. (*c*) Assistance can be summoned on VHF radio if necessary. Use International Channel 16 on VHF. Give location and extent of assistance required. (*d*) Shore signal in event of an emergency is either a fire siren or a series of short blasts on an alarm or horn.

CUSTOMS: All materials to be either exported from or imported into Saudi Arabia subject to examination by Customs authorities. Importation of certain articles is strictly prohibited. Such articles include: alchoholic beverages, including beer and wines; explosives; firearms; implements of war of any kind, including antiques; religious matter not pertaining to the Moslem faith; playing cards

and gambling devices; narcotics. Trafficking in these items between ships also is strictly prohibited. This applies to ships at anchor as well as to ships at piers. Almost without exception, all other commodities subject to close examination and to Customs Duty if imported. Saudi Arab Government discourages trafficking between members of ship's crews and shore personnel.

CONSULS: United States Consulate General established at Dhahran, about 50 miles by road from Ras Tanura. British Political Agent established on Bahrain Island. It is very difficult, however, to contact Bahrain Island from Ras Tanura, and Masters having business there usually arrange to call at port of Sitra.

REPAIRS: Relatively limited repair service available from local business concerns. Aramco will assist in making emergency repairs on vessels only if approved by Aramco Marine Superintendent of Chief Harbour Pilot. Suggested that Master discuss repair charges with ship's Agent prior to authorizing or requesting any repair work. Deep sea divers, operating from modern and well-equipped diving boats, available under same conditions as repair services. When alongside Aramco piers, vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs permitted which would interfere with this requirement. Violation of this rule will entail towage from the berth at the vessel's expense and Aramco will not accept responsibility for the resulting delay to the vessel.

REPATRIATION: Arrangements can be made through ship's Agent. All crew leaving or joining vessel require valid passport or Saudi Arabian visa.

The following countries are considered cholera-infected areas: Burma, Cambodia, India, Indonesia, Laos, Nepal, Pakistan, Philippines, Singapore, Thailand, Vietnam.

All concerned persons, including regular passengers and crew members, must bring in a stool culture Certificate, and five-day stay in a cholera-free area Certificate, in addition to the usual Health Certificate, for entry into Saudi Arabia. Persons not possessing the above-mentioned Certificates will be denied entry by Immigration Authorities, and returned to the place of their embarkation.

AIRPORT: Ras Tanura terminal about 50 miles from Dhahran Airport, This airport is serviced by many international airlines.

TIME: Company generally bases local time on 45th meridian (3 hours East of Greenwich). In order to avoid any confusion all communications should be quoted in Greenwich Mean Time.

HOLIDAYS: Ras Tanura port operates 24 hours a day, 365 days a year, irrespective of holidays.

EMERGENCY TELEPHONES: Emergency (fire, serious injury), 3100; Port Control, 3101; Pilots' Office, 7195; Pier Foreman: North Pier, 7140; South Pier, 7161; Sea Island, 7152.

SERVICES: (*a*) Recreation Centre. Seaman's Recreation Centre located at shore end of South Pier causeway. The route to the centre and area itself is prescribed and no one should attempt to violate these limits, as Coast Guard personnel guard the route. Violators subject to arrest. Arrangements may be made through ship's Agent for launch transportation from North Pier. During limited hours, soft drinks and ice cream available at nominal cost. Motion pictures, games, and a barber shop also located at this facility. (*b*) Provisions. Ship's chandlers available through ship's Agent at piers, but are not allowed to board vessel. (*c*) Oil Inspectors. Oil inspection service maintained by following independent agencies: Charles Martin Inspectors of Petroleum Inc., 61 Broadway, New York, New York 10006; E. W. Saybolt & Co., S.A., 400 Swenson Drive, Kenilworth, New Jersey 07033; U. S. Navy. (*d*) Surveyors. American Bureau of Shipping and Lloyds of London maintain a marine surveyor at nearby Manama on Bahrain Island.

SHORE LEAVE: Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. This regulation includes going to pier to read arrival draft. Personnel may go to pier if actually engaged in duties connected with discharging of ballast, loading, etc., but only after pratique granted. All shore leave contingent upon compliance with quarantine regulations. Direct transit to or from Seamen's Recreation Centre requires no special government approval. Centre is open to seamen usually between the hours of 1430 and 2230 local time each day (during summer months of May through September, Centre is open between hours of 1330 and 2130 local time.) Saudi Arab Government regulations strictly enforced, and if Masters have any doubts with regard to these regulations they are urged to consult their Agent. While in port, vessel's personnel under jurisdiction of Saudi Arab laws.

AUTHORITIES: The Arabian American Oil Company, Dhahran, Saudi Arabia. Cable Address, Aramco, Dammam.Port Officials: Saudi Arab Government port authorities located in Customs House, Port Office, and Quarantine Office at Ras Tanura.

AGENTS: Mail Address: Gulf Agency Co. (Saudi Arabia) Ltd., Aramco Mail Box 621, Ras Tanura, Via Dhahran, Saudi Arabia. Telephones: 7118, 7190. Cables: "Confidence", Dammam. Due to slow cable communication, messages of any urgency should be sent via the telex of Bahrain office, telex: 211 Bahrain, Answer back: "Gacship 211", stating "For Ras Tanura". Radio: Vessels can communicate with SSB radio station, frequencies 3539 and 6910, call "Confidence Ras Tanura". For ship to shore communication Ras Tanura office is also equipped with VHF radio, call "Confidence Ras Tanura", on Channel 16, and switch to Channels 13, 6, 9, or 14 for communication.

YEMBO (Yenbo): 24.05 N. 38.03 E.

FLAG: Saudi Arabian flag must be hoisted.

LOCATION: On Red Sea coast, about 218 nautical miles North of Jeddah.

CHANNEL: Ships entering port pass a channel of the following measurement: Length 1647 metres, width varying between 70 to 130 metres, width at entrance between beacons 310 metres.

BEACONS: 11 miles outside port, beacon at Al-Sharm. Height 23 ft. White flash every ten seconds. At entrance of port channel two beacons, height 15 ft. Starboard-hand beacon (black), green flash every second. Port-hand beacon (red), red flash every second.

795 metres from channel entrance on port hand is another beacon, height 15 metres (black and white squares), white flash every second,

BUOYS: Channel is buoyed with red and green port and starboard-hand buoys.

PILOTAGE: Compulsory. Vessels requiring Pilot should exhibit code flag or International light signal.

DOCUMENTS: All vessels calling Yembo should provide the authorities with the following:

Passenger Vessels

Certificate of Registry.
International Safety Certificate (issued and validated from one of the signatory states of the pact).
Radio-telegraphy Safety Certificate.

Cargo Vessels

Certificate of Registry.
Load-line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Wireless Certificate for vessel of 1,600 tons dwt. or more
Safety Wireless and Telephone Certificate for vessels of 300 tons to 1,600 tons dwt.

Requirements of Cargo and/or Pilgrim Documents:

For Doctor

2 copies Passenger List – landing.
2 copies Passenger List – transit.
2 copies Crew List.
2 copies Declaration of Health.

For Customs

2 copies Passenger List – Landing.
2 copies Passenger List – Transit.
2 copies Crew List.
2 copies Ship's Bond (tobacco, spirit, wine and beer).

For Immigration

6 copies Passenger List – Landing.

For Agents

6 copies Passenger List – Landing.
1 copy Crew List.

HEALTH: All incoming vessels should abide by health regulations and present necessary documents to the authorities in accordance with international laws, i.e. as under: Q if the health condition is clean. QQ if there is a suspicious case in the vessel. QL if there is an infection or epidemic case on board.

RADIO: Until the implementation of a Beacon Station for navigation, all ships entering port before passing the channel should contact Port Department by radio/telephone during following times: 0500 to 0600 GMT; 100 to 1100 GMT; 1400 to 1500 GMT.

These are the decided times during normal days, but during the Hajj Season a new publication is issued to cover additional times.

BERTHING: The port has two quays built at right-angles. The Northerly berth is 170 metres long and the Easterly berth is 210 metres long. The depth is 31–32½ ft. The port can accommodate 2 big and 1 small ship or 4 small ships. Turning circle is 350 metres.

Mobile cranes with a capacity of between 1 and 5 tons are available. There is also a supply of fork-lifts to meet with present port requirements. Discharge is mostly carried out by ship's own gear.

There are no barges at Yembo, but 70 native lighters (sambouks) with a capacity of between 5 to 80 tons are available. The total capacity of these native lighters is 1,034 tons.

STEVEDORES: Like Jeddah, stevedoring at Yembo, is based on daily paid basis. There are no stevedoring companies and labour is engaged on day to day basis.

There is one custom warehouse at the moment (at Easterly berth) which can accommodate about 10,000 tons of cargo. This shed is near quay and can receive cargo direct into shed from vessel.

FRESH WATER: Ships receive fresh water alongside quay and a 24 hours advance notice by the Master should be given. There are no facilities to supply water at anchorage.

CUSTOMS: Each crew member may have 200 cigarettes or ½ lb. tobacco, but all alcohol and wine, beer, etc., must be sealed. This applies to all persons on board. For each flask/glass/bottle containing alcohol found by the customs, there is a penalty of £100 sterling.

SHORE LEAVE: Passengers may only go ashore if they have a valid visa. Crew may go ashore if they have written permission from Master and leave their passports with passport office at the port.

AGENT: Head Office. Gulf Agency Co. (Saudi Arabia) Ltd., Shipsbrokers and Agents, POB. Airport Post Office, Dhahran, Saudi Arabia. Cables: "Confidence Dammam". Tel. 2441, 23425/26/27. After office hours. 22861–41742.

ZULUF TERMINAL: 28.23 N. 49.14 E.

DOCUMENTS: All tankers which have called at Ras Tanura will have all EDP documents aboard and will have cleared quarantine. In this case, no further government formalities will be required. Seals placed on ship's stores at Ras Tanura must remain in place until the tanker has completed loading at Zuluf.

Those tankers which have not called at Ras Tanura will require appropriate clearance and must have Port Clearance Documents, Bill of Lading and Export Manifest aboard at time of departure.

This group of documents consists of:

1. Permit of Departure form in English which is filled out with information supplied by tankers in their quarantine radio message;
2. Port Clearance Application in Arabic which is filled out with information from the Permit of Departure form.
3. The official Saudi Arabian Government Port Clearance form in Arabic which must be filled out using the information from the Port Clearance Application.
   (Both the Permit of Departure (English) and Port Clearance (Arabic) forms are to be aboard the tanker at the time of departure).
4. Bill of Lading is an Aramco document. A supply of these forms will be maintained on the *F. A. Davies* and the required information will be typed in by the clerk prior to arrival of the loading tanker.
5. The Export Manifest is a Saudi Arabian Government document which is normally required.

The preceding documents will be filled out in advance using information received primarily from OSPAS (Aramco) via teletype and telephone. These documents will be carried aboard the loading tanker by the Mooring Master.

APPROACHES: Zuluf is located in the Arabian Gulf in approx. Lat. 28° 21′ N., Long. 49° 15′ E., in water depths ranging from 100 to 130 ft. Aramco's Floating Storage Vessel (*F. A. Davies*) is moored to a SBM in this position with a SBM loading berth one mile away in a South-Easterly direction. Both buoys exhibit flashing red lights and the *F. A. Davies* is well lighted during hours of darkness. A gas oil separator platform (GOSP) is located at Lat. 28° 23′ N., Long. 49° 12′ E. A flare from this platform should be visible from a considerable distance depending on atmospheric conditions. An additional flare may be observed from a platform about 30 miles East of Zuluf at Marjan located in Lat. 28° 27′ N., Long. 49° 42′ E. The area between Lat. 28° 18′ N., and Lat. 28° 33′ N., and between Long. 49° 08′ E., and Long., 49° 45′ E., is an area with submarine pipe-lines, drilling rigs and GOSP platforms in several locations. Ships should navigate in this area with extreme caution and avoid anchoring near pipe-lines.

PILOTAGE: A Mooring Master will board the loading tanker in the anchorage area about 2 miles South of the SBM berth. He will carry two portable VHF radio sets to be used while on board the vessel for communications with the *F. A. Davies* and mooring boats. He will advise the Master on all manoeuvres relative to berthing, connecting and disconnecting the hoses.

Mooring equipment and other equipment supplied at Zuluf will be lifted aboard the loading tanker from the mooring launch which delivers the Mooring Master. Included are such things as special mooring equipment to be used at the bow, various gaskets, bolts, tools, adaptor spool pieces (if required) and portable radios.

ANCHORAGE: The designated tanker anchorage is within lines joining:

(*a*) 28° 19′ 0″ N. 49° 13.5′ E.
(*b*) 28° 19′ 0″ N. 49° 15.5′ E.
(*c*) 28° 17.5′ N. 49° 15.5′ E.
(*d*) 28° 17.5′ N. 49° 13.5′ E.

The anchorage area ranges in depth from 15 to 20 fathoms. Holding ground in this area is only fair.

Any vessel having anchored in the suggested anchorage area should immediately advise Aramco, via Radio HZY, the following information:

(*a*) time of arrival in the anchorage area in GMT;
(*b*) approx. position in the anchorage area in relation to the SBM;
(*c*) contact Zuluf by VHF radio Channel 14 or 16 if vessel is so equipped.

RADIO: Masters are urged to maintain radio contact with HZY or ship to shore communication by VHF voice radio in order to obtain the latest weather information.

VHF Radio-telephone, Channels 9, 10, 11, 13, 14 and 16, are available for ship-to-ship communications at Zuluf. Channels 13, 14 and 16 are monitored 24 hours per day aboard the *F. A. Davies*.

HZY will, on request via CW, utilise voice radio, transmitting on 4372.4 and 8780 kHz and receiving in the 2, 4, 8 and 12 mHz bands.

Use of the high-frequency radio transmitter is not permitted while vessels are moored at the SBM. Use of the VHF is permitted for contacting the *F. A. Davies*.

PRATIQUE: In accordance with international practice, quarantine signals must be displayed continuously until pratique is granted. A modified Radio Pratique procedure is in use at Zuluf. Vessels supplying requested quarantine information can be berthed on arrival and proceed with normal loading operation. Vessels failing to supply necessary information will be delayed at anchorage. Extensive delays can be incurred by vessel's failure to supply requested information promptly.

In the event of the failure of the VHF communications system, the loading tanker will sound five long blasts on the ship's whistle. Loading will be stopped and will not be resumed until communications have been re-established.

BERTH DESCRIPTION: The SBM for loading tankers has a single flow system for crude oil designated for a flow rate of about 80,000 b.p.h. It is in approx. 124 ft. of water. The loading hoses consist of two strings of 24-in. underbuoy hoses 175 ft. in length from the two 30-in. undersea pipe-lines to the buoy and two strings of 24-in. floating hoses 1,050 ft. in length from the buoy to the loading tanker, each string terminating in three lengths of 16-in. hoses for connecting to the tanker's manifold.

FLOATING STORAGE VESSEL: The 228,000 dwt tanker *F. A. Davies* moored at SBM about 30 miles offshore in water depths of 130 ft. The storage vessel may move temporarily from its mooring in severe weather conditions. The storage vessel also acts as base for Pilots and production crews, and is provided with a helicopter platform.

MOORING: Mooring, and unmooring, connecting and disconnecting of cargo hoses is to be performed by the crew of the loading tanker under the supervision of the Mooring Master. Communications between the Mooring Master and his assistant or the chief mate will be by means of portable VHF radio-telephone.

During the approach and while mooring, the vessel's anchors must be secured by stoppers to prevent accidental dropping with subsequent damage to the SBM's mooring chains and undersea pipe-lines. Two mooring launches will normally be used. As the tanker approaches the SBM from down-wind one launch will tow the floating hose clear. The other launch will approach the bow and take the ship's messenger line and secure the end of a 12-in. polypropolene "pick-up" rope. The port "pick-up" rope will be hove through the centre of port mooring chock until the port chafing chain is in the chock. This chain will be secured to a 15-in. nylon strop previously secured to the tanker's bollards using a 3-in. D-shackle between the strop and the chafing chain. The starboard headrope will be secured in a similar manner. On tankers equipped with a Smit's towing bracket or brackets the chafing chains will be secured to the bracket(s) using the 3-in. open link on the end of the chains. If required on very large tankers additional strops may be secured from other bollards on the bow to the open links on the ends of the chafing chains or additional mooring lines may be run from the bow to the buoy.

HOSES: All vessels calling at Zuluf should have two reducing spools to fit 16-in. standard 150 pound ASA raised face flanges on the port manifold to avoid any delay in connecting hoses.

LOADING: The oil loading operation from the *F. A. Davies* to the loading tanker will be controlled by VHF radio voice communication between the Mooring Master on the loading tanker and the *F. A. Davies*. All operations including switching of tanks and topping off must be directly and personally supervised by a ship's Officer. The max. rate of loading will be 80,000 b.p.h.

Upon being informed by the loading tanker's personnel that the tanker is ready to start loading, the Mooring Master will request the loading operation to proceed according to a previously agreed plan with respect to start-up rates, max. loading rates and topping-off rates. Need for emergency shutdown of loading aboard the loading tanker must be communicated via VHF from the loading tanker to the FSV. No remote control shutdown device is provided to effect shutdown of loading from the loading tanker.

In the event of the failure of the VHF communications system, the loading tanker will sound five long blasts on the ship's whistle. Loading will be stopped and will not be resumed until communications have been re-established.

BALLAST: Due to the exposed location of the berth, tanker should arrive with adequate clean ballast for safe handling, having due regard for existing weather and sea conditions. Masters should contact Zuluf for advice on an appropriate ballast draft and weather conditions at the loading facilities. Aramco is particularly interested in having vessels complete the deballasting operation promptly after berthing in order to minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels. Owners/Operators or charterers of vessels requiring time to deballast in excess of what Aramco considers standard will be so notified by letter with a copy of letter to the Master.

CONSTANT READINESS: When moored at the SBM vessels must maintain engines and propulsion machinery in readiness to leave under full power on short notice. Steam turbine vessels to have automatic gear in astern operation position. When unmooring, engines should be warmed up in astern position. No repairs are permitted which would interfere with this requirement. Violation of this rule will entail towage from the berth at the vessel's expense and Aramco will not accept responsibility for the resultant delay to the vessel.

DEPARTURE: Upon completion of loading, documentation procedures and removal of hoses, the loading tanker will be unberthed, normally with the assistance of at least one mooring launch. It is expected that tankers will unmoor without assistance from the mooring launches in adverse weather conditions.

To unmoor from the SBM the "pick-up" ropes are taken to the winch and the weight is taken off the strops. The strops are unshackled from the chafing chains and the ropes are slacked as the tanker backs out of the berth. The ends of the "pick-up" ropes are cast off and float free to await the arrival of the next vessel.

Upon completion of unmooring, the tanker will make a lee and the loading facility equipment will be transferred to the mooring launch and the Mooring Master will disembark.

The tanker will then proceed to the anchorage to await cargo documents and final clearance by Aramco, or depart if final clearance has been given by Aramco.

MEDICAL: No medical facilities are available at Zuluf. Emergencies should be handled by Ras Tanura Port Doctor (Quarantine Officer). The Aramco radio station, HZY, may be used without charge by vessels at sea to obtain medical advice at any time.
FRESH WATER: Not available.
FUEL: Not available.
REGULATIONS: The Saudi Arabian flag must be flown from the foremast while vessel is in the coastal waters of Saudi Arabia. Such flags are available for loan and may be obtained from the Mooring Master. The Saudi Arabian flag is properly displayed when the writing appears on top and the swords at the bottom.

Importation and/or use of liquor or contraband items, or trafficking in such items, is absolutely prohibited. The Saudi Arabian Government rigidly enforces these regulations and penalties are severe. In the event of violation, considerable delay to the vessel involved could occur.
SHORE LEAVE: Crew members of loading tankers are not allowed to leave their vessels.
SERVICES: Crew changes, mail delivery, spares, etc., should be performed at Ras Tanura when passing in ballast or calling for bunkers.
TERMINAL OPERATOR: Arabian American Oil Co.

Senegal

DAKAR: 14.40 N. 17.26 W.

PORT LIMITS: *North:* from the point of Bel-Air by a parallel from North East of the N.E. Jetty of the harbour, to 1 mile North East by a meridian passing 2,900 metres East of the Round-Point determined by the crossing of Felix Eboue and Avenue de la Jetee Nord and by the parallel passing 2,060 metres North of Goree Island.
East: By the meridian passing 1 mile East of Goree.
South: By a line joining the Cape Manuel from the South point of Goree prolonged until it encounters the meridian passing 1 mile East of Goree.
DOCUMENTS:
5 Crew Lists.
2 Lists of Vaccinations.
6 Lists of Passengers in Transit.
6 Lists of Passengers Disembarking.
4 Lists of Crew Personal Effects.
4 Lists of Ship's Stores.
1 Maritime Declaration of Health.
2 Lists of Ports of Call.
5 Ship's Report Inwards.
1 Hatch List.
PILOTAGE: Pilots meet vessels off the North point of the island of Gorée in a naturally sheltered area.
RESTRICTIONS: During the rainy season, all vessels with a draft of more than 32 ft. 6 in. could be delayed due to the effects of swell to stay at anchorage in outer-roads and await meteorological conditions permitting their entry into the harbour.

Use of whistle signals to call Pilot is forbidden between 2200 and 0600 hours. The harbour area is dredged to a depth of 10 to 11 metres.
MAX. SIZE: Ships of 33 ft. draft are able to enter at all stages of the tide by day and night. Vessels up to 36 ft. draft may enter at high tide except possibly during the stormy season, between mid August and Mid October.
HEALTH: Health Officials board vessel immediately after berthing alongside. For passenger vessels, these formalities are effected before berthing to avoid delays. Vessels at sea may obtain medical advice by VHF via Dakar Radio.

Inoculation/Vaccination can be arranged through Agent during weekdays.

Free pratique can be granted via radio by Agent, by using International Code Words "MIBDU/MIJMA".
VHF: The Port Captain's Office, pilot station and tugs are equipped with VHF, with the following channels: Channel 16 used by vessels approaching to contact pilot station or Port Captain's Office; Channel 12 used during manoeuvres for communications between Pilots and tugs; Channel 6 used only by the tug station.
TUGS: Operated by a private company, 4 tugs available up to 2,000 h.p. Compulsory for loaded tankers.
BERTHING: 9,000 metres of quay length available of which more than half has depths of 8 to 12 metres alongside.

Mole D'Escale: 6 berths, depth alongside 10 metres, can be used for vessels refuelling simultaneously with cargo operations.

Pier 718 Phosphate quay (Pechiny). 215 metres long, max. draft of 25 ft. 7 in., loading average of 200 T/hour.

Pier 52 Phosphate quay (TA IBA). 170 metres long, max. draft of 36 ft., loading average of 1,000 T/hour.

The South area has three wharves with a depth of 26–33 ft.

Dock I is 460 metres long.

Berth No. 12 Draft 26 ft. 3 in.
" " 13 " 28 ft. 7 in.
" " 14 " 28 ft. 7 in.
" " 15 " 33 ft.
" " 17 " 33 ft.

Dock II

Berth No. 21 Draft 27 ft. 3 in.
" " 22 " 26 ft. 11 in.
" " 24 " 26 ft. 3 in.
" " 25 " 25 ft. 11 in.

Dock III
360 metres long. Max. draft of 32 ft. 10 in.

TANKERS: The Petroleum Basin is dredged to a depth of 10 to 11 metres. Two jetty berths can receive tankers up to 200 metres length, max. draft 32 ft. 6 in. Petroleum Wharf: 4 berths, depth alongside 12 metres (depth in approaches 11 metres) can receive tankers up to 250 metres length with a draft of 36 ft.
STEVEDORES: Normal working hours, weekdays from 08.00 to 12.00 and from 14.00 to 18.00. Saturdays from 08.00 to 12.00. Overtime, week-days from 05.00 to 08.00; from 12.00 to 14.00; from 18.00 to 22.00; from 22.00 to 05.00. Holidays and Sundays from 00.00 to 05.00; from 22.00 to 24.00.
MEDICAL: *Vaccinations:* Possibilities from 08.00 to 12.00 and 15.00 to 17.00. Sunday and holidays excluded. *Doctors:* All kinds of specialists available. *Hospitals:* With qualified European doctors and good equipment.
FRESH WATER: All quays are fitted with water hydrants. Water supplied by 3 hoses simultaneously, with a rate from 60 to 100 cubic metres per hour. Can also be supplied by barge up to 400 tons capacity.
FUEL: All grades can be supplied from the quays up to 1,000 tons per hour. Fuel can also be supplied by barge.
REPAIRS: All types of repair can be effected by the Naval Arsenal or by private companies.
DRY DOCK: At the Naval Arsenal, one dry dock length 189 metres, width 23 metres, depth up to 9.50 metres.
REPATRIATION: Seamen can be repatriated to Europe without delay by air.
AIRPORT: International airport with regular services to Europe.
TELEPHONES: All berths are equipped with telephone apparatus which is placed on board vessels without charge.
HOLIDAYS: New Year (1st January); Tabaski (Variable Date); National Day (4th April); Easter (Variable Date); Labour Day (1st May); Ascension Day (7th May); Whit Monday (Variable Date); Maouloud (Variable Date); National Day (14th July); Assumption (15th August); All Saints' Day (1st November); Korite (Variable Date); Christmas (25th December);
AUTHORITY: Port Autonome de Dakar.

AGENT: Socopao Senegal, 47 Avenue Albert Sarrault, B.P. 233. Tel. 26600/7. Telex 521. Cables "Freight Dakar".

KAOLACK: 14.09 N. 16.06 W.

DOCUMENTS:
2 Crew Lists.
2 Store Lists.
2 Manifest pacotille (tobacco, wine, etc.). Agents deposit to Customs office.
PILOTAGE: Pilot taken on board, and lands in Dakar. When vessels do not require tank-washing, the Pilot disembarks in roadstead.
ANCHORAGES: Sufficient for three vessels only. About six metres deep.
RESTRICTIONS: Night navigation forbidden in river Saloum.
MAX. SIZE: Length 105 metres (because of river Valor).
HEALTH: Agent signals to Harbour Master. Provisionally vessels quarantine in Dakar. No hospital.
TUGS: No tugs. (Only from Dakar.)
BERTHING: Signalled by flag when berth available. Vessels enter at flood tide so that they can turn at anchorage to be ready for sailing.
MEDICAL: Yellow fever vaccinations only at Dakar. No hospital facilities.
DENSITY: August to December: sea water. January to July: 1·55.
FRESH WATER: Available at ten tons/hour.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Arranged by Agent.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Tobacco, No restrictions, but Customs control on board (declaration on manifest). Crew going ashore only allowed cigarettes marked "Vente au Senegal". Wine and/or Spirit, Not limited, Customs controlled.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None (Dakar only). French Consulate Agent: Mr Jean Guillemot. UTRAM. Tel. 87. Telex Mafic 781 SG.
REPAIRS: None (only Dakar).
REPATRIATION: Not possible (Dakar only).
AIRPORT: None.
TIME: GMT Permanent.
HOLIDAYS: Independence Day (4th April) no loading. Tabasky (dependent on moon phase).
FIRE: Fire Tel. 324.
TELEPHONES: Not possible to place on board.
SHORE LEAVE: Crew members allowed ashore.
PORT REGULATIONS: Vessels must hoist Senegalese flag and notify agent before entering port.
PORT AUTHORITY: Harbour Master Tel. 92.

AGENT: See Dakar.

Seychelles

PORT VICTORIA, Mahe: 04.37 S. 55.28 E.

DOCUMENTS:
Health Certificate – forms obtainable from Medical Officer.
Deratisation Certificate.
5 Crew Lists and Passengers' Lists.
Dangerous Cargo List.
Ship's Register.

PILOTAGE: 24 hours notice, giving draft and length, Telegraphic address "Port Officer" through Cable and Wireless (on CW schedule 500 kc/s. and 8714 megs.) Schedule published in Radio List, VHF to be installed 1973. Pilot boat: white hull with blue cabin, flies "H" flag. Signals for Pilot: "G" by flag and/or whistle and by night "G" by morse. Pilot boat stationed ashore and proceeds to sea to meet approaching vessels 3 cables Northward of outermost buoys in North Entrance Channel. Pilot can board in any weather. While awaiting Pilot, Vessel can anchor in any suitable anchorage in approaches to harbour. Pilotage compulsory for vessels over 150 tons net. entering Inner Harbour.

ANCHORAGES: (1) Anchorage A. In depth of 66 to 72 ft., fine sand and shells. Good holding, 9·75 cables, 058 degrees from Victoria Lighthouse.

(2) Anchorage B. In depth of about 64 ft., sand and coral. Good holding, 8·25 cables, 074 degrees from Victoria Lighthouse.

(3) Anchorage D. In depth of 78 ft. coral and sand. Good holding, 3 cables, 048 degrees from Victoria Lighthouse.

(4) Anchorage E. In depth of about 78 ft., sand and shells. Good holding, 1·25 miles, 089½ degrees from Victoria Lighthouse. Super tankers and large vessels anchor outside the Fairway Buoy in any suitable anchorage. The Master should always contact Port Officer for anchorage instructions if not familiar with harbour.

RESTRICTIONS: All shipping movement in Inner Harbour to take place during daylight hours only. Ships limited to 250 ft. in length. In Outer Harbour, night movement at discretion of Master. No tide restrictions.

HEALTH: "Q" Flag or international red over white. Medical Officer boards vessels at anchor and before entering Inner Harbour. Crew Lists with vaccination dates against smallpox, yellow fever and cholera if vessel from infected places. Health clearance given at Port Victoria only. Hospital facilities available.

RADIO: Cable and Wireless, Port Victoria, Mahe. Call sign ZCQ.

TUGS: Join vessels in Inner Harbour. Ship's lines must be used.

BERTHING: Due to limited space no berth can be reserved either alongside or at anchorage. All assistance given to position every ship in best available place.

STEVEDORES: ETA advice required two to three days before ship's arrival in port. Loading and Discharging: General Cargo: average 8 to 10 tons per hour per gang (subject weather condition). Bagged Cargo: average 10 to 15 tons per hour per gang (subject weather conditions).

TANKERS: No specific requirements. No restrictions in draft. Maximum length to 250 ft. No night discharge. Discharge line 4 in.

DENSITY: Average 1025 at all states of tide.

FRESH WATER: In good supply. By mains when alongside and steel barges when at anchor. All water supplied is chlorinated. Two special steel water barges with capacity of 100 and 80 tons each with pumping capacity of 40 tons an hour per barge.

FUEL: Marine diesel, viscosity 5·5 secs. at 100°F. Gas oil, viscosity 3·4/3·9 secs. at 100°F. Due to limited stock, it is advisable to give one week's notice.

DEVELOPMENTS: New harbour planned. New Jetty to accommodate one vessel of 30 ft. draft and one smaller vessel. Inner Harbour will be provided with lights to facilitate night navigation. Lighthouses under construction on outer islands.

GANGWAY/DECK WATCHMEN: Customs Officer on duty at all times if vessel carries cargo or passengers.

OPENING/CLOSING HATCHES: Normally carried out by Stevedores.

CUSTOMS ALLOWANCE: At Custom Officer's discretion. No fixed allowance.

CARGO GEAR: No local safety regulations required for cargo gear. All cargo slings and gears supplied by ship.

IDENTIFICATION CARDS: Not required.

CONSULS: French, Mr Andre Delhomme, Le Chantier, PO Box 69, Victoria, Mahe. Tel. 2253.

Netherlands, Norway, Sweden, Denmark, Finland and Iceland, Mr. Harold Hunt, Port Victoria, PO Box 83, Mahe. Tel. 2353.

REPAIRS: Only minor repairs to deck: gas welding, pipe bending, etc.

DRY DOCKS: None.

REPATRIATION: Crew changes for British ships and nationalities represented. Repatriations for same by Agents.

AIRPORT: In operation. Several flights weekly.

TIME: GMT plus four hours, throughout year.

HOLIDAYS: *Public and Estate:* New Year (1st and 2nd); Good Friday; Easter Monday; Official Anniversary of the Birth of the Sovereign (8th June); Corpus Christi (15th August); Saints day (November 1st)); Immaculate Conception (December 8th); Christmas Day (December 25th).

TELEPHONE NUMBERS: Police 2011; Fire 2555; Ambulance 2555.

A telephone is placed on board ships alongside for a fee of Rs. 25/- and a daily rate of Rs. 5/-.

SERVICES: No tank-cleaning equipment, no facilities for discharge of tank washing, no compass adjusting, radar or radio engineer available for small repairs.

SHORE LEAVE: All members of the crew are allowed ashore. No limit to shore leave.

DELAYS: Berthing: limited berth, adverse weather conditions. Loading or discharging: weather conditions. Bunkering: space alongside and weather conditions.

AUTHORITY: Port Officer, Port & Marine Department, Victoria, Mahe.

AGENT: The Union Lighterage Company Limited, PO Box 38, Mahe, Seychelles. Tel. 2424 and 2425. Telex Unilight SZ 219. Cable address: "Lighterage Mahe Seychelles."

Sierra Leone

FREETOWN: 08.30 N. 13.14 W.

DOCUMENTS:

5 Crew Lists.
5 Ports of Call Lists.
5 Passengers in Transit Lists.
5 Passengers Landing Lists.
1 Crew Declaration (signed by Crew Members).
1 Store List.
1 Arms Ammunition List.
1 Port Health Declaration.
1 Vaccination List (smallpox, cholera and yellow fever).

Port Health Declaration, Crew Declaration Form and Arms and Ammunition List, all special forms, which obtained from boarding party or, if required, mailed in advance to ship's owners.

1. *For vessels working cargo (discharging):*

(*a*) From each port of loading, by air mail to vessels Agent: 8 copies of Cargo Manifest, 1 copy of Freighted Manifest.

(*b*) On arrival: 4 copies of Cargo Manifests, 1 copy each Bill of Lading (non-negotiable).

Note: Customs and Port Authority insists on documents in English, and that Manifests should show weights and measurements. Non-compliance with these instructions places vessel's Agent in difficult position, and vessel may not discharge without payment of fine.

2. *Required by Port & Stevedores for vessels working cargo:* 4 copies Stowage Plan, 4 copies Hatch Lists.

PILOTAGE: Vessels can enter and leave port anchorage without Pilot. Pilotage only compulsory for vessels berthing alongside Queen Elizabeth 2nd Quay or Kissy Oil Jetty. Upon Master's request, Pilot available at Fairway Buoy with 24 hours notice. Normally only at daylight hours. Port entrance is between Cape Sierra Leone to South and Fairway Buoy to North. Is approximately 1 mile wide and minimum draft 36 ft. To West harbour is protected by sand shoals, nearest to entrance is O'Farrell Shoal about 1½ mile North of Cape Sierra Leone.

Pilots board from a launch painted black, with white superstructure, with letter "P" on each bow.

Aberdeen Signal Station will give an anchorage to every vessel arriving or, if a vessel is berthing on arrival, will advise where the Pilot is boarding. This is normally off the quay. The Signal Station is equipped with VHF, standing-by on Channel 16, switching to Channel 12 for communication.

The Pilot Office, Queen Elizabeth II Quay, is also equipped with VHF, standing-by on Channel 16, switching to Channel 12 for communication. The Port Operations Manager is available on this link.

ANCHORAGE: With Falconbridge Point Beacon bearing as follows (all bearings true): Note: Falconbridge Point Beacon circular steel tower 8 ft. high, painted white with two horizontal black bands; F1. white every 2 seconds.

Anchor Berth	*Bearing (T)*	*Distance (Cables)*
E. 3	138	10.5
E. 4	154	9
E. 5	180	8
E. 6	207	8
F. 5	136	7
F. 6	154	6
F. 7	184	5
F. 8	210	5
F. 9	232	7
F. 10	242	9
F. 11	249	11
G. 1	99	15
G. 2	100	12
G. 3	104	7
G. 4	126	3
H. 1	184	2
H. 2	234	3
H. 3	252	5
H. 4	258	7

With Cline Point bearings as follows (T) – Distance in cables.

D. 1	232	5·5
D. 2	253	7
D. 3	253	3
D. 4	273	5·5
C. 1	244	4

With Kissy Oil Jetty bearing as follows (T):

B. 2	235	1 mile

No draft restriction at anchorage, also no length and beam restrictions and vessels can arrive and sail any hour day and night.

RESTRICTIONS: Only draft, recommended maximum 48 ft. at 5 hours flood tide.

HEALTH: Pratique by radio or on boarding. See "Agents Cable Requirements".

RADIO: Watch maintained on 500 ks/s from 0700 to 2100 GMT on week-days and 0800 to 1000 hours and 1600 to 1800 hours GMT on Sunday, Christmas Day, Good Friday and other holidays.

TIME GMT	VPU freq.	Search-band for reply
1230–1245	17175	16708 to 16748 kc/s
1330–1400	6411	6265·5 to 6280·5 kc/s
1600–1630	13042·5	12531 to 12561 kc/s
1800–1830	13042·5	12531 to 12561 kc/s
1939–2000	8710	8354 to 8374 kc/s
On Sundays and other Holidays HF schedule as follows:		
0830–0900	0710	8354 to 8374 kc/s
0930–1000	13042·5	12531 to 12561 kc/s
1600–1630	13042·5	12531 to 12561 kc/s
1700–1730	8710	8354 to 8374 kc/s

Traffic lists broadcast at commencement of every HF schedule, and repeated at intervals during schedule.

Ships' Radiotelephone and Harbour Service: Watch kept on 2182 kc/s for casual R/T traffic from 0730 to 2000 hours GMT on weekdays and 0800 to 1730 hours GMT on Sundays and holidays. Ships advised arrange calls in advance by W/T where possible order ensure called party available take call. Calls can be connected to or from any number on Freetown telephone exchange. Longer range contacts should be in 8 mc/s maritime band, frequency of VPU in this band being 8768·9 kc/s.

Other Services: Navigational warnings broadcast on W/T. GTC beacon signals transmitted upon request. Spoken telegrams accepted at ordinary W/T rates on R/T.

VHF: Watch is kept 24 hours on Channel 16, switching to Channel 26 for communication. Calls can be connected to Freetown telephone exchange. Masters advised that fullest use should be taken of this service, particularly after office hours and during early hours of morning or late at night when no cable service available.

AGENTS CABLE REQUIREMENTS: Masters requested cable ETA as early as possible. Following information required:

(*a*) For vessels working cargo: 1 Discharge or Loading Hatch distribution. 2 Gangs required. 3 If Explosives on board for Freetown or in transit.

(*b*) For vessels bunkering: 1 Bunkers and water required.

(*c*) For Tankers discharging: 1 Total Displacement. 2 Draft. 3 Cargo particulars (quantity and grade).

(*d*) For vessels embarking/disembarking krooboys: 1 If Krooboys provisions required and for how long. 2 Cash requirements. 3 If service on arrival if arriving between 10 p.m. and 7 a.m., bearing in mind the high costs for Customs overtime and port service.

(*e*) In general: 1 Cash requirements. 2 Water requirements. 3 Medical attendance, if required on arrival.

When ETA received and confirmed agent will cable vessel informing despatch prospects and if not berthing on arrival, anchor berth.

Note: For vessels returning to Freetown from round trip to coast, information should be cabled if any over-carried cargo, etc., to be discharged.

TUGS: Two tugs "Farren" and "Fourah" which twin screw, diesel engined, and develop 1,000 h.p. each. "Fourah" only equipped for salvage having fire-fighting equipment and a 10-ton derrick. Normally one tug used for berthing and unberthing operations, but if necessary two. Charges for berthing and unberthing include use of one tug, whether required or not. Tugs' lines £3.

BERTHING: All alongside berths: between hours of 0630 and 2330. Kissy Oil Jetty: vessels of 15,000 tons and upwards, berthing flood-tide only.

Queen Elizabeth II Quay No. 1: Berthing length: no restriction; breadth: no restriction; maximum draft 31 ft. 6 in. At this draft vessels must be 180 ft. from steps East end of quay. Vessels up to draft not exceeding 24 ft. may berth as far east as steps. Unberthing not permitted from 1 hour after high water until 1 hour after low water. Pilots may at their discretion, under favourable conditions, extend these times.

Berth No. 2: As for Berth No. 1, maximum draft 31 ft. 6 in.

Berth No. 3: Berthing and unberthing, length and breadth no restrictions. Maximum draft 31 ft. 6 in. No tidal restrictions.

Berths 4, 5, and 6, Maximum draft 33 ft.

Quay is equipped with 3 electric travelling cranes, the maximum lift being 5 tons. The port is not equipped with any heavy-lift equipment. Produce is loaded from both berths and transported by trailers to ship's side from shipper's shed, close to port area. Facilities for loading Palmkernel Oil available only at Berth No. 1.

Grain discharge facilities also only at Berth No. 1.

Kissy Oil Jetty: Berthing and unberthing restricted as follows: length 600 ft. Pilots at discretion extend this length, taking into account mooring facilities on vessel being available. Breadth no restriction. Maximum draft 32 ft. Jetty restricted to 30,000 tons displacement. Regulations: 18,000 tons to 30,000 tons displacement must berth bows West at slack water or when flood tides does not exceed 2 knots at approach route and alongside jetty. 15,000 tons to 18,000 tons displacement berth slack water or anytime during flood tide, must berth bow West. 15,000 tons displacement or less anytime during flood or ebb tide, bows East or West. Ship's anchor must be used for all vessels.

Pilotage also undertaken to and from Kissy Cold Store Jetty, a private jetty, but pilotage not compulsory.

Kissy Cold Store Jetty: Berthing or unberthing (daylight hours only) maximum length 270 ft. breadth no restriction. Weather must be calm, no swell in harbour, no wind of more than force 2 to 3. Maximum draft 14 ft. 6 in. These vessels can be berthed under less favourable conditions at Pilot's discretion. Berthing and unberthing only 1 hour after high water.

During discharging and/or loading, Customs Officers, normally 2, as well as 2 Port Authority Discrepancy Clerks (only when discharging) will be on board. In accordance with regulations same should be provided with food during normal meal hours. Recommended that vessels provide food in order not to encounter unnecessary delays.

Loading of Transhipment Cargo: Due extremely lengthy procedure and consequently high cost in having transhipment cargo released and brought alongside ready for shipment, officers requested accept this cargo (when consisting of a small number of packages) immediately upon its release from Custom's Warehouse order minimise transhipment expenses.

Sherbro River: Anchorage daylight only. Length of vessel up to 470 ft. Breadth, no restrictions. Max. draft, 24 ft. 6 in.

The Channel between Buoy Point and Yangsai Tree must be navigated only during period two hours to high water, and on a rising tide, buoy point being area which restricts draft. Bagru River Anchorage Buoy 8, length and breadth unlimited. Maximum draft 24 ft. 6 in. Limitations as regards vessel's dimensions, drafts and times at which movements may be carried out should not be deviated from without prior permission of the Harbour Master.

DANGEROUS CARGO: Dangerous cargo, explosives, small arms, ammunition, *must not* be unloaded either alongside or into lighters unless Port Authority has been notified on approved form, and has given permission for cargo to be discharged. Vessels should cable prior arrival if dangerous cargo for discharge on board.

LIGHTERAGE: Sierra Leone Ports Authority operates lighter fleet, presently 14 lighters and 2 tugs for handling. Lighters mostly used order minimise berthing delays and generally only bulk cargo such as sugar in bags, etc., discharged by lighters. Lighterage effected 24 hours a day at anchorage, and capacity each lighter about 100 tons/5000 bale. Lighterage fleet operated from former lighterage quay east of Queen Elizabeth II Quay. Lighterage will take place only at discretion of Port Manager, and condition of the lighterage fleet is rather poor.

STEVEDORES: (See "Agents Cable Requirements") ETA as soon as possible. Discharge/loading hatch distribution. Gangs required. Bunkers and water requirements information re explosives. For tankers discharging – total displacement and draught. Work ashore undertaken by Sierra Leone Ports Authority on cargo quay, Queen Elizabeth II Quay, whilst work on board as well as discharging and/or loading to or from lighters at stream undertaken by private stevedoring companies, generally same as vessels' agent.

Working hours alongside quay: Total hours: from 0800 to 2200 hours. Normal working hours from 0800 to 1200 hours, from 1300 to 1700 hours, Saturdays: from 0800 to 1200 hours.

No meal-break but the hour 1200 to 1300 counts overtime.

Working at Stream: Discharging and/or loading to or from lighters effected 24 hours a day. Gangs can be arranged at anytime between 0730 hours and 1800 hours week-days as well as Sundays, etc.

MEDICAL: Hospital facilities available.

TANKERS: No special requirements. One berth, maximum length 600 ft. (may be extended by arrangement with Pilot). Maximum draft 32 ft. Maximum disp. tonnage 30,000.

DENSITY: 1018 to 1025.

FRESH WATER: Queen Elizabeth Quay 30 tons per hour; Water barge 30 tons per hour; Kissy Oil Jetty 12/15 tons per hour.

FUEL: Most grades 12 hours.

BUNKERS AND FRESH WATER FACILITIES: Each berth (Queen Elizabeth II Quay) gives opportunity for bunkering, suppliers Shell and Mobil, and also supplies fresh water. Vessels can also take bunkers and water at Kissy Oil Jetty as well as ex. barge. Fresh water ex. barge and on quay supplied by Ports Authority and 3 barges of 110/130 tons capacity available. Bunkers barge supplied by Texaco/Caltex/BP, by two barges, each with capacity about 700 tons d.w. Delivery rate for bunkers about 150/200 tons an hour, for water between 20/35 tons.

GANGWAY/DECK WATCHMEN: Strongly recommended, available through Agent.

OPENING/CLOSING HATCHES: Stevedores.

CERTIFICATES:

Ship's Register.
Deratisation Certificate.
Deck Passengers Certificate.
Radio Certificate.

CUSTOMS ALLOWANCES: Tobacco, 40 cigarettes *or* ¼ lb tobacco. Wine and/or Spirits, ¼ bottle of spirits. Master – 200 cigarettes and one opened bottle of spirit.

IDENTIFICATION CARDS: Not required.

CONSULS:

Liberian, tel. 2322
U.A.R., tel. 2224
U.S.S.R., tel. 3991
Ghana, tel. 3461
Holland, tel. 5340
Sweden, tel. 6208
Norway, tel. 6208
Denmark, tel. 6208
Ivory Coast, tel. 3983
Lebanon, tel. 3513
British, tel. 3961
Chinese, tel. 3636
French, tel. 2477
German, tel. 2511
Guinea, tel. 2331
Israel, tel. 3818
Italian, tel. 3895
American tel. 4451

REPAIRS: All repairs if spares supplied.

DRY DOCKS: No dry docks in Freetown. Slipway of 500 tons capacity.

REPATRIATION: Can be arranged.

AIRPORT: By bus and ferry to Lungi Airport, one hour journey. Served by regular airlines.

TIME: GMT throughout year.

HOLIDAYS: Several religious and anniversary holidays. Port works every day except Good Friday and Christmas Day.

POLICE/AMBULANCE/FIRE: Police 3001; Ambulance 2001; Fire 2001; Emergency for all above No. 009.

TELEPHONES: Not available for placing on board.
GENERAL: Always confirm time of entering harbour with the Aberdeen Hill Signal Station to ensure turn for berthing. Draught should be indicated.
SERVICES: Tank cleaning. Tank and hull scaling.
SHORE LEAVE: Allowed.
DELAYS: Berthing, loading or discharging – up to 2 days. Bunkering – up to 12 hours.
AUTHORITY: Sierra Leone Ports Authority, Queen Elizabeth II Quay, Cline Town, Freetown, Sierra Leone. Tel. Freetown 5111. Cables "Portman, Freetown."

AGENT: Scanship (Sierra Leone) Ltd., 1 College Road, PO Box 130, Freetown. Sierra Leone. Tel. 2071 (night connection). Telex. 212, A/B "Scanship Ftn". Cables "Scanship Freetown".

PEPEL 08.34 N. 13.04 W.

On Sierra Leone River, 15 miles upstream from Freetown. Approach Channel between Freetown anchorage and Pepel is fully buoyed. No night navigation.
DOCUMENTS: See Freetown.
PILOTAGE: Private pilotage undertaken by mining Company's Pilots who board Freetown anchorage, 48 hours ETA required, cable "Mags Freetown Sierra Leone", giving ETA Fairway buoy, quantity water/fuel required, asking free pratique, and if Pilot required to Freetown anchorage.
ANCHORAGE: See Freetown.
RESTRICTIONS: Draft only, decided at discretion of berthing master. Entry daylight hours only. Channel between Pepel and Freetown is now deepened so that depth in channel is 38 ft. plus height of tide According official tide tables, range of high tides is from approximately 7 ft. to 11 ft. above Admiralty Chart Datum.
MAXIMUM SIZE: Length 840 ft., beam 128, depth water 38 ft. plus height of tide which ranges from 7 to 11 ft. above Chart Datum. September to December additional draft restrictions due Channel Silting.
HEALTH: See Freetown. 48 hours advance warning for free pratique.
TUGS: Not used.
BERTHING: Milton Margai Pier only. Loading up to 3,000 tons per hour according to size of vessel.

New dolphin mooring system installed to permit handling larger ships. Depth alongside 45 ft.

Shiploaders maximum boom height when in horizontal position is 71 ft. above Chart Datum, with maximum outreach 87 ft. from berthing line. Loading rate now increased to 4,000 tons per hour.

Under the new conditions, limiting dimensions for ships (which must be equipped with satisfactory mooring equipment): Length overall 840 ft. Moulded breadth 128 ft.

Allowance must be made for safe navigation, permissible sailing draft of all ships will, as at present, remain absolutely at discretion of Berthing Master at Pepel or his deputy. It is possible that yearly during the months of September to December an additional draft allowance will have to be imposed by reason of seasonal silting of the channel, but it is intended to carry out annual maintenance dredging.

Company will be prepared to consider acceptance of ships having dimensions in excess of those above but only after specific approval of fully detailed plans of each ship concerned and, in any event, not in excess of dimensions Length overall 870 ft. Moulded breadth 136 ft. Moulded depth 73 ft.

Berthing displacement 63,000 tons on an even keel ballast draft of 23 ft. forward and aft on berthing.
STEVEDORES: Available.
FRESH WATER: Available, 48 hours notice required.
FUEL: Limited supplies available, 48 hours notice required.
GENERAL: See Freetown for all general information.
TIME: GMT throughout year.
TELEPHONES: None available.
SHORE LEAVE: Not allowed. Customs and Immigration regulations prohibit any member of crew from disembarking at jetty or other works.
DELAYS: First come first served.
AUTHORITY/AGENTS: Mining & General Services Ltd., PO Box 68, Freetown. Tel. Freetown 4427; Telex Freetown 226. Cables "Mags". Lloyds Agents.

Singapore

SINGAPORE: (incl. Jurong, Pulau Bukom, Pulau Ayer Chawan and Tanjong Penjuru) 01.16 N. 103.50 E.

DOCUMENTS:
4 Ships Passenger Lists.
10 Crew Lists.
5 Cargo Manifests.
Customs Declaration of duty free liquor and tobacco Form (C and E 117) to be furnished by Master to Customs boarding officers. Master, mate, or authorised officer required to furnish information asked for by Officer i/c of Customs Boarding Party for Boarding Officer's Report (this only required if ship is to be searched).
Immigration: Four copies Crew List and two copies each of Disembarking and Through-passenger Lists on arrival. At departure, two copies Crew List and two copies Passenger List.

Declaration regarding presence on board of any stowaway, unauthorised person and/or repatriate.
Marine: All vessels: General Declaration on arrival or departure.
Port Health: Entry Declaration. Deratisation or Exemption Certificate. Vaccination Certificate requirements – Cholera: from infected local areas, except children under 1 year of age. Smallpox: from all countries, except children under 1 year of age if they arrive from a non-infected area or under 6 months of age if they arrive from an infected area.
Note: Additional measures may be applied to unberthed passengers if ship comes from infected port or a port in free communication with infected areas.
Crew Lists. Passenger List.
PSA (The Port of Singapore Authority): Arms and Explosives, and Dangerous Goods and Petroleum Declaration.
TRAFFIC LANES:
1. *The Sisters Channel* defined as the navigable water contained between Sisters Island and west St. John's Island, extending from a line joining Beacon 15 (Terumbu Selegi) to the northern end of Pulau Tekukor, and along the navigable channel margins projected tangential to the eastern side of the Southern Sisters Island and the western side of west St. John's Island until they meet a line joining the Southern extremity of west St. John's Island to Beacon No. 45, is designated an *Inwards Channel Only*.
2. *The Middle Channel* defined as the navigable water contained eastwards of a line projected in a 131° direction from the charted position of the Sisters Buoy, to where it meets a line joining the southern extremity of west St. John's Island to Beacon No. 45, thence along that line eastwards, to where it intersects a line lying in a 131°–311° direction drawn through the charted position of a channel buoy laid in position bearing 266° at one mile from S.W. extremity of Southern Sisters Island. Thence 311° to the southern limit of the Alternative Quarantine & Immigration Anchorage, thence along that limit to the charted position of the Sisters Buoy, is designated an *Inwards Channel Only*.
3. *The Sebarok Channel* defined as the navigable water contained westwards of a line projected in a 131° direction from the charted position of the Sisters Buoy to where it meets a line joining the southern extremity of west St. John's Island to Beacon No. 45, thence westwards along that line to where it meets a line joining Pulau Jong Trig. Station to Beacon No. 45, thence 313° to Pulau Jong, thence along a line extending from Pulau John Trig. Station to the charted position of the Sisters Buoy is designated an *Outwards Channel Only*, except for those inward bound ships of such draught as precludes their safe use of the aforementioned Middle Channel.
4. *The Southern Fairway* defined as the navigable water contained between lines joining Beacon No. 45 to the Southern extremity of West St. John's Island, thence to Peak Island Light Beacon, thence with Beacon No. 39 in transit with Peak Island Light Beacon to the Southern port limit, thence Westwards along the Port Limit until Beacon No. 45 bears 313°, thence along that line to Beacon No. 45 is designated a fairway for vessels intending to enter or leave the port via the Sisters Channel, Middle Channel, or Sebarok Channel, whether from or to sea, or from or to the Eastern sector of the port. The Southern Fairway is to be considered sub-divided by a median line extending from the Western limit to the Eastern limit of the fairway. All westbound vessels are to keep Northwards of the median line, all eastbound vessels are to keep Southwards of the median line.

PILOTAGE: Compulsory in Keppel Harbour, including East Lagoon, the Western Sector and Sembawang from Johore Shoal Buoy to the Causeway. Contact Pilot with not less than two hours' notice, telegraphic address "Pilots Singapore". Vessels requested to report ETA when within 20 miles of the port. VHF safety and calling, Channel 16; port information, Channel 12; Pilots, channels 20 and 22.

Vessels approaching from West pick up Pilot in approx. position 01° 12′ 24″ N., 103° 51′ 30″ E., and from East at approx 01° 13′ 4″ N., 103° 51′ 8″ E. Vessels bound for Jurong can obtain Pilot at West Jurong Anchorage by calling "Jurong Control" on Channel 21. Pilot ladder required.
ANCHORAGES: As indicated on BA Charts of port area. Note: Revision and realignment of anchorages is due; these will appear on the appropriate charts. Anchorage prohibited in vicinity of SBM moorings.

Masters are required to notify Port Authorities of anchorage bearings after anchoring.
MAX. SIZE: Length, no restrictions. Breadth, no restrictions. Draft, Keppel Harbour 33 ft. at zero tide; Empire Dock 27 ft. at zero tide; Jurong Wharves being dredged to 38 ft. at zero tide.
Oil Installations: see "Tankers" below.
CLEARANCE: The Master of any vessel entering Singapore may apply for radio pratique to the Port Health Office through his local Agent, not less than 12 hours or more than 24 hours prior to arrival in Singapore.

All applications should be accompanied by answers to the Port Health Questionnaire.

Free Radio Pratique will not be granted in the following cases:
(*a*) Vessels with a case or suspected case of infectious disease on board.
(*b*) Vessels with a dead body on board.
(*c*) Vessel which has visited plague-infected ports during the current voyage.
(*d*) Passenger vessels, excluding cargo vessels with 12 or less passengers.

The provisional pratique by radio is a quarantine clearance by the Port Health Officer on duty. The clearance permits a vessel to pro-

ceed directly to berths or working anchorages and begin normal business activities without the inspection of the Port Health Officer.

The granting of radio pratique clears the vessel only as far as the Port Health Officer is concerned, and it neither exempts the vessel from the requirements of other government agencies prior to commencing operations, nor a vessel from quarantine inspection and other control measures, subsequently deemed necessary by the Port Health Officer.

Vessels wishing to communicate with the Port Health Officer should do so on VHF Channel 12.

All ships other than gazetted mail ships, arriving within 5 days of departure from a cholera infected port, or within 14 days of departure from a smallpox infected port, or from a Vietnam port, should await health clearance at Quarantine Anchorage displaying appropriate signals.

All ships with suspected infectious disease on board should radio information to Port Health Officer and await clearance at Quarantine Anchorages. All vessels upon arrival required to anchor in Eastern Principal Anchorage (alternatively Western Principal Anchorage during the N.E. monsoon, approx. December to March), unless Health and Immigration exemption has previously been granted. Vessels from non-infected ports can obtain free pratique. Vessels from infected ports must fly "Q" flag for Port Health. Vessels must also fly pennants 2 over 5 (alternatively 3 over 4 when there are passengers aboard) for immigration.

Corresponding night lights red over white for Port Health and two green for Immigration. Once vessel has been cleared by Port Health and/or Immigration she must proceed to allotted berth/anchorage. On sailing, unless exemption granted, vessels must return to Principal Anchorage for Immigration Clearance; 2 hours notice required of departure.

RADIO: Singapore Radio. Frequency 156·8 m/cs. R/T call frequency 2182 kc/s. VHF Hague Plan Channel 16. ETA should be reported 20 miles out to "Faber Operations" Channel 12.

TUGS: PSA operates 7 tugs – 6 of 1,100 bhp and 1 of 500 bhp. One private company operates two 2,000 bhp. Shell operates 2 tugs approximately 1,500 bhp. A number of privately owned salvage tugs make the port their base.

Tugs join anywhere in port limits by pre-arrangement with Pilots. Normally ship's line used. All PSA and Shell tugs carry tow ropes for use if required. PSA charge for use of tow rope.

BERTHING: Vessel's Agents should submit to Authority a Schedule "A" (Application for Berth) giving overall length, maximum draft alongside, ETA and ETD of, and list of dangerous cargo on board vessel at least 24 hours before berth required.

CARGO-HANDLING FACILITIES: Vessels working only general cargo will normally be berthed at PSA Wharves in Keppel Harbour. Adjacent to these Wharves is the East Lagoon Container Port, where one berth is already operating and two more scheduled for completion mid-1973. Depth 44 ft.

Additionally, there is a smaller berth for container feeder ships. Jurong Port, with its five wharves, is designed as a bulk handling terminal with facilities for the discharge of grain (by elevator), sugar, fertilisers, cement, clinker, sulphur, etc. Shore bulk-handling cranes are used. Bundled timber is extensively loaded at Jurong; also at Sembawang.

STEVEDORES: Labour should be ordered by 0900 hours for 2nd shift (1500 to 2300) on same day and by 1300 hours for 1st shift (0700 to 1500 hours) for next day. Vessels normally work 3rd shift (2300 to 0500 hours). Minimum 24 hours notice to Agent of gangs required.

MEDICAL: When infectious disease not suspected, permission will be granted by Port Health Officer to Agent to take doctor on board and remove the case, if necessary, to hospital. Preferably as much notice as possible. Several hospitals, General Hospital, Gleneagles, Mt. Alvernia. Cholera, smallpox, plague, etc., are not endemic in Singapore.

TANKERS: Eastern and Western Petroleum anchorages or installations. Limited slop (residue) discharge facilities at Shell, Pulo Bukom and Mobil, Jurong. Maximum i/d of discharge hose: 8 in. Smoking not permitted during period tanker alongside PSA wharves. Grades permitted for discharge along PSA wharves: (*a*) marine diesel oil, (*b*) fuel oil.

Shell

Pulau Bukom – 10 berths and conventional buoy mooring.

Berth	*Length*	*Depth LWS*	*Displacement*
1A	200 ft.	10 ft.	670 tons
1	700 ft.	33 ft.	33,000 tons
2	700 ft.	33 ft.	33,000 tons
3	700 ft.	34 ft.	33,000 tons
4	700 ft.	34 ft.	43,000 tons
5	650 ft.	41 ft.	45,000 tons
6	800 ft.	45 ft.	92,000 tons
7	700 ft.	37 ft.	65,000 tons
8	800 ft.	41 ft.	65,000 tons
9	600 ft.	41 ft.	33,000 tons
CBM	1,200 ft.	65 ft.	250,000 tons

Esso

S.B.M.—A large orange coloured Single Buoy Mooring for discharging VLCC's has been established at the western entrance to Selat Sinki, exhibiting a quick flashing orange light in position Lat. 1° 13′ 51″ N., Long. 103° 41′ 29″ E., B. A. Chart No. 2165 and H. O. 3748. On the sea bed, a submarine oil pipeline extends from the SBM to the southern shore of Pulau Ayer Chawan. A floating pipeline extends from the SBM for several hundred feet into the surrounding area. The floating pipeline revolves around the buoy, and its direction from the buoy at any time will depend on wind and tide. The floating line will be marked with a flashing blue light at its outer end from sunset to sunrise. Mariners are advised to give the SBM a wide berth at all times, and on no account to attempt to pass between the flashing orange coloured light and the flashing blue light.

Pulau Ayer Chawan

Berth No. 1 length 270 ft., draft 42 ft.
Berth No. 2 length 620 ft., draft 42 ft.
Berth No. 3 length 740 ft., draft 42 ft.
Berth No. 4 length* 820 ft., draft 52 ft.
* Vessels up to 1000 ft. acceptable in ballast.

Caltex

Tanjong Penjuru – Two berths (No. 1 and No. 2) accommodate vessels alongside up to 45 ft. maximum draft.

Mobil Jurong – Maximum depth alongside:

Berth No. 1 – 46 ft. LWOST
Berth No. 2 – 42 ft. LWOST
Berth No. 3 – 22 ft. LWOST

B.P. Refinery

Pasir Panjang – Three berths at refinery. Small jetty inside harbour known as Jetty No. 2 and can receive small vessels up to 1,000 tons as water depth only 13 ft. below ACD.

No. 1 Jetty at South-west side of Tanjong Berlayer can accommodate vessels up to 33,000 tons at offshore mooring where dredged channel 35 ft. below ACD. Berthing cannot be effected for 43 days of year due strong tidal currents.

At Jetty No. 1A which is Northwards extension from Jetty No. 1 trunkway, vessels up to 5,000 tons can be berthed; water depth 30 ft. below ACD. Simultaneous mooring of vessels at Jetties Nos. 1 and 1A not allowed as floating hose used to connect Jetty No. 1 to ship at mooring buoys.

There are slop reception facilities at Pulau Sebarok, administered by the PSA, and at Sembawang Shipyard.

DEVELOPMENTS: Jurong Shipyard is being extended to accommodate vessels up to 250,000 dwt.

At Sebawang Shipyard, a new dock with capacity of 400,000 dwt. under construction.

DENSITY: Usually between 1019 and 1022 unaffected by tide or temperature variations. Variation due to periodic heavy run-off of rain water.

FRESH WATER: Good pure water available at wharves Keppel, Jurong, Pulau Bukom and Mobil Jurong. Also by PSA Waterboats. Shore supply through hoses (2½ in. dia., approx. 20 to 25 tons per hour outlet.

FUEL: All grades available alongside PSA wharves and ex installation, otherwise by barge. Marine diesel oil 40 sec. to 100 sec. Heavy fuel oil 700 sec. to 1,000 sec. Thinned fuel 433 sec. to 450 sec. Blended fuel 200 sec. to 430 sec.

FIRE PRECAUTIONS: Normal precautions with respect to cargo vessels, vessels under repair, etc. Fire boats available. Oil companies apply own regulations at installations.

GANGWAY/DECK WATCHMEN: Recommended, particularly in Roads. Agents normally arrange. Cost varies.

OPENING/CLOSING HATCHES: Conventional hatches by stevedores. Mechanical hatches usually by ship's crew.

CERTIFICATES: If dangerous drugs on board, an export authorisation from country of origin and an import authorisation from country to which drugs being conveyed should be available for sighting and endorsement.

All vessels	Certificate of Registry or Tonnage Certificate. International Load-line Certificate or equivalent.
Passenger ships	Passenger Safety Certificate issued under International Convention for Safety of Life at Sea 1960 or the Simla Rules 1931.
Cargo ships	Safety Equipment Certificate (if over 500 tons gross) or equivalent. Radiotelegraphy Certificate or Radiotelephony Certificate whichever is applicable.

CUSTOMS ALLOWANCE: Tobacco: for crew and transit adult passengers. First day of arrival 50 cigarettes or 15 cigars or other tobacco 2 oz.; and for each subsequent day to the maximum of 7 days. 25 cigarettes or 7 cigars or other tobacco 1 oz.

Wine and/or Spirit: Wine allowance, one quart bottle per day to maximum of 8 days. Spirit allowance, ⅞ reputed quart (in opened bottles) on first day of arrival and ⅛ reputed quart per day for rest of 7 days.

CARGO GEAR: Possession of valid test certificates. At PSA wharves, if gear appears faulty, an inspection by competent Port Officer may be required.

IDENTIFICATION CARDS: Sect. 22 (1) (c) of Ordinance provides for issue of Seamen's Identification Card as set out in First Schedule to the Immigration Regs. 1966, but rarely issued nowadays. Normally accept passports, discharge books or any identification cards issued by masters of vessels for purpose of granting shore leave to crew members, provided these documents sufficiently identify person concerned.

Gate Passes issued against crew list at wharves and installations. No passes required from roads, although some form of identification advisable.

CONSULS: Consuls, Embassies and High Commissions. America, Argentina, Australia, Belgium, Bulgaria, Burma, Cambodia, China, Denmark, France, Germany, Greece, India, Indonesia, Israel, Italy, Japan, Malaysia, Netherlands, New Zealand, Norway, Pakistan, Panama, Philippines, Poland, Portugal, Romania, Saudi Arabia, Sweden, Switzerland, Thailand, Russia, U.A.R., U.K., Vietnam.

REPAIRS: All types of repairs (hull, engine and electrical including navigational aids) carried out. Facilities also available for repairs out afloat while vessel in anchorages.

DRY DOCKS: Eight graving docks and seven floating docks available at three shipyards.

Jurong Shipyard; largest dock, 260 metres length, 66 metres wide, depth 12 metres for vessels up to 100,000 tons dwt.

Keppel Shipyard; largest dock, length 885 ft., beam 92 ft. 6 in., depth 33 ft.

Sembawang Shipyard; has dry dock facilities for up to 100,000 ton vessels and repair berths with 40 ft. depth of water alongside.

REPATRIATION: Ships' Agents responsible for repatriating seamen. Mercantile Marine Office undertakes repatriation of distressed British seamen on behalf of Board of Trade, United Kingdom, whenever necessary. Seamen who hold proper documents which ensure entry into their countries of origin, citizenship and destination are normally granted Special Passes after discharge for purpose of repatriation.

AIRPORT: Six miles from city. Regular and frequent services to all parts of the world.

TIME: Singapore time, GMT plus 7½ hours. No seasonal change.

HOLIDAYS: Work can be arranged on all eleven Public Holidays. New Year's Day; Chinese New Year; Hari Raya Haji; Good Friday; Labour Day (1st May); Vesak Day; National Day (9th August); Deepavali; Hari Raya Puasa; Christmas Day.

POLICE/AMBULANCE/FIRE: City Police 999; Fire/Ambulance only, 28111; Flag signal: S over T. VHF channels 12 or 16. PSA Police 222; Fire 209 or 333; Ambulance 76021.

TELEPHONES: Available on board vessel at PSA wharves only.

GENERAL: Master of any vessel in territorial waters of Singapore shall obey any signal from a preventive vessel and any instruction from officers of Customs. Customs officers shall have free access to any part of vessel and have powers to mark, lock or seal any dutiable goods on import including sea stores.

SERVICES: Following additional services available: Cleaning and preparing ship's tanks. Cleaning, scaling and painting. Insulation. Interior decorating and furnishing. Refrigeration and air-conditioning. Chemical cleaning of boilers, etc. SCAMP underwater cleaning service.

Services of following Classification Societies available: Lloyds Register of Shipping. Det Norske Veritas. American Bureau of Shipping. Bureau Veritas. Nippon Kaiji Kyokai. Germanischer Lloyd. Polski Register Stratkow. China Corporation Register of Shipping.

Compass adjusting and DF Calibration. Radar and Radio servicing depots.

SHORE LEAVE: No restriction on crews landing after Immigration and Health formalities have been satisfactorily completed. With rare exception (e.g. CPG Crew), all *bona fide* crew of a vessel allowed shore leave on strength of their passports, discharge books or identification cards.

DELAYS: Normally none. Occasional congestion due to prolonged rainy weather or other abnormal conditions.

AUTHORITY: Port of Singapore Authority (PSA), POB 300 Singapore. Tel. 76021. Telegraphic: "Tanjong" Singapore.

The Marine Department is administered by the Director of Marine (who is also Port Manager).

Society Islands

BORA BORA (Vaitape): 16.31 S. 151.45 W.

DOCUMENTS: All vessels arriving in French Polynesia must first call for clearance at Papeete, or at Uturoa, or at Taiohae. See "Papeete" for documents required.

PILOTAGE: There is no pilotage station at Bora Bora; a Pilot will be provided at Papeete. Vessels are requested to advise their Agents at least 15 days before arrival of their ETA, length and draft of ship. In addition, Masters should confirm their ETA to the Port Captain of Papeete at least 3 days before arrival. Telegraphic address is Capitaine de Port, Papeete.

ANCHORAGE: Vessels may anchor in the port roads in depths of 34–21 metres. Good holding ground in sand and coral.

RESTRICTIONS: Night pilotage is impracticable due to the absence of lighted navigation marks.

MAX. SIZE: Lengths 220 metres, beam 30 metres, draft 9·60 metres.

HEALTH: Vessel should ask for free pratique by radio message to Santé Maritime Papeete, via coast station Mahina. This message to be sent 24 hours before arrival.

RADIO: Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2,182 and 8,230 khz.

TUGS: No tugs available at Bora Bora.

BERTHING: One quay, 132 metres length, situated in Faanui Bay. Depth alongside 7·30 metres. This quay was constructed during the 2nd World War and is in poor condition, only used by small warships and yachts. One other quay 40 metres long and with depth alongside 4 metres. Situated at Vaitape. Used by barges.

MEDICAL: No doctor available, but there is a local infirmary.

FRESH WATER: Not available.

FUEL: Not available.

CUSTOMS ALLOWANCES: No restrictions for crew members, but all tobacco and alcohol must be declared. Crew men going ashore may not take more than 2 packets of cigarettes.

AIRPORT: Situated 7 kms. from Vaitape, only inter-island services.

TIME: GMT minus 10 hours. No change during the year.

HOLIDAYS: See "Papeete"

SHORE LEAVE: Allowed.

AUTHORITY: Chef de Post, Bora Bora.

PAPEETE: 17.33 S. 149.34 W.

DOCUMENTS:

Required by Port Health:
- Maritime Declaration of Health (form provided by the Pilot).

Required by Police:
- Crew List.
- List of Passengers Disembarking.
- List of Passengers in Transit.

Required by Customs (2 copies of each):
- Manifest of Cargo for Discharge.
- Provisions List.
- Mail List.
- Crew Personal Effect List.
- Bonded Stores List.
- Ship's Spares List.
- Crew List.
- List of Passengers Disembarking.
- List of Passengers in Transit.
- List of Animals Disembarking.
- List of Animals in Transit.
- Complete Cargo Manifest.

Required by Port Captain:
- Entry Declaration (from supplied on arrival).
- Crew List.
- List of Passengers Disembarking.
- List of Passengers in Transit.

PILOTAGE: Vessels are requested to advise their Agents at least 3 days before arrival giving their ETA, length and draft of the ship, amount of cargo for discharge and any other requirements. In addition, Masters must give their ETA 24 hours before arrival to Capitaine de Port, Papeete. Pilot station and pilot launches are equipped with VHF and may be contacted on Channel 16 when within 30 miles. Pilot launches have grey painted hull with a white band, with wheelhouse on the fore part. The pilot flag is described as the colours of code flag "W" upside-down. International code flag signals may be used to call Pilot. Pilot boards about 1½ miles from the entrance channel. There is no anchorage outside the port for ships awaiting a Pilot.

Pilotage is effected from 0500 to 2200 for entering vessels. For departing vessels, pilotage available up to 2400 hours.

ANCHORAGE: Vessels up to 205 metres length can anchor in the port roads in depths of 18–25 metres. Good holding ground in mud.

MAX. SIZE: Length 220 metres, beam 30 metres, draft 10 metres.

HEALTH: Vessels should ask for free pratique by radio to Santé Maritime Papeete, via Coast Station Mahina Radio. This message should be sent 24 hours before arrival. Pratique is automatic for vessels coming from another Polynesian port.

RADIO: Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2,182 and 8,230 Khz.

VHF: The Port Captain's Office is equipped with VHF. Watches are kept on Channel 16 when a ship is expected.

TUGS: Tugs join ships as soon as they are in the entrance channel. Generally, tow-lines are not required, as tugs push the vessels only. There are three tugs available up to 1,200 h.p. belonging to the Port Authority, and in addition, there are two naval tugs up to 700 h.p. which may assist if required.

BERTHING: Passenger Quay: 233 metres length, two berths, depth alongside 9 metres.

Cargo Quay: 450 metres length, depth alongside 10·50 metres.

STEVEDORES: Cargo information should be confirmed to the Agents with ETA 48 hours before arrival.

MEDICAL: Advance notice required if medical attendance needed on board. Two hospitals available. Passengers disembarking must present a valid vaccination certificate.

TANKERS: One tanker berth, 105 metres long. Max. allowed draft 9·60 metres. Discharging hoses are: Mobil Oil 8 in., Standard Oil 6 in.

FRESH WATER: Available from pipe-lines on all quays. Loading rate is 50 tons per hour at passenger and cargo quays and 30 tons per hour at the tanker berth.

FUEL: Diesel and light fuel available subject to one week's notice.

DEVELOPMENTS: Construction of a new quay for passenger vessels up to 300 metres length.

Dredging harbour entrance to widen channel to 160 metres width 12·50 metres depth.

WATCHMEN: Services of shore watchmen are necessary. Hatches opened and closed by crew if they are of mechanical type, otherwise the stevedores will perform this operation.

CUSTOMS ALLOWANCES: No restrictions for crew members but all tobacco and alcohol must be declared. Crew members going ashore must not take more than 2 packets of cigarettes. Passengers disembarking may take 200 cigarettes or 50 cigars or 400 grammes of tobacco and one bottle of alcohol.

CONSULS: The following countries maintain representatives at Papeete:

Austria	China	Norway
Belgium	Denmark	Sweden
Chile	Netherlands	

REPAIRS: Woodwork, electrical and welding repairs can be effected. There are 2 floating docks for vessels up to 3,500 tons.

REPATRIATION: Can be effected.

AIRPORT: Tahiti – Faaa Airport is situated 6 kms. from the port. Regular international flights.
HOLIDAYS: 1st January, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 11th November, 25th December. No work is carried out on Sundays or on 1st May. All other holidays can be worked on double overtime rates.
TIME: GMT minus 10 hours. No alterations during the year.
POLICE/FIRE/AMBULANCE: Police 17; Fire 18; Ambulance 2 96 74.
TELEPHONES: Can be installed on board vessels at all quays.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: Capitaine de Port, Papeete. Tel. 20189.

Solomon Islands

GIZO: 08.05 S. 156.52 E.

Gizo is the copra and cocoa receiving centre for Western Solomons. Situated on Gizo Island West of New Georgia. Entrance to harbour is beaconed and a jetty with depth alongside of 9ft. Sheltered anchorage available in 16 fathoms. The British Solomons Trading Company Ltd. provides stevedores and conducts a lighterage handling and warehousing service to Importers and Exporters. Framework warning stations at foot of 300 ft. hill near Eastern end of township. When one board displayed, vessel occupying timber loading wharf. When two boards displayed, vessel occupying copra loading/general discharge anchorage. When three boards displayed, approaches must be kept clear as vessel is preparing to leave.

HONIARA: 09.25 S. 159.58 E.

DOCUMENTS:
Clearance from last port.
3 Crew Lists.
3 Passenger Lists.
2 Entry Inwards Forms.
2 Stores Lists.
2 Crew's Stores Lists.
Manifest
Bills of Lading.
2 Unmanifested Cargo Lists.
Ship's Bad Order List.
1 copy Maritime Declaration of Health.

PILOTAGE: 24 hours notice ETA stating number of passengers, dangerous cargo, etc., to Harbour Master, Honiara, via Honiara Radio. Usual signals. Pilot boards from launch marked PA about ¾ mile N.E. Pelope Shoal. Vessels normally berthed port side to. Pilot uses port gangway in calm weather.
ANCHORAGES: East of Port Main Leading Lights. F1. white and fixed green, in about 20 fathoms; coral bottom.
APPROACHES: Approaches free from dangers provided vessels keep at least 2 cables off Point Cruz Beacon, identified by quick flashing red light. On foreshore in front of Shell Oil Storage Tanks is beacon with fixed green light, and above on Vavaya Ridge is white light flashes every 5 seconds from car on radio station building. When in line these two lights give correct approach to anchorage in 20 fathoms on, or East of, the line. Prevailing winds during South-east season blow from North-easterly direction sometimes reaching force 4 to 5 in early afternoon. During North-west season direction and force variable generally between North and West up to force 4 and occasionally force 5.
RESTRICTIONS: Berthing in daylight hours only – departure any time.
MAX. SIZE: New Wharf, up to 600 ft. long and max. 27 ft. draught. Old Wharf, up to 200 ft. long and max. 13 ft. draught. Tankers, mooring at buoys, 600 ft. long and 32 ft. draught.
HEALTH: Pratique can be obtained by radio. Vessels suspect should inform Health Authorities and Harbour Master by radio for doctor to board on arrival.
RADIO: Radio Honiara VQJ (Vee Kiu Jay). Watch continuous. KHZ 6204, KHZ 2182, KCS 500. GMT Schedule 00.20–00.30 transmits 11560 KHZ receives 8 or 16 MHZ.
TUGS: There is a small 100 h.p. tugboat assisting with mooring when necessary.
STEVEDORES: At least 24 hours notice, usually 3 gangs, indicate any extra gangs required. To facilitate quick turn around advisable have cargo in middle holds evenly distributed not at extreme end or massed in one hold only.
MEDICAL: Notice should be given in advance if medical attendance required on board. Smallpox vaccination required by all arriving on ship. Inoculations available at clinic on Tuesdays only. Limited hospital facilities available.
TANKERS: Tanker buoys, 8 in. pipe-line, max. draught 32 ft. New Wharf, 4 in pipe-line, max. draught 27 ft. Old Wharf, 4 in. pipe-line, (ADO), max. draught 13 ft.
DENSITY/TIDE: Approx. 1025. Tidal range about 3 ft.
FRESH WATER: At wharf by hoses, 10 tons an hour.
FUEL: Diesel and gas oil available.
FIRE PRECAUTIONS: Normal fire precautions, with gang standing by with fire pump.
GANGWAY/DECK/WATCHMEN: Watchmen to be recommended. Customs provide a preventive officer for duty.
OPENING/CLOSING HATCHES: Stevedores assist crew. Crew to rig gear.
SHIP'S CERTIFICATES: Certificate of Registry.
TOBACCO ALLOWANCE: 200 cigarettes or ½ lb. tobacco per crew member.
WINE AND/OR SPIRIT ALLOWANCE: 3 quart bottles of beer per crew member.
IDENTIFICATION CARDS: Required.
CONSULS: Nil.
REPAIRS: Limited facilities only.
DRY DOCKS: Nil.
REPATRIATION: Facilities available.
AIRPORT: Situated approximately 10 miles from the wharf. TAA flights 3 times per week from Sydney via New Guinea, and Fiji Airways have two flights a week from Suva via New Hebrides. One flight from Port Moresby.
TIME: GMT plus 11 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays except Christmas Day and Easter period.
POLICE/AMBULANCE/FIRE: Emergency phone numbers: Police 666; Ambulance 933; Fire 299.
TELEPHONES: Ships connections can be arranged.
SERVICES: Labour can be hired for assistance with painting and cleaning. Other services not normally available.
SHORE LEAVE: Permitted.
DELAYS: Nil, except when other ships being worked.
AGENT: E. V. Lawson Pty Ltd., Box 3 ,Honiara, British Solomon Islands. Tel. 344 Telegraphic Address: EVLAS.

YANDINA: 09.04 S. 159.14 E.

Yandina is situated in Russell Islands and is copra export port for Lever's Pacific Plantations Pty Ltd. A concrete and steel wharf on South side of entrance with 175 ft. base and depth approximately 25 ft. alongside.

Sheltered anchorage for vessels of up to 500 ft. in length, available in Renard Sound. Lever's Pacific Plantations Pty Ltd. provide stevedores and conduct handling and warehousing service to importers and exporters.

Somali Republic

BERBERA: 10.26 N. 45.01 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Provision List.
Ship's Register.

PILOTAGE: Vessels await Pilot on the outer roads 5–10 cables South-west of Tamar lighthouse. In case of stormy weather and rough sea, it is permitted to wait for Pilot on the inner roads. Pilotage for all ships for berthing, unberthing and shifting is compulsory. The Pilot will board arriving vessels only after having received written request from the Agent.
ANCHORAGE: Outer anchorage 5–10 cables South-west from Tamar lighthouse. Inner anchorage limited by the line between 10° 26′ 16″ N. 45° 00′ 14″ E. and 10° 26′ 26″ N. 45° 00′ 40″ E. and between perpendiculars from the ends of this line towards Cape of Tamar.
RESTRICTIONS: All ships should anchor in such a position that with any wind they should not get upon the Light in line or Southward from it, or opposite deep water pier.
MAX. SIZE: Draft 28 ft., length/breadth no restrictions.
HEALTH: Until free pratique is received nobody except Pilot is to board or to leave the ship.
RADIO: Cable Agents giving ETA, draft, length and cargo via port radio station – 60 Y (SIX OU WAI) call and reply in the frequency 500 kc, working 450 kc. Working hours from 0700 to 1700 local time. Traffic list 3 times a day at 8.00, 12.00, and 16.00 hours.
TUGS: Use ship's lines. There is one tug of 300 h.p.
BERTHING: Depth at pier 28 ft., length of pier 320 metres.

Transhipment of general cargo is allowed to be loaded and discharged at Berbera with exemption of Harbour Tax and Warehouse Dues. Only handling charges are levied according to port tariff.
STEVEDORES: Ordered by the Somali Port Authority, all necessary gear supplied by the Port Authority including heavy lift handling gear. Work can be arranged on official holidays on overtime basis.

General cargo for trans-shipment at Berbera does not incur harbour tax and warehouse fees, only handling charges are levied.
TANKERS: Discharge on two mooring buoys, Shell Company has Russian, American and English standards of connecting hoses – draft 28 ft.
DENSITY: From 36.00% to 37.00%.
FRESH WATER: Supplied only alongside pier. No water barge.
FUEL: None available.
WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: On liners normally by crew, with the assistance of stevedores, otherwise according to charter party.
CUSTOMS ALLOWANCES: Each crew member is allowed 100 cigarettes or 100 grams tobacco and one bottle of any beverage.
CONSULS: Not available.
REPAIRS: Port management has well-equipped mechanical workshop which is able to carry out minor repairs for ships.

HOLIDAYS: Muslim Edd-Al-Duha (say between 15th and 20th of February); Muslim New Year (about 21st–23rd March); African Solidarity Day (15th April); Labour Day (1st May); Prophet Mohamed's Birthday (22nd May); Independence Day, Northern Somalia (26th June); Independence Day of the Somali Democratic Republic (1st July); National Flag Day (12th October); United Nations Day (24th October); Human Rights Day (10th December); Revolutionary Day (21st October).
TELEPHONE NUMBERS: Port Manager, No. 42; Harbour Master/Pilot, No. 58; Senior Port Officer, No. 21; Customs, No. 38 and 12; Port Radio Station, No. 41; Workshop, No. 53; Main Gate, No. 50.
AUTHORITY: Ente Portuale Della Somalia, POB 935, Berbera.

CHISIMAIO (or Kismayu): 00.22 S. 42.34 E.

DOCUMENTS:
6 Lists of Crew.
2 Stores Lists.
2 Lists of Articles owned or in possession of Master, officers and crew (alcohol, cigarettes, cigars, tobacco, radios, cameras, binoculars).
1 Cargo Manifest (must be made out in accordance with original B/L issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted; 2 copies to be sent by ship's box.
1 Copy not negotiable of B/L for each B/L issued.
2 Transit Cargo (total numbers of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers in Transit.
1 Health Document will be prepared at the arrival of the Vessel in port, on special local form.
PILOTAGE: Pilotage is compulsory. Thirty-six hours before arrival a cable must reach the Agent with vessel's ETA. The Agent will inform the Pilot who will pick up the vessel in approx. position 0° 20′ S., 42° 34′ E., two miles South-east of Fairway buoy. Pilot boat is a tug which is used while berthing.
ANCHORAGES: In the port basin, from 27 to 30 ft. deep, excellent holding ground.
RESTRICTIONS: Entrance channel about 200 metres wide, marked by buoys. Entrance may be effected during daylight hours only. Port closed from 1800 to 0600 hours.
MAX. SIZE: Port consists of two L-shaped quays, one 340 metres length the other 280 metres. Maximum draft 28 ft. at lowest low tide.
HEALTH: Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor at the arrival. Vessel calling from other Somali ports subject same procedure.
RADIO: Use Mombasa and/or Aden Radio. Mogadiscio Radio does not keep a 24 hours service.
TUGS: Tug, one only, takes the Pilot aboard and after joins vessel whilst berthing and sailing, Ship's lines used.
BERTHING: No specific requirement to berth in the port. Vessel entering into port basin after 05.45 p.m. will berth next day at 06.30 a.m. Vessel must sail before 05.30 p.m. otherwise sailing will be postponed to next day at 06.30 a.m. No vessel permitted berth and/or sail without Pilot.
STEVEDORES: Vessel must give accurate ETA at least 36 hours in advance to enable Agent order necessary gangs. Average loading/unloading rates per gang, per hour;
(*a*) General cargo, 17 to 20 tons.
(*b*) Cargo in bags, 22 to 25 tons.
No shore facilities, all cargo to be loaded and unloaded with ship's gear on dock or pontoons.
MEDICAL: No advance notice required for medical attention. Hospital facilities available, but specialised treatment and surgery is not. Smallpox, yellow fever and cholera vaccination certificates inspected on arrival.
FRESH WATER: Available at wharf, rate 15/16 tons per hr.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Gangway watchmen service carried out by the Customs Police. Food on vessel's account; no other charges. Deck watchmen not used.
OPENING/CLOSING HATCHES: Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel, do so. Crew may close the hatches prior to dialling.
CUSTOMS ALLOWANCES: 200 cigarettes, or ½ lb. tobacco or ½ lb. cigars. One bottle spirits opened. Bond sealed but can be reopened upon application. Cigarettes and spirits trafficking between alongside and between vessel and shore strictly prohibited. It should be noted that tea, coffee and sugar are sealed in bond in addition to the usual items of spirits, cigarettes, tobacco and cigars.
IDENTIFICATION CARDS: Not required.
CONSULS: Italian Consul only. No telephone.
REPAIRS: Repairs only by vessel's own facilities.
REPATRIATION: Air communication via Mogadiscio.
AIRPORT: About 6 km. from the port. Two local flights weekly to Mogadiscio only.
TIME: GMT plus 3 hours.
HOLIDAYS: Port is completely closed on 1st day of Arafa, 1st day of Idd El Fitr, 1st July (Independence Day). On all other public holidays and on Friday (local Sabbath) work performed subject premium rates of pay.
TELEPHONES: No possibility for placing telephones on board.
GENERAL: Vessels should not dispose any waste into harbour or on to quays, lower lifeboats, or use radio station without prior permission from authority.
SHORE LEAVE: No restrictions.
PORT REGULATIONS: Banana vessels are given priority.
AUTHORITY: Somali Port Trust, Chisimaio.
AGENT: Sica, F. Boearo and Siglio S.p.A. Shipping Agency, P.O. Box 42, Chisimaio. Cable address: "Dogliani" or "Sica Boeio."

MOGADISCIO: 02.02 N. 45.21 E.

DOCUMENTS:
2 Lists of Crew.
2 Stores Lists.
2 Lists Articles owned or in possession of Master, officers and crew (alcohol, cigarettes, cigars, tobacco, radios, cameras, binoculars).
Cargo Manifest (must be made out in accordance with original B/L issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted; 2 copies to be sent by ship's box.
Copy not negotiable of B/L for each B/L issued.
2 Lists Transit Cargo (total numbers of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers in Transit.
1 Health Document will be prepared at the arrival of the vessel in port, on special local form.
PILOTAGE: The Pilot will board arriving vessels only after having received written request from the Agent.
ANCHORAGE: About ½ mile off-shore in depths up to 45 ft. in open roadstead. Because of occasional heavy swell, maximum recommended draft 31 ft.
HEALTH: Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor at the arrival. Vessel calling from other Somali ports, subject same procedure.
RADIO: Use Mombasa and/or Aden Radio. Mogadiscio Radio does not keep 24 hours watch.
BERTHING: Cargo vessels work cargo to lighters at the anchorage.
TANKERS: One berth available for tankers up to 30 ft. draft.
FRESH WATER: Not available.
FUEL: Not available.
STEVEDORES: Vessel to give accurate ETA at least 24 hrs. in advance to enable Agent order necessary gangs. No shore facilities; all cargo to be loaded and unloaded with ship's gear.
MEDICAL: No advance notice for medical attention required at vessel's arrival. Hospital facilities available, but specialised treatment and surgery is not. Smallpox vaccinations and yellow fever Certificates inspected on arrival.
GANGWAY/DECK WATCHMEN: Gangway watchmen service carried out by the Custom Police; food on vessel's account.
OPENING/CLOSING HATCHES: Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel, do so. Crew may close the hatches prior to sailing.
CUSTOMS ALLOWANCES: 200 cigarettes, or 5 lb. tobacco or ½ lb. cigars. One bottle spirits opened. Bond sealed but can be reopened upon application. Cigarettes and spirits trafficking alongside and between vessel and shore strictly prohibited. It should be noted that tea, coffee and sugar are sealed in bond in addition to the usual items of spirits, cigarettes, tobacco and cigars.
AIRPORT: Situated 8 km. from the port. Regular international flights.
TIME: GMT plus 3 hrs. All year round.
HOLIDAYS: Muslim Edd-Al-Duha (say between 15th and 20th of February); Muslim New Year (about 21st–23rd March); African Solidarity Day (15th April); Labour Day (1st May); Prophet Mohamed's Birthday (22nd May); Independence Day, Northern Somalia (26th June); Independence Day of the Somali Democratic Republic (1st July); National Flag Day (12th October); United Nations Day (24th October); Human Rights Day (10th December); Revolutionary Day (21st October).
AUTHORITY: Harbour Master.

South Africa

CAPETOWN (Table Bay): 33.56 S. 18.26 E.

DOCUMENTS:
Customs:
Form S.1.01, Report Inwards/Outwards for Ships.
Form S.1.03, Certificate of Clearance for Ships.
Form S.1.04, Transire – for a destination in the R.S.A.
Form S. 1.05, List of Sealable Goods on board Ship.
Form DA.5, Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office:
P.160, Notification of Departure of Vessel.
P1/27, Certificate of Departure of Vessel.

P1/149, Ships Mail Declaration.
P.21, Post Office Certificate.
Port Health:
Maritime Declaration of Health.
Crew List with last vaccination dates.
De-ratisation Certificate.
Port Authority:
T.958, Report of Arrival.
T.962, Departure/Shifting Notification.
Ship's Register.

PILOTAGE: Compulsory. One hour advance notice to be given to the Port Captain through VHF radio, call sign Port Operations, on Channel 16, working channel 12. Pilot boat fitted with multi-channel VHF. Motor pilot boat, black hull, white housing. Pilot taken aboard at port entrance.
HELICOPTER SERVICE: Available for mail and small items of stores for vessels not wishing to enter harbour.
LAUNCH SERVICE: For vessels not wishing to enter harbour, Agent may arrange launch service for mail, stores, etc. In this case service only permissible in area North and West of position at least 5 miles due West of Robben Island.
ENTRY RESTRICTIONS: Vessels not permitted to enter unless agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daylight hours.
MAX. SIZE: Passenger and dry cargo vessels: max. length up to 1,000 ft. overall; draft 38 ft. Tankers: max. length 820 ft. overall; draft 43 ft. (tidal).
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Capetown Radio, call sign ZSC.
TUGS: Join vessel approximately ¼ mile from harbour entrance. Tug's wires used at no extra charge.
BERTHING: *Victoria Basin:* Berths up to 36 ft. depth *Alfred Basin:* Berths up to 24 ft. depth. *Duncan Dock:* Berths up to 42 ft. depth.
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.
TANKERS: Diameter of line 8 in. Two Tanker berths, max. length 820 ft., max. draft 43 ft. (tidal). Slop tank available for oily ballast from tankers back-loading white oil.
DENSITY: 1025.
FRESH WATER: Delivery by hose ex-wharf hydrants. 50 tons per hour.
FUEL: 48 hours notice required. All grades of fuel available.
DEVELOPMENTS: An outer harbour is to be constructed initially providing 8 berths for dry cargo ships with a depth alongside of 42 ft. at LWOST.
GANGWAY/DECK WATCHMEN: Ship's Agent makes necessary arrangements.
OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.
CERTIFICATES: Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
De-ratisation Certificate.
Certificate of competent officers (passenger ships only).
CUSTOMS ALLOWANCES: 200 cigarettes per man. Officers allowed one bottle spirits.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.

CONSULS:

Argentine	Germany	Portugal
Australia	Greece	Spain
Austria	Italy	Sweden
Belgium	Japan	Switzerland
Canada	Mexico	U.K.
Chile	Netherlands	U.S.A.
Denmark	Norway	Uruguay
Finland	Panama	
France	Peru	

REPAIRS: All types of repairs can be undertaken.
DRY DOCKS: Sturrock Graving Dock. Dock length 1,212 ft., divided into two – either 434 ft. and 709 ft. or 674 ft. and 469 ft. Width at entrance, 148 ft. Depth on entrance sill, 45 ft. One small graving dock and two small floating docks.
REPATRIATION: All facilities available.
AIRPORT: D.F. Malan Airport – 15 miles: from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Police, 38–3471; Ambulance, 51–5151; Fire, 438–2978 or 438–3431.
TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways, Port Captain, Table Bay Harbour. Tel. 438–3413.

AGENT: Freight Services Ships Agency Co., Pearl Assurance House, Heerengracht, POB 702, Cape Town. Tel: 45–4011. Telex: 5–7614. Cables: SEAFREIGHT CAPE TOWN.

DURBAN: (Port Natal): 29.53 S. 31.02 E.

DOCUMENTS:
Customs:
Form S.1.01, Report Inwards/Outwards for Ships.
Form S.1.03, Certificate of Clearance for Ships.
Form S.1.04, Transire – for a destination in the R.S.A.
Form S.1.05, List of Sealable Goods on board Ship.
Form DA.5, Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office:
P.160, Notification of Departure of Vessel.
P1/27, Certificate of Departure of Vessel.
P1/149, Ship Mail Declaration.
P.21, Post Office Certificate.
Port Health:
Maritime Declaration of Health.
Crew List with last vaccination dates.
De-ratisation Certificate.
Port Authority:
T.958, Report of Arrival.
T.962, Departure/Shifting Notification.
Ship's Manifest.
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling channel 16, working Channel 12. Call Pilot by Aldis lamp if necessary. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing. "Pilot-Loods" painted in black on housing. Steam pilot boat – black hull, brown housing and yellow funnel. Pilot taken aboard at outer anchorage.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daytime hours.
MAX. SIZE: All vessels, max. length 800 ft. overall and draft 38 ft. Also see "Tankers" below.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Durban Radio – ZSD.
TUGS: Six first-class tugs available. Join vessels in entrance channel. Tug's wires used at no extra charge.
BERTHING: *Point:* Berths A to R, up to 40 ft. alongside. *Pier No. 1:* Two berths, 42 ft. depth alongside. *Bluff:* Berths 1 to 5, 30 ft. depth alongside. *Island View:* Berth 1, 42 ft. depth alongside; Berths 2–4, 35 ft. depth alongside. *Salisbury Island:* Two berths, 30 ft. alongside. *Maydon Wharf (Congella):* Fifteen berths, up to 33 ft. depth.
STEVEDORES: Stevedoring undertaken by private enterprise stevedores appointed by ship's Agent.
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.
TANKERS: Off-shore Single Buoy mooring suitable for tankers up to 200,000 tons situated in position 30° 0′ 30″ S., 30° 58′ 29″ E.
Mooring Master boards in position 2 miles East of SBM. Rope messengers should be available on forecastle, and manifold prepared to connect two 16-in. hoses ASA 150 flanges. Stores launch can be arranged for up to 30 tons stores, provided that vessels anchor outside port and territorial limits. No bunkers, no fresh water, and no shore leave for vessels at single buoy mooring.
In harbour four tanker berths, for vessels of max. length 800 ft.. max. draft 38 ft. Slop tanks available. Crude discharge through 10 in, hoses, white oil 8 in. hoses, loading products through 8 in. hoses.
Additional Crude Oil Discharge Berth with depth alongside of 42 ft. under construction, but maximum permissible draft 38 ft.
DENSITY: 1025.
FRESH WATER: Delivery by hose ex-wharf hydrants. Rate of delivery 100 tons per hour.
FUEL: All grades of fuel available. 48 hours notice required. Fuel may be obtained alongside berths or by barge. No barging outside harbour area.
OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.
CERTIFICATES:
Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
De-ratisation Certificate.
Certificate of competent officers (passenger ships only).
CUSTOMS ALLOWANCES: 200 cigarettes or 5 lb. tobacco. Officers allowed one bottle of spirits.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.

CONSULS:

Austria	tel. 69512	Netherlands	tel. 20387
Belgium	,, 25968	Norway	,, 21694
Chile	,, 356171	Panama	,, 20653
Denmark	,, 20731	Portugal	,, 22603
Finland	,, 21694	Sweden	,, 66591
France	,, 20181	Switzerland	,, 21130
Germany	,, 29474	Thailand	,, 20731
Greece	,, 25086	U.K.	,, 313131
Italy	,, 64107	U.S.A.	,, 28388
Japan	,, 78517		

REPAIRS: All types of repairs can be undertaken.

DRY DOCKS:

1. Prince Edward Graving Dock. Dock length 1,155 ft., divided into two, 678 ft. and 455 ft. Width at entrance 110 ft., depth on entrance sill, 41 ft.
2. Floating dock with a lifting capacity of 4,000 tons.

REPATRIATION: All facilities available.

AIRPORT: Louis Botha Airport – 15 miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

TIME: GMT plus 2 hours.

HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.

POLICE/AMBULANCE/FIRE: Police, 310–2716 or 887; Ambulance, 62333 or 310–2104; Fire, 310–2104 or 62333.

TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.

GENERAL: A copy of the Regulations for the Republic of South Africa and of South West Africa supplied gratis to Masters on arrival.

SERVICES: Tank-cleaning facilities, compass adjustments and repairs to all electronic gear can be undertaken.

SHORE LEAVE: Allowed.

AUTHORITY: South African Railways, Port Captain, Durban. Tel. 23285. Telegraphic Address: Portcap Durban.

AGENT: Freight Services Ships Agency Company, Aliwal House, 35–39 Aliwal Street. Tel. 318174–9. Telex: 7540. Cables: Seafreight Durban.

EAST LONDON: 33.02 S. 27.55 E.

PORT LIMITS: These are defined in the "Regulations for the Harbours of the Republic of South Africa" as follows:

The area of the sea bounded by a line drawn from the Nahoon Point in position 32° 59′ 50″ S. 27° 57′ 07½″ E. in a 114° direction for 1 sea mile to a position 33° 00′ 13.9″ S. 27° 58′ 12.8″ E. thence in a 216½° direction to a position 33° 03′ 14.46″ S. 27° 55′ 37.18″ E. and thence in a position 295° direction to the coast in position 33° 02 36″ S. 27° 53′ 57″ E. (All bearings are true.)

For Harbour Revenue purposes, a vessel "arrives" when it passes into the harbour proper.

DOCUMENTS:

Customs:
- Form S.1.01, Report Inward/Outward for Ships.
- Form S.1.03, Certificate of Clearance for Ships.
- Form S.1.04, Transire – for a destination in the R.S.A.
- Form S.1.05, List of Sealable Goods on board ship.
- DA.5, Crew List (Customs Department).
- Livestock Form (Customs Department).

Post Office:
- P.160, Notification of Departure of Vessel.
- P1/27, Certificate of Departure of Vessel.
- P1/149, Ship's Mail Declaration.
- P.21, Post Office Certificate.

Port Health:
- Maritime Declaration of Health.
- Crew List with last vaccination dates.
- De-ratisation Certificate.

Port Authority:
- T.958, Report of Arrival.
- T.962, Departure/Shifting Notification.
- Ship's Manifest.

PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. Steam pilot boat – black hull, brown housing and yellow funnel. Pilot taken aboard at outer anchorage.

RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed.

Port operates from: 0600 to 2200 Mondays to Fridays 0600 to 1300 Saturdays 0600 to 1900 Sundays. Tankers are handled in daylight only.

MAX SIZE: Tankers: max. length 670 ft. overall, draft 32 ft. 6 in.

Passenger and dry cargo vessels: max. length 800 ft. overall, draft 32 ft. 6 in.

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

RADIO: East London Radio, call sign ZSA.

TUGS: Join vessel in entrance channel. Tug's wires used at no extra charge.

BERTHING: *East Bank:* No. 2. Quay depth 35 ft.; No. 3. Quay depth 32 ft.; No. 4. Quay depth 28 ft.; No. 5. Quay depth 35 ft.; No. 6. Quay depth 35 ft. *West Bank:* Commercial Berths depth 35 ft. Oil Tanker Berth depth 35 ft.

CARGO HANDLING FACILITIES: One berth equipped with bulk loading of maize. One berth equipped for discharging bulk petroleum products. All other berths for general cargo. Provision for handling of containers under consideration.

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

TANKERS: One tanker berth suitable for vessels of 670 ft. length with maximum draft 32 ft. 6 in. Diameter of hoses, 12 in.

DENSITY: 1025.

FRESH WATER: Delivery by hose ex-wharf hydrants. Rate of delivery 60 tons per hour.

FUEL: 48 hours notice required. All grades of fuel available.

OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

CERTIFICATES:
- Safety Certificates in respect of construction and gear.
- Radio Certificate.
- Load-line Certificate.
- De-ratisation Certificate.
- Certificate of Competent Officers (passenger ships only).

CUSTOMS ALLOWANCES: 200 cigarettes or 5 lb. tobacco. Officers only allowed one bottle spirits.

CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.

IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.

CONSULS:

Belgium	Germany	Norway
Denmark	Italy	Portugal
France	Netherlands	Sweden

REPAIRS: All types of repairs can be undertaken.

DRY DOCKS: Princess Elizabeth Graving Dock. Dock length 686 ft., width at entrance 89 ft. 3 in., depth on entrance 33 ft. 6 in. entrance sill 33 ft. 6 in.

REPATRIATION: All facilities available.

AIRPORT: Ben Schoeman Airport – 6 miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

TIME: GMT plus 2 hours.

HOLIDAYS: See "Durban".

POLICE/AMBULANCE/FIRE: Police 2–5555; Ambulance 2–1212; Fire 2–1212. Sea Rescue Service 21000.

TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.

SHORE LEAVE: Allowed.

AUTHORITY: South African Railways, Port Captain, East London. Tel. 2–2155.

AGENT: Freight Services Ships Agency Co., Marine Chambers, 31 Cambridge Street, POB 2, East London. Tel: 26781–8. Telex: 75–761. Cables: Seafreight East London.

MOSSEL BAY: 34.10 S. 22.10 E.

DOCUMENTS: Refer to "Durban".

PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, Working Channel 12. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. International pilotage signals used. Pilot boards about 2 miles north of Cape St. Blaize Light.

ANCHORAGE: Open anchorage, depth 8 fathoms about one mile E.S.E. of Seal Island.

RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed. No night berthing for tankers.

MAX. SIZE: Anchorage: no restrictions. Tankers: up to 32,000 dwt.

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.

Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

RADIO: Cape Town Radio, ZSC. Port Elizabeth Radio, ZSQ.

TUGS: One tug of 300 h.p. available.

BERTHING: No. 1 jetty: No berthing facilities. No. 3 quay: depth alongside 22 ft. LWOST. Maximum draft for berthing 18 ft. 6 in. No. 4 quay will be 900 ft. long and 230 ft. wide. Minimum initial depth alongside 24 ft. Approach channel will be dredged to 27 ft.

TANKERS: Conventional buoy mooring designed for 32,000 dwt vessels up to 670 ft. length. Situated offshore at Voorbaai. No slop facilities.

DENSITY: S.G. 1025.

FRESH WATER: Not available.

FUEL: Not available.

MEDICAL: Cape St. Blaize lighthouse on 24-hour watch. Requests for medical assistance passed through lighthouse to harbour master and Pilot.
Hospital facilities available. Vessels in port should arrange medical facilities through Agent.
CUSTOMS ALLOWANCE: 200 cigarettes for each man. No alcohol.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
REPAIRS: Only minor repairs can be undertaken.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st Jan.); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways. Port Captain, Mossel Bay.
AGENT: See "Durban".

PORT ELIZABETH (Algoa Bay): 33.58 S. 25.37 E.

DOCUMENTS: *Customs*
Form S.1.01 Report Inwards/Outwards for ships.
Form S.1.03 Certificate of clearance for ships.
Form S.1.04 Transire—for a destination in the R.S.A.
Form S.1.05 List of seable goods on board ship.
Form DA.5 Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office
P.160 Notification of departure of vessel.
P1/27 Certificate of departure of vessel.
P1/149 Ship mail declaration.
P.21 Post Office Certificate.
Port Health
Maritime Declaration of Health.
Maritime Declaration of Health.
Crew List with last vaccination dates.
Deratisation Certificate.
Port Authority
T.958 Report of Arrival.
T.962 A Departure/Shifting Notification.
Ship's Manifest.
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black – Black hull, brown housing and yellow funnel.
Pilot taken aboard at outer anchorage.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed.
Dry-cargo ships 0600 hours to 2200 hours. Pilot must be aboard by 2030 hours.
MAX. SIZE:

	Max. length	*Draft*
Passenger and dry-cargo vessels	Unlimited	34′ 6″
Tankers	667 ft. overall	32′
Ore carriers	825 ft. overall	38 ft. (tidal)

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.
Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Port Elizabeth Radio. Call sign ZSQ.
TUGS: Between anchorage and harbour entrance. Tug's wires used at no extra charge.
BERTHING:
Charl Malan Quay depth 30 ft. to 36 ft.
No. 2. Quay ,, 36 ,,
No. 3. Quay ,, 23 ,, to 33 ft.
Oil Berth ,, 33 ,,
Ore Berth ,, 40 ,,
Coal Berth ,, 40 ,,
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.
TANKERS: Diameter of line 8 in. Max. length 667 ft. Max. draft 32 ft.
DENSITY: S.G. 1025.
FRESH WATER: Delivery by hose ex wharf hydrants. 160 tons per hour.
FUEL: 48 hours notice required. Only bunker fuel available.
CUSTOMS ALLOWANCE: 200 cigarettes per man. Only officers allowed one bottle spirits.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
CONSULS:

Belgium	tel. 45561	Netherlands	tel. 21986
Denmark	,, 21958	Norway	,, 21614
Finland	,, 21921	Peru	,, 23213
Germany	,, 21567	Portugal	,, 22541
Greece	,, 27941	Sweden	,, 21414
France	,, 42684	U.S.A.	,, 28511
Italy	,, 35441	U.K.	,, 29549

REPAIRS: Minor deck and engine room repairs.
REPATRIATION: All facilities available.
AIRPORT: Airport two miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police 50–2781; Ambulance 2–2222; Fire 2–1111.
TELEPHONES: Telephones can be supplied at all berths. Arrange through agents.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways. Port Captain, Port Elizabeth. Tel. 22729.
AGENT: Freight Services Ships Agency Co., Astra House, Jetty Street, POB 1108, Port Elizabeth. Tel: 27904–6. Telex: 574–7181. Cables: Seafreight Port Elizabeth.

WALVIS BAY: (South West Africa) 22.57 S. 14.30 E.

PORT LIMITS: Seaward limits are a line drawn due North from Pelican Point Lighthouse for 2·15 miles, thence due East to the mainland.
DOCUMENTS: As for "Durban."
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, working Channel 12. Motor pilot boat – black hull, white housing. Pilot taken aboard North-west of Faliway Buoy.
ANCHORAGE: To avoid fishing boat traffic vessels should not anchor East of the fairway buoy.
RESTRICTIONS: Entrance channel 440 ft. wide, depth 33 ft. LWOST. Vessels not permitted to enter unless agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daylight hours.
MAX. SIZE: Max. length 630 ft. overall and draft 31 ft.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.
Valid certificates must be held for smallpox and yellow fever. Ships have valid certificates for cholera and typhoid.
RADIO: Walvis Bay Radio. Call sign ZSV.
TUGS: Two tugs available each 2,500 h.p. Join vessel in entrance channel. Tug's wires used at no extra charge.
BERTHING:
Berths 1, 2 and 3; 1600 ft. length, 33 ft. depth
Berths 4 and 5; 1250 ft. length, 35 ft. depth
Berths 6, 7, and 8; 1750 ft. length; 35 ft. depth
Tanker berth: 630 ft. length; 33 ft. depth
SPECIALISED CARGO-HANDLING FACILITIES: No. 3 Berth is equipped with a belt conveyor loader for loading ore concentrates, max. loading speed 300 t.p.h. This loader is owned by Tsumeb Corp.
No other special facilities are available for loading or discharging. Cargo is worked by shore cranes except under special circumstances. Twenty-seven 4-ton, one 7-ton and one 15-ton cranes are available.
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agent.
DENSITY: S.G. 1025.
FRESH WATER: Delivery by hose ex wharf hydrants. Rate of delivery 15 tons per hour. Also available by tug at 40 tons per hour.
FUEL: Furnace fuel is only available in emergency. Diesel oil available.
CUSTOMS ALLOWANCES: 200 cigarettes per man.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
REPAIRS: Major boiler and engine room repairs can be carried out at anchor.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways. Port Captain, Walvis Bay.
AGENT: Freight Services Ships Agency Co., Third Street East, POB 4, Walvis Bay. Tel: 2211. Telex: 48–747. Cables: Seafreight Walvis Bay.

South Atlantic Islands

ASCENSION ISLAND, GEORGETOWN: 07.55 S. 14.20 W.

DOCUMENTS: Crew and Passenger lists, Health documents, Manifests and Bills of lading if discharging cargo.
PILOTAGE: No pilots are available and not required as it is an open anchorage. Require 48 hours of ETA. VHF 16, and Ascension radio operated by Cable & Wireless will reply.
RESTRICTIONS: None – but if vessel has not been here before it would be advisable to wait until daylight.
ANCHORAGE: Only one ship can anchor at a time. There is 14 fathoms of water in the anchorage and vessels of 28,705 tons have used this anchorage. The other anchorage used by tankers is at English Bay and there is a special berthing procedure which the Oil Company give to Captains of tankers.
HEALTH: Pratique should be requested when giving the ETA and will be granted by either Cable or VHF.
RADIO: If coming from the North via Freetown Radio, and from the South via Cape Town.
TUGS: No tugs available.
BERTHING: Open anchorage only, no berthing alongside.
MEDICAL: Facilities available, if possible 48 hours notice required. There is a 12-bed hospital in Georgetown and a second for American personnel at the U.S.A.F. Base. Inoculation, vaccination and yellow-fever certificates not required. Other than Government personnel no one is allowed to land on Ascension without an entry permit.
TANKERS: Only one berth available at anytime.
FRESH WATER: None available.
FUEL: None available.
WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CONSULS: No Consulates. British Administrator attends to all requirements.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: No facilities for crew changes. Repatriation can be arranged but only in the case where a person has been hospitalised. If a ship puts in with a medical case on board an M.O. will visit the ship. Fees paid to the Cable & Wireless representative. If the patient is hospitalised the Master must guarantee in writing that all hospital fees and the air fare to Antigua will be honoured by his shipping line Agent. As so few ships call at Ascension no hospitalised patients can be evacuated by sea. All patients received from ships are evacuated on M.A.C. flights to Antigua. These flights are run weekly.
AIRPORT: Airport 2 miles. U.S.A.F. No civil airlines call here.
TIME: Always GMT.
HOLIDAYS: Cargo vessels are discharged during public holidays – no night work.
GENERAL: There are no facilities for visitors on the island. Anchorage must be vacated when a mail vessel is due.
SHORE LEAVE: Not permitted.
AUTHORITY: The Administrator, Ascension Island. South Atlantic Ocean.

ST. HELENA, JAMESTOWN: 15.56 S. 05.40 W.

DOCUMENTS:
3 copies of Crew List.
3 copies of Passenger List.
10 copies of Manifest.
1 Health form.
PILOTAGE: No official pilot. Agents sometimes hire a pilot (retired Union Castle Captain) for ships requiring one.
ANCHORAGE: The harbour consists of an open roadstead with anchorages shown on charts.
MAX. SIZE: Any size vessel can anchor in the roadstead. Depth up to 20 fathoms.
HEALTH: Pratique will be granted by the boarding party or by telegram from Port Health Officer. If suspected disease or fever, the Port Health should be informed by telegram in advance of anchoring so that the necessary precautions can be taken.
RADIO: ETA message should be relayed through Cape Town Radio. Agents have VHF service.
TUGS: None. There are 3 towing launches (from 16 to 28 h.p.) for harbour use only.
BERTHING: Vessels anchor in 18–20 fathoms offshore, in open roadstead. There is deep water (sufficient for ocean-going vessels) right in to the area where cargo lighters and other small craft are moored).
STEVEDORES: 48 hours notice required by Agent, also particulars of tonnage of cargo.
MEDICAL: Agent should be notified if medical attention required. A resident staff of three doctors, plus nursing staff, in a well-equipped modern hospital. The basic requirements for intending visitors is a certificate of vaccination against smallpox.
FRESH WATER: Delivered by floating pipeline at a rate of approximately 14 tons an hour.
FUEL: No stocks of marine fuel. Ordinary diesel oil is available in drums of 45 gallons (supplied ex South Africa) and only limited stocks for local needs are held.
OPENING/CLOSING HATCHES: Stevedores can do this, but preferable for crew to open on arrival so that work can start as soon as stevedores arrive on ship.
CERTIFICATES: Vaccination certificates required for all crew. Deratting. certificate should be valid.
CUSTOMS ALLOWANCES: No restrictions. Free use on board.
CARGO GEAR: All discharge carried out by vessels derricks into lighters. Agents provide own cargo nets, etc.
CONSULS: French Consul. Appointed representatives for Denmark and Norway.
REPAIRS: Small repairs can be carried out (welding or turning pipes, etc.).
REPATRIATION: No facilities for crew changes. Only for those left behind for hospitalisation.
AIRPORT: No airport on St. Helena.
TIME: GMT throughout the year.
HOLIDAYS: New Year's Day (1 January); Good Friday; Easter Monday; St. Helena Day (21 May); Whit Monday; Queen's Official Birthday; August Bank Holiday; Christmas Day (24th December); Boxing Day (25 December). Cargo work can be arranged except on Christmas holidays.
POLICE/FIRE/AMBULANCE: No telephone nos. Must ring exchange.
SHORE LEAVE: Allowed. No restrictions provided vessel has free pratique.
DELAYS: No delays in berthing, loading or discharge can be delayed by bad weather due to swell alongside wharf.
AUTHORITY: Harbour Master, Colonial Treasurer's Office, The Castle, St. Helena, S.A.O.
AGENT: Solomon and Company (St. Helena) Ltd., Jamestown, St. Helena. Cables: "Solomon St. Helena."

Spain

AGUILAS and HORNILLO: 37.24 N. 01.35 W.

DOCUMENTS: See "Almeria".
PILOTAGE: Hornillo port has no Pilot. The Pilot of port of Aguilas which is less than a mile from Hornillo, does pilotage services of both. To enter both ports Hornillo and Aguilas, anchor a mile or a mile and half distance from entrance of Aguilas. Wait for Pilot with engine stopped. To call Pilot give three long blasts several times. Pilot's launch is small motor boat painted white, with letter "P" painted on both sides of boat. During night it carries white light on top of mast, and 8 ft. lower a red light, besides the usual lights.
RESTRICTIONS: It is not possible to enter Hornillo port during dark. Wait till dawn outside Aguilas.
MAX. SIZE: Length up to 110 metres, draft about 22 ft.
HEALTH: See "Almeria".
TUGS: None in port. Not necessary for either port.
BERTHING: Aguilas port has a commercial quay with a berth area about 200 metres and depths of between 8–12 metres. Hornillo port has a pier to handle minerals with berth area of 90 to 100 metres and depths between 6–10 metres.
BULK HANDLING: Two conveyor belts each of 100 tons grain per hour capacity. May be used for other bulk cargoes.
STEVEDORES: Team of stevedores who belong to "Port Workers' Trade Unions" (Sindicato de Obreros Portuarios).
MEDICAL: Captain can send cables to consignee requiring this kind of service. There are a number of doctors and a hospital.
FRESH WATER: In Aguilas port are small supplies of water. It is supplied by the town hall by means of tank lorries.
FUEL: There are no supplies of fuel in either port.
GANGWAY/DECK WATCHMEN: Not necessary, usually this is done by crew.
OPENING/CLOSING HATCHES: Usually this is done by crew.
CONSULS: There is only Vice-Consul of Norway in Aguilas. Tel. 411035.
REPAIRS: No facilities.
REPATRIATION: Facilities for effecting crew changes exist. Repatriation can be done by train to Madrid and by plane from there.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Almeria".
POLICE/AMBULANCE/FIRE: Ambulance and fire services can be requested from Port Authority. If the police services are required call to "Caseta de Vigilancia" of the Civil Guard in either port.
GENERAL: Hornillo port is used only for loading and discharge of minerals, and for this purpose a pier is provided with a railway. The nearest port of Aguilas, less than a mile distant on the West, is the commercial port, with a quay for loading/discharging and a crane of 10 tons capacity.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Ayudante de Marina o Capitan del puerto (Port Authority or the Assistant) tel. Aguilas 411074. Cable address Ayudmar, Aguilas. Hornillo port is in this respect subordinated to Aguilas.

ALGECIRAS: 36.07 N. 05.26 W.

DOCUMENTS:
Maritime Declaration of Health.
5 Crew Lists.
2 Manifests of Cargo for the Port.
2 Manifests of Cargo in Transit (if coming from Spanish port a Manifest is sent by the Customs officials of that port).
1 Bill of Lading of cargo for the port.
2 Ship's Stores Lists.
2 Lists of Crew Personal Effects.
If the vessel carries passengers the following are required:
8 Lists of Passengers Disembarking with baggage declaration for each passenger.
5 Lists of Passengers in Transit.
2 copies of Arrival Report.
1 Manifest of Vehicles belonging to Passengers Disembarking.
If the vessel is a tanker the following are required:
Certificate of Quantity of Cargo.
Certificate of Quality of Cargo (or Ballast Certificate).

PILOTAGE: Vessels entering the port call Pilot by international code signals, sound or light. Notice of ETA should be radioed to Agent 72, 48 and 24 hours before arrival. Pilots cannot be contacted by radio, and are ordered by Agents on the basis of Master's ETA.

Pilot boat is painted white with a letter "P" in black on both sides. By day they carry a blue flag with the letter "P" in white. By night they carry regulation pilot lights. The pilot boarding zone is a circle of ½ mile radius with centre 1 mile East of the Northern breakwater head (red light).

ANCHORAGE: Vessels waiting for a Pilot may anchor North of the parallel of the Barranco beacon in depths of 30 m.

RESTRICTIONS: Vessels may enter by day or night.

MAX. SIZE: Puerto de Algeciras – no length restrictions, maximum draft 29 ft. Refineria Gibraltar – maximum length 283 m. Draft up to 65 ft.

HEALTH: Free pratique is obtained automatically when authorities board on arrival and Maritime Declaration of Health is completed. In case of suspected disease or fever on board full details should be sent by radio to Sanidad Maritima, Algeciras, before arrival.

RADIO: Aranjuez Radio and Cadiz radio. Vessels proceeding to Refineria Gibraltar should announce their arrival by VHF to the Capitania of the port using Channel 16 for calling and Channel 13 for communication.

TUGS: Four tugs are available up to 1,500 h.p. and assist according to Pilot's directions. Ship's tow lines used.

STEVEDORES: Ordered by vessel's Agent on basis of Master's ETA.

MEDICAL: Doctors and hospital facilities available. International vaccination certificates only required if vessel is proceeding from an infected area.

TANKERS: Refineria Gibraltar – 5 berths for tankers up to 283 metres length, two of which can accept draft up to 65 ft. The other three berths can accept vessels up to 57 ft. draft. Loading/discharge lines are 12 in., 10 in., 8 in., 6 in. and 4 in. Refineria Gibraltar has two slop tanks each of 600 cubic metres capacity which can accept oily residues.

FRESH WATER: Available from all berths in Algeciras and at Refineria Gibraltar at a rate of 40 tons per hour. Can also be supplied by barge at the rate of 15 tons per hour.

FUEL: All grades can be supplied with three hours notice. Loading rate 250 tons per hour for fuel and 150 tons per hour for diesel and gas oil. Supply is effected by barge at all quays which are not connected by pipe-line.

DEVELOPMENTS: In Algeciras Commercial Port a new berth is under construction in the South part of the dock for vessels up to 9 metres draft. It is planned to dredge the whole commercial port to 10 metres depth.

WATCHMEN: Not available from shore.

HATCHES: Are opened and closed by ship's crew.

CUSTOMS ALLOWANCES: Maximum quantity of tobacco permitted in ship's stores is 3 kilos per crew member and two kilos per passenger. The quantity that may be held out of bond is 40 grammes tobacco per person per day. Wine/Spirits. One decilitre per person per day may be held out of bond.

CONSULS:

Great Britain	tel. 67.14.50	Germany	tel. 67.22.37
Morocco	,, 67.36.98	Denmark	,, 67.27.95

Norway, Italy, France, all tel. 67.27.20.

REPAIRS: Small repairs afloat can be effected. No dry docks.

AIRPORT: Nearest is at Malaga, 120 kms. from Algeciras.

TIME: GMT plus one hour all the year round.

HOLIDAYS: New Year's Day, 6th January, 19th March, Maundy Thursday, Good Friday, Easter Saturday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 15th August, 1st October, 12th October, 1st November, 8th December, 25th December.

POLICE/FIRE/AMBULANCE: *Algeciras:* Police, tel. 67.15.55; Fire, tel. 67.20.20; Ambulance, tel. 67.22.90. *Refineria Gibraltar:* Police, tel. 67.15.55; Fire, tel. 76.17.00; Ambulance, tel. 76.12.47.

SHORE LEAVE: Crew members are permitted to go ashore subject to police control.

AUTHORITY: Comandancia de Marina. Telephone: 67.14.60. Cables: Comtemar Algeciras.

ALICANTE: 38.23 N. 0.28 W.

PORT LIMITS: The line drawn from Cabo de las Huertas and Cabo de Santa Pola.

DOCUMENTS:
3 Crew Lists.
6 Passenger Lists.
2 Manifests for Cargo, including cargo in transit as well as cargo for Alicante. Tobacco and Cargo Manifests to be visaed by Spanish Consulate in port of origin.
3 Stores Lists, for Customs.
For the Agent
4 Manifests of cargo destined for Alicante, with one copy of each Bill of Lading.

PILOTAGE: Pilotage service is permanent and Pilots are summoned by displaying international code flag "G", (same signal at night-time by light), or by sounding three long blasts on ship's whistle.

Pilot launch is a white-painted motor launch with a black letter "P" on both sides. The launch flies a black flag with white letter "P" by day, and shows usual pilot lights at night. The launch will meet arriving vessels about one mile from breakwater entrance in good weather.

In bad weather from the East, the launch goes out as far as the breakwater and meets vessel opposite the green light at the breakwater head. Pilot boards on the lee side, which is generally the port side.

ANCHORAGE: Vessels waiting to enter port may anchor at a distance of half a mile east of the breakwater in depths of 16 metres.

MAX. SIZE: Vessels of up to 225 metres length and 33 ft. draft can be berthed alongside. For tankers, max. draft 29 ft.

HEALTH: Report in advance to Pilot if there is any problem. If situation is normal, then after ship berths the health inspector boards and quickly grants pratique. In the event of any suspected disease or fever on board the Pilot (without boarding) will show the anchorage area then Health Inspectors and Authorities will board and give necessary instructions.

Vessels entering after calling at another Spanish port have no problems obtaining pratique.

RADIO: Radio-telephone communication through Radio La Costera, Alicante, medium range approx. 220 miles and short range approx. 40 miles.

Port Radio station situated at the Western end of Muelle B, is equipped only to receive messages by R/T. Messages received by this station are passed to destinations within the port by telephone lines. VHF is installed but not yet in service.

TUGS: Only one tug available to assist berthing of 176 g.t. and 1295 h.p. Normally ship's lines used for connection with tug.

BERTHING: The breakwater extends in a South-westerly direction and vessels berth within the breakwater. Maximum depth being available at the outer end of the breakwater, decreasing in the North-easterly direction.

Muelle 14: Extends along the length of the N.E./S.W. breakwater and depths vary alongside the berth from 11 metres at the South-west end to 8 metres at the North-east end. Depths in the outer port vary from 12 metres at the South-west end to 9 metres at the North-east end.

Muelle 12: Depth alongside 7·5 metres, depth for the berth 9 metres.
Muelle 10: Depths alongside the berth vary from 6 to 8·75 metres.
Muelle 9: Depth alongside berth 8·75 metres.
Muelle 7: Depth alongside the berth 8·75 metres.
Muelle 11: A combined tanker and dry cargo berth. Depth alongside berth 8·75 metres.

STEVEDORES: Agents should be advised of ETA and shore cargo gear requirements.

Grain Discharge: effected by grabs normally at Muelle 11. Discharge three to four tons per gang per hour.
General Cargo: discharge about 10 tons per gang per hour.
Bagged Cargo: discharge about 150 tons per gang per hour.

MEDICAL: Many hospitals and medical services available.

TANKERS: Tankers discharge takes place at Muelle 11 (see "Berthing"). There is no refinery and the only products unloaded are fuel oil, diesel oil, gasoline and aviation spirit. There are three pipe-lines available for cargo discharge.

DENSITY: 1025.

FRESH WATER: Available from hydrants at the quays at the rate of 10 tons per hour, per hydrant.

FUEL: Supplied by Campsa. Vessels requiring fuel are requested to berth alongside Muelle 11 and will incur delays if that berth is already occupied. Maximum advance notice is essential. Owners of vessels requiring fuel are required to pay a bank deposit in foreign currency.

CUSTOMS ALLOWANCES: Total tobacco allowed on board, three kilos per crew member, two kilos per passenger. All must be declared in ship's provision list and any in excess of these amounts declared in a separate visaed manifest as tobacco in transit (see "Documents").

DEVELOPMENTS: Two new tanker berths expected to be available about 1974.

GANGWAY/DECK WATCHMEN: Agent normally arranges watchmen.

OPENING/CLOSING HATCHES: Normally opened by crew and closed by stevedores using cranes.

CARGO GEAR: All berths have cranes, varying from about 6 tons capacity. There is one heavy lift crane capacity 30 tons, and one, capacity 10 tons.

REPAIRS: Only minor repairs available. If dry docking, or undertaking major repairs, vessels should proceed to Cartagena.
AIRPORT: About 8 km distance from Alicante, and serviced by international flights.
IDENTIFICATION CARDS: Additional identification cards only required by crew members of communist-flag ships.
TIME: GMT plus one hour.
TELEPHONES: Telephones may be connected, provided sufficient notice is given, subject to payment of installation costs of about 7,500 Pts. plus the cost of calls.
AUTHORITY: Comandante Militar de Marina. Tel. 211514. Telex 66026 (A/B Marale).

ALMERIA: 36.52 N. 02.30 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists or negative.
2 Cargo Manifests of goods destined to Almeria, as well as other cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Details list in duplicate of all personal effects of crew and passengers (tobacco, spirits, cameras, radios, etc.).
Note: Tobacco. In case vessel carries more than 3 kilos of tobacco per man, excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In absence of Consul, said document will have to be visaed by an Authority of former port of clearance. Otherwise, the vessel would be fined.
PILOTAGE: Is compulsory and service is permanent. Pilots board vessels by motor-boat in roads, near entrance formed by two breakwaters. This entrance is 287 metres wide. Pilot boats are painted white and letter "P" is painted in black on each bow. Also boats have a blue flag hoisted on mast, with letter "P" in white on both sides of flag. At night, boats have white light, under this light is a red light. When weather is bad vessels approach as close as possible to entrance so that Pilot can easily board the vessel.
ANCHORAGE: When harbour is congested, vessels can anchor at West Mole while waiting for berth.
MAX. SIZE: Only limitation is draft (maximum 30 ft.).
HEALTH: Pratique is obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease of fever on board Master must send a radio message to Agents, in order that they advise the Health Officer. Following documents are required by Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.
RADIO: Nearest important radio stations are Cadiz-Radio and Palos-Radio.
TUGS: One available but not compulsory, is employed according to Master's requirements.
BERTHING: Prior to ship's arrival and in accordance with Master's ETA Agent attends port Authorities to procure a proper available berth. Commercial quays have a length of 500 metres with double sheds, 360 metres with single shed with maximum depth 24–25 ft., and about 700 metres uncovered for goods in bulk with depth between 24–30 ft.
STEVEDORES: It is necessary that Master sends ETA so that Agent can inform Receiver's stevedores accordingly and arrange for proper reception of cargo and berth. Timetable of shifts available at the port; Daytime, normal working hours, from 08.00–12.00 and 14.00–18.00 (one shift), 08.00–14.00 (one intensive shift), 14.00–20.00 (one intensive shift). Night time, from 18.00 to 24.00; Sundays and holidays, from 09.00 to 12.00 and 14.00 to 18.00.
MEDICAL: Medical facilities are available; only it would be appreciated for Master to send a radio message if a crew member is in need of urgent medical attention.
FRESH WATER: Always available. Deliveries from quay available at all berths, supplying about 30 tons per hour.
FUEL: Ordinary fuel oil and gas oil is available at local refinery of "Campsa". It is advisable that Shipowners stem bunkers through their own Contractors, with an ETA of 48 hours, so that the order can be received in time.
FIRE PRECAUTIONS: Tankers perform their operations at the berth of "Campsa" at East Pier, which has the necessary fire precautions. No special precautions at other piers.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work normally carried out by crew.
CERTIFICATES: Vessel should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by Authorities.
CUSTOMS ALLOWANCES: The quantity allowed per each crew member is 3 kilos tobacco. (See "Documents".)
Wine and/or Spirits: Only one bottle for each crew member.
CARGO GEAR: All commercial piers are served by electric shore cranes able to lift 3/6 tons (18 cranes in total), and one crane with a lifting capacity of 15/25 tons situated on Pier Costa.
IDENTIFICATION CARDS: Not required.
CONSULATES:

Denmark, Alvarez de Castro 22	tel. 212245
Sweden, Alvarez de Castro 22	,, 212245
Belgium, Paseo Generalismo 151	,, 214455
Norway, Paseo Generalismo 151	,, 214455
Holland, Paseo Generalismo 151	,, 214455
Finland, Aguilar Martell 7	,, 215954
Italy, Paseo Generalismo 18	,, 215790
France, Avenida Vivar Tellez	,, 220050
Columbia, Navarro Rodrigo 18	,, 213171
Panamanian, Jaul 27	,, 220073.

REPAIRS: All types deck and engine available.
REPATRIATION: Good facilities available.
AIRPORT: Airport is located about 6 km. from town, well served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March; (St. Joseph) Good Thursday afternoon; Good Friday; 1st May (Labour Day); Corpus Christi; 29th June (St. Peter and St. Paul); 18th July National Holiday; 15th August; (Ascension Day); 12th October; 1st November; 8th December; 25th December and 26th December second Christmas Day.
POLICE/AMBULANCE/FIRE: Police 214081; Ambulance 215780; Fire 220044.
AGENT: Hijo De Alfredo Rodriguez, Ltda., Alvarez de Castro 22, PO Box No. 28. Telegrams "Calvache". Tel. 212245, 213306, 214475. Almeria.

AVILES: 43.35 N. 05.56 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel exposed to heavy fine.
RESTRICTIONS: Entrance channel 90 m. wide, 1,000 m. long up to San Juan de Nieva Dock. Depth at low water from 6 to 9 metres.
MAX. SIZE: Length 150 m. draft 9 m.
HEALTH: If vessel proceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.
If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: five tugs available up to 1,200 h.p.
BERTHING: Muelle de Raices, length 823 m., depth alongside 8 m. San Juan de Nieva length 776 m., depth alongside 6 m.
San Agustin, Ensidesa East, length 300 m., depth alongside 9 m. Ensidesa South, length 715 m., depth alongside 7 m.; length 108 m., depth alongside 5 m.
San Balandran, Endasa East length 133 m., depth alongside 7 m.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed on the stay of ship in port. One bottle of spirit per man.
DRY DOCKS: one dock at Las Canteres, owned by Entrecanales Y Tavora, length 50 m., width 9.50 m.
FRESH WATER: Can be supplied from Ensidesa berths at 40 cu.m per hour. Supply from other berths at a low rate.
FUEL: Fuel and gas-oil can be supplied by barge at 200 tons per hour.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on the following holidays: 6th January; 19th March; Easter Monday; Ascension Day; 29th June; 28th August (San Augustin); 8th September (Nuestra Senora de Covadangoa); 12th October (La Hispanidad).
Work not done on the following holidays: 1st January; Good Friday; 1st May (San Jose); 1st November (All Saints); 8th December (Immaculate Conception); 25th December (Christmas); Trade Union holiday, 16th July.
AUTHORITY: Junta del Puerto Ria de Aviles, Juan Ochoa 9, Aviles.

BARCELONA: 41.25 N. 02.10 E.

DOCUMENTS:
(1) Manifest of Barcelona cargo: one set covering all loading ports; make sure that this manifest is in perfectly good order before ship's berthing, as Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine.
(2) Manifest of Transit Cargo: two sets (same recommendations as above).
(3) 3 Crew Lists.
(4) 1 Negative of Passengers.
(5) 2 sets of Bills of Landing of the Barcelona cargo.
(6) 2 Provisions Lists.
Of items (3), (4) and (6) above several copies will be required for distribution among various authorities, therefore it would be well for the Master to have at least three copies of each ready at hand on arrival. Tobacco allowed per crew member ia 3,000 cigarettes. Any excess should be manifested in a separate Visaed statement.
If any item of cargo manifested for Barcelona should be discharged in error at any other port in the ship's itinerary before arrival at Spain, there would be a fine imposed here for shortage of

goods if no advice of such shortage is given before arrival.

PILOTAGE: Pilot boats painted black, with letter "P" in white on each bow. Telegraphic address: "Pilot Station-Barcelona". Required notice of ETA 24 hours before arrival. Signals to be made by vessels requiring Pilot: the letter "G" in sound and/or light.

Pilot boats have no radar and are reluctant to venture more than just outside port entrance in poor visibility. Pilots give priority to vessels nearest port entrance. Pilotage is compulsory and the service is permanent. In case of port congestion vessels remain at anchor at the roads.

ANCHORAGES: In the Outer port for small vessels only, with depths over 50 ft. Also at the roads ½ mile away from breakwaters where vessels usually remain at anchor.

MAX. SIZE: Only limitation is draft; max. 39 ft.

HEALTH: Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must send a message to Agent, to advise Health Office. Following documents are required by Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.

RADIO: Aranjuez Radio, call sign EAD.

TUGS: Tugs join vessel at entrance of port. Usually use ship's lines; if tug's lines used usual charge 10% of official tariff. It is normal for two tugs to be used for vessels from 5,000 to 15,000 GRT.

Nine tugs available, from 300 to 900 h.p.

BERTHING: Commercial quay, length 9,095 metres and depths minimum 8 metres, max. 12 metres dependent location. Depth alongside Grain Elevator in Pier Contradique is 32 ft. Pier Barcelona, berths for transoceanic maritime passenger traffic, depths 26 ft. and 31 ft. Shore fenders keep vessel about 1 metre off quay.

CARGO-HANDLING FACILITIES: For unloading grain, there is a silo with a 24,000 ton storage capacity, provided with four suction pumps capable of unloading vessels at a rate of 400 tons per hour and loading rail or road trucks at the rate of 200 tons per hour.

Liquid methane reception and gasification plant with a storage capacity for 249,000 cubic metres of liquid gas. Potash reception and loading plant with mechanical loading bridges which can load up to 450 tons per hour of this product.

General cargo handling is fully mechanised and, apart from the pier cranes, there are fork-lift trucks, truck cranes and a palletisation process.

A container wharf with a berthing frontage of 220 metres, 14 metres water depth. 9·8 acres surface area, with a capacity for 1,250 20-foot containers. There will be a terminal with berthing space for six ferries for operating a ro/ro service.

TANKERS: There are seven special berths for oil and liquid gas tankers, capable of receiving vessels up to 50,000 tons dwt.

Diameter of loading lines 4 in. and 8 in. Diameter of discharge lines 10 in., 12 in., and some of 18 in.

STEVEDORES: (*a*) Daytime, normal working hours, from 08.00–12.00 and 14.00–18.00 (one shift); (*b*) 08.00–14.00 and 14.00–20.00 (two "intensive" shifts). Night time, from 20.00–02.00 and 02.00–08.00 (two intensive night shifts). Extra costs are involved for intensive shifts. Nightwork is paid on an overtime basis. Average rates for discharge of grains in bulk are about 7,500/8,000 tons per day of 24 consecutive hours; for general cargo a rate of 100 tons within normal working hours.

MEDICAL: All medical facilities are available; it would be appreciated for the Master to advise in advance if a crew member is in need of urgent medical attention.

FRESH WATER: All piers have water available by shore pipes or by barge. Rate of delivery about 16/20 tons per hour.

FUEL: Fuel oil and gas oil available at "Campsa", installation. It is advisable that Shipowners stem bunkers through their own contractors, with advance notice of 48 hours. Delivery either by barge, or at the bunkering pier of "Campsa". Bunker barges allowed alongside vessel during cargo-handling.

DEVELOPMENTS: Lengthening under construction of breakwater Dique del Este, and pier Contradique. A wharf for 6 berths for tankers only, plus 4 berths for vessels loading/unloading crudes in bulk with a depth of 39 ft. Drydock planned for vessels up to 200 m. length

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally carried out by crew, except in liner vessels which is contracted for by stevedores.

CERTIFICATES: Vessels should have all usual certificates aboard but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.

CUSTOMS ALLOWANCE: Quantity allowed for each crew member is 3,000 cigarettes. and one bottle wine/spirits.

CARGO GEAR: All commercial piers served by electric shore cranes able to lift 3, 6, and 10 tons respectively. In addition, 3 floating cranes with a lifting capacity of 80 tons each and, when two of them working together the lifting capacity is 130–150 tons.

IDENTIFICATION CARDS: Not required.

CONSULS:

Argentine	Tel. 2211629	Italy	Tel. 2151654
Belgium	,, 2270707	Japan	,, 2102097
Brazil	,, 2219560	Liberia	,, 2212544
Chile	,, 2215436	Norway	,, 2150094
Dnmark	,, 2191550	Panama	,, 2312957
Finland	,, 2216357	Poland	,, 2224307
France	,, 2211533	Portugal	,, 2212031
Germany	,, 2317307	South Africa	,, 2220604
Great Britain	,, 2220791	Sweden	,, 2323334
Greece	,, 2214496	U.S.A.	,, 2199550
Guatemala	,, 2104325	Venezuela	,, 2150112
Holland	,, 2210011	and others	

REPAIRS: All types deck and engine.

DRY DOCKS: Two floating docks, (*a*) length 111 metres, lifting power 6,000 tons; belonging to Port Management. (*b*) length 110 metres, breadth: 20,30 metres, lifting power 3,600 tons. Shipyard: Union Naval de Levante, S.A., tel. 2194200.

REPATRIATION: Good facilities available.

AIRPORT: Located about 7 km. from town, well served by regular airlines.

TIME: Always GMT plus 1 hour.

HOLIDAYS: 1st January; 6th January, The Three Kings; 19th March, St. Joseph; Good Thursday, after 2 p.m.; Good Friday; Resurrection Day; 1st May Labour Day; Ascension Day; W hit Monday; Corpus Christi; 24th June local holiday; 29th June, St. Peter and St. Paul; 18th July, National Holiday; 25th July, St. James; 15th August; 24th September local holiday; 12th October; 1st November; 8th December; 25th December and 26th December, second Christmas Day.

POLICE/AMBULANCE/FIRE: Police 091; Ambulance 2410600; Fire 2535353.

TELEPHONES: Not available on board.

AUTHORITY: Junta del Puerto de Barcelona, Puerto de la Paz 1, Barcelona 2. Tel. 222–07–24.

BILBAO: 43.17 N. 02.55 W.

DOCUMENTS:

3 Crew Lists.
1 Passenger List.
1 Manifest of Cargo destined Bilbao, as well as other cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Detailed list in duplicate of personal effects crew and passengers (tobacco, spirits, cameras, radios, etc.).
Safety Radio and Safety Equipment Certificates.

Note: Tobacco – Case more than 3 kilos tobacco per man, excess must be declared in separate manifest, which must be visaed by a Spanish Consul. In absence of Consul, must be visaed by authority of former port of clearance. Otherwise severe fines.

PILOTAGE: Compulsory, Pilots board by cutter in roads near entrance formed by two breakwaters. Small office on one breakwater advises Head Office of Pilots at Portugalete when vessel approaching port. Contact by VHF Channel 12 between 0700–2100. Pilot cutters painted white have letter "P" in black, on each bow. Nighttime, cutters have white light over red. Entrance between breakwaters 570 metres wide. When weather at roads is bad vessels should approach as near entrance as possible order cutter can easily approach.

ANCHORAGES: Good anchorage in Outer Harbour inside breakwaters. Depths at LW about 26–33 ft. Also anchorage outside breakwaters, lightening operations sometimes performed when weather good.

RESTRICTIONS: None, except when draft exceeds 13–14 ft. and proceeding to berths inside river, which case must await tide.

MAX. SIZE: No restrictions length or breadth. Maximum advisable draft 30–31 ft.

HEALTH: If proceeding direct to berth, pratique obtained immediately after berthing. Otherwise, at anchorage on arrival. Case suspected disease or fever on board, Master must radio Agents, to advise Health Office.

RADIO: Cabo Mayor Radio.

TUGS: No tugs required for entering port, only for berthing or shifting inside river. Ship's lines used, the tug employed according Pilot's advice.

BERTHING: Santurce 29–31 ft. alongside. Canal de Deusto 26 ft. alongside.

STEVEDORES: Very important send advance messages giving ETA. Agents then inform Shippers or Receivers' stevedores. Official working hours Monday/Saturday 08.00–12.00; 14.00–18.00 hours.

MEDICAL: Any medical service can be arranged. Case crew member needs medical attendance urgently, advisable radio details in advance.

TANKERS: "Campsa" have private berths at Santurce and Zorrosa. Cargo manifest must be visaed by Spanish Consul, or in absence of Consul by Authority at loading port.

DENSITY: 1025.

FRESH WATER: Always available. Delivery by tugs. Minimum 10 tons.

FUEL: Ordinary fuel oil and gas oil available at local "Campsa" refinery. Advisable that Shipowners stem bunkers 48 hours prior arrival. Delivery by barges, or at the bunkering pier.

DEVELOPMENTS: Oil refining plant under construction (Petronor) and completion expected by 1975. Crude oil discharging terminal will be constructed for vessels of up to 200,000 dwt. at that time.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally by crew, except in liner vessels, when contracted by stevedores.

CERTIFICATES: Have usual documents on board, but only Safety Radio, Safety Equipment and Deratisation Certificates required by authorities.

CUSTOMS ALLOWANCES: Normally, customs permit 200 cigarettes, and one bottle wine/spirits per man.

CARGO GEAR: Usually shore cranes employed in loading or discharging but if require lightening then ship's derricks used as only one floating crane is available.

IDENTIFICATION CARDS: Not required.
CONSULS: Pratically all countries have consulates at Bilbao.
REPAIRS: Good repair facilities, and several important shipyards.
DRY DOCKS: Five graving docks. Biggest: length 152 metres, breadth: 20 metres (naval shipyard).
REPATRIATION: Good facilities.
AIRPORT: About 10 km. from town. Regular services to Madrid and Barcelona. Also direct flights London and Paris.
TIME: GMT plus 1 hour (permanent).
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National Holiday); 31st July (local holiday); 15th August; 12th October; 1st November; 25th December.
POLICE/AMBULANCE/FIRE: Police 091; Ambulance (hospital) 41.87.00; Fire 21.30.00.

CADIZ: 36.30 N. 06.20 W.

DOCUMENTS:
Entrance Declaration.
Health Declaration.
List of Crew on Arrival.
List of Crew on Departure.
List of Passengers on Arrival (if applicable).
List of Passengers on Departure (if applicable).

All vessels must be represented by a local Agent who will be responsible for completing the required Customs, Health and Port Authorities documentation.

PILOTAGE: International Code Signals used to call pilot. Pilot can be contacted by VHF or through telegraphic address "Praticos Cadiz". Six to eight hours notice of ETA preferred.

Pilots operate a steam launch and a diesel launch both painted black with yellow funnel on which letter "P" is painted in white on both sides. Pilot boat does not remain at station but comes out when ordered. Pilot boards in an area between the Rota light and San Sebastian light. In case of bad weather the pilot will board nearer Los Cochinos shore and meanwhile signal instructions to the vessel until the pilot is able to board.

ANCHORAGE: Vessels waiting for a Pilot may anchor in any safe position according to draft and weather conditions. Tankers or deep draft vessels may anchor West of the Diamante buoy in 16–18 metres depth where the Pilot boards at first opportunity.

RESTRICTIONS: Entry is restricted only by the depth of the entrance channel, maximum safe draft 30 ft.

HEALTH: Master should radio, not more than 50 hours and not less than 5 hours before arrival, the following information to the port authority: name and nationality of ship, date and time of arrival, last port of call, number of passengers and crew aboard, if doctor on board and details of any sickness noted on voyage. Message to be addressed to "Sanidad Maritima Cadiz". International code quarantine signals to be shown on arrival when free pratique will be given provided health situation is satisfactory.

TUGS: Normally join vessel off the berths. 7 tugs available, up to 1,500 h.p.

BERTHING:
Mole No. 1. 220 metres length, depth alongside 10 metres. L.W.
Mole No. 2. 460 metres length, depth alongside 10 metres. ,,
Mole No. 3. 440 metres length, depth alongside 10 metres. ,,
Generalisimo Franco Mole: 365 metres length, depth alongside 10 metres.
Muelle Armamento: 200 metres length, depth alongside 9·50 metres.
Muelle Embacadura: 110 metres length, depth alongside 9·50 metres.

TANKERS: 3 tanker berths for vessels up to 27 ft. draft at the piers in the Zona Franca, operated by Campsa. Hoses: Fuel oil 10 in., gas oil 8 in., gasoline 8 in. No slop discharge facilities.

International Terminals Corp. Berth, length 170 metres, depth 9·50 metres.

FUEL: Fuel, gas oil and several types of marine diesel can be supplied.

REPAIRS: There are three shipyards – Astilleros Espanoles SA, at Cadiz and Matagorda. Empresa Nacional Bazan–Carraca, and several workshops of Auxiliar de la Construccion Naval. All types of repairs can be effected.

DRY DOCKS: Largest is 245 metres long, 57 metres wide. In addition Astilleros Espanoles have two floating docks, one of 231 metres length, 24 metres breadth, lifting capacity 39,400 tons, and the other 100 metres length, 17·54 metres breadth lifting capacity 4,500 tons.

At Matagorda, there is a dry dock of 150·97 metres length, 19 metres width, and 6·23 metres max. draft.

OPENING/CLOSING HATCHES: This work is normally effected by the stevedores.

CONSULS:
Argentina, Belgium, Bolivia, Colombia, Denmark, France, Germany, Greece, Italy, Liberia, Netherlands, Norway, Sweden and Finland, Portugal, Venezuela.

CUSTOMS ALLOWANCES: Maximum of three kilos of tobacco for each person on board. All to be declared. Wine or spirits, one decilitre per man per day.

AIRPORT: Nearest at Seville, about 150 kms. away. Daily flights to Madrid, Barcelona and overseas.

TIME: GMT plus 1 hour all the year round.

TELEPHONES: Connection to vessels can be arranged by Agents.

SHORE LEAVE: Crew are permitted to go ashore subject to police control.

AUTHORITY: Comandante Militar de Marina, Comandancia Marina Puerto de Cadiz. Telephone 233902/233903. Cables: Comtemar Cadiz.

CARTAGENA: 37.35 N. 00.59 W.

DOCUMENTS:
6 copies of the Crew List.
6 copies of the Passenger List, or 2 negative copies as the case may be.
2 sets copies Manifests covering cargo destined to Cartagena and carried in transit.
Store Provision List, in duplicate, including items such as: tobacco spirits, radios, coffee, tea, bunkers, and any other items belonging to the vessel.
2 copies of all Personal Effects Lists, from passengers and ship's crew.

The amount of cigarettes allowed for each member of crew/passenger is 3 kilos; any amount over has to be manifested as tobacco in transit, and this manifest must be visaed by a Spanish Consul in the last loading/discharging port. If there is no Spanish Consul in the port of call before Cartagena, the Master is requested to send a cable to: Direccion General de Aduanas, Madrid, quoting as follows: "m.v.'. . .' coming from . . . order to proceed to Cartagena tobacco manifest unlegalised = Master."

This cable to be inserted in the radio log-book, and copy of same to be delivered to local Customs Authorities when boarding the vessel.

PILOTAGE: Compulsory. Position of pilot station 37° 34.6′ N. 0° 59′ W. Position with green light of Dique de Curra bearing 000°, and the white light of Las Losas bearing 090°. This is the position at which Pilot normally boards.

Vessels bound for Escombreras wait for Pilot in position 37° 34.2′ N. 0° 59′ W., with green light of Dique de Curra bearing 000° and the green light of Dique Bastarreche bearing 090°.

Pilot launch is a motor-boat with cabin, about 9 metres long, white hull, red below water line, black letter "P" painted on both sides.

When bad weather prohibits Pilot boarding in the above position, vessel may be required to embark Pilot inside the harbour breakwaters.

Vessels call Pilot in daytime by code flag "G", or by sounding three prolonged blasts on the whistle.

At night, Pilot may be called by flashing code signal "PT", or by three prolonged blasts on whistle.

Radio messages, with ETA, may be sent direct to PRACTICOS CARTAGENA with 24 hours notice, and confirmed 12 hours before arrival, messages should include vessel's seawater draft and, if calling for the first time, vessel's length overall. Pilot station equipped with VHF.

APPROACHES: Escombreras bank with datum depth of 9·5 metres situated West of Escombreras Island, extends from 200 to 400 metres West of the Eastern tip of the island. This bank is unmarked.

Area of underwater obstructions exists between the coast, the meridian of Santa Ana buoy, and the parallel of Las Losas beacon.

There is a zone used for submarine exercises which is marked on the charts. Occasionally, naval divers carry out exercises in the vicinity of the port entrance. These are accompanied by naval vessels showing appropriate signals.

Ships bound for Escombreras, to ente the port, should steer for a point situated at the intersection of the N.S. line of the red light at the extremity of Curra Pier, and the E.W. line through the green light at the extremity of the Bastarreche Pier, at which point, approximately, the Pilot boards the vessel.

The least recorded depth in the entrance to the port is 25 metres. The approaches to the port of Escombreras do not present any difficulties.

ANCHORAGE: Vessels anchored within the port limits should not carry out repairs affecting main engines as the possibility of sudden storms in winter may make it necessary to move to a sheltered anchorage North of Cabo Tinoso, or to put to sea.

Vessels under 29 ft. 6 in. draft may anchor inside the breakwater provided they do not obstruct other vessels' movements.

Anchorage for larger vessels in Cartagena Roads, approx. position 37° 35′ N., 0° 59′ 30″ W. in depths of 40 metres.

Anchorage for tankers off Escombreras in approx. position 37° 34′ N., 0° 58′ 23″ W., in depths of 42 metres.

MAX. SIZE: No length limitations. For Cartagena max. draft 31 ft. 6 in. For Escombreras max. draft 68 ft.

HEALTH: Free pratique is immediately obtained when vessels berth any time from sunrise to sunset. Port Health Officers, require Maritime Health Declaration, Deratisation Certificate, and copy of crew and passenger lists.

RADIO: Cabo Palos Radio, Aranjuez Radio, and/or Gibraltar Radio.

TUGS: Three tug-boats 500–1000 h.p. with fire-fighting capabilities. All three tugs on duty 24 hours duly equipped, with two shifts of crew.

Tugs join vessels in vicinity of port entrance, vessel's lines normally used.

The tugs available to assist berthing tankers in Escombreras are all diesel tugs, equipped with fire-fighting equipment. Five tugs available of up to 2,400 h.p.

STEVEDORES: In the case of a vessel calling at Cartagena at night time, Sundays or holidays, it is important that Master cable 24 hours in advance to advise his ETA in order that Agents are able to arrange stevedores' operations. Gangs can be called on as follows: on weekly working days 08.00 and 13.30 hours. On Sundays/holidays 08.00 hours (with prior advice to Union by 12.00 hours on Saturdays or day preceding holidays. The official working hours are: Monday/Saturday 08.00 to 12.00 and from 13.30 to 17.30 hours – Sundays/holidays: from 08.00 to 14.00 hours.

MEDICAL: Medical services rendered as soon as requested but, in case of emergency, Master required to send urgent cable in advance.

TANKERS: These vessels call at port of Escombreras 2 miles away from Cartagena port, this port owned by Refineria de Petroleos de Escombreras S.A. Slop discharge facilities available at Escombreras.

For ships of 250,000 dwt. Berth Number 7, of recent construction, consists of four dolphins, in a line parallel to Bastarreche Pier. Between the first and the third dolphin is situated a loading platform with loading/discharging lines. The centre of this platform is situated at a distance of 230 metres from the head of Bastarreche Pier, bearing 140°.

The least depth in Berth No. 7 is 21·45 metres or 70 ft. 4 in. at the extreme South of the berth. The rest of the area has a depth of between 24 to 28 metres.

The maximum length foreseen for tankers of 250,000 tons dwt. is 250 metres or 1,145 ft., since the total length of the berth is 430 metres.

The maximum allowable draft is 21 metres or 68 ft. 1 in.

Shore lines for crude oil are one of 40 in. diameter and 3,500 metres length, and another of 24 in. diameter and 3,500 metres length.

The Woodfield hose-handling gantry has four 16-in. hoses of which the two outside hoses should be used for loading bunkers as well as for discharging. Connecting flanges of 16 in. diameter, type 150 ASA.

Fresh water can be supplied by pipe-line at all berths at a rate of 45 tons per hour.

Only vessels up to about 100,000 dwt. may be berthed at night.

Eight berths suitable for tankers from 29 ft. 6 in. to 43 ft. draft.

Two berths for LPG carriers up to 29 ft. 6 in. draft.

FUEL: At Cartagena, only gas oil available from tank trucks. At Escombreras all grades of fuel available subject to advance notice given.

FRESH WATER: Available from quay by hose connections, only on working days. On Sundays/holidays notification to be required before 1400 hours preceding day.

FIRE PRECAUTIONS: The port area has its own Fire Department under Supervision of Port Director. Although there is no water-borne equipment available, tug "Brio" will assist as required as well as Cartagena City Fire Department.

DEVELOPMENTS: There is a big programme to increase berthing-places by building new piers close to breakwaters, available for three vessels, provided with 4 shore cranes, capacities 3–6 tons each.

CONSULS: The following countries are represented in Cartagena:

Finland	Peru	Norway
France	Italy	Holland
Sweden	Denmark	Belgium
Panama	Greece	

GANGWAY/DECK WATCHMEN: Not compulsory, only used when required by Master under Immigration Police Supervision.

OPENING/CLOSING HATCHES: Usually by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes per each crew member, out of bond. The excess to be declared as cargo in transit. Wine and/or Spirit: One bottle for each crew member or passenger.

CREW IDENTIFICATION CARDS: Not required.

REPAIRS: There are very good repair facilities. A private shipyard "Empresa Nacional Bazan" and two other private repair shops.

DRY DOCKS: One dry dock can accept vessels of 566 ft. length and 73 ft. beam. Two floating docks for vessels up to 333 ft. length.

REPATRIATION: All facilities available.

AIRPORT: San Janvier airport situated 27 miles from Cartagena with daily service to Madrid, Barcelona and Almeria.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday from 14.00 hours; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (national holiday); 15th August; 12th October; 1st November (All Saints' Day); 25th December.

POLICE/AMBULANCE/FIRE: Police tel. 501456; Ambulance 503470; Red Cross 501727; Fire Department 501111; Port Fire Department 503100.

AUTHORITY: Capitan de Navio, Comandante Militas de Marina de Cartagena, Comandancia de Marina, tel. 501653.

AGENT: Daniel Gomez Gomez, S.A. Mayor, 6–1°, PO Box 100, Tel. 505805/06/07, 501616/503333, Cables "Frutera", Cartagena. Telex: 68013 Dago.

CASTELLON DE LA PLANA: 39.58 N. 00.01 W.

DOCUMENTS:

Manifest of Castellón cargo: 1 set covering all loading ports; make sure that this manifest is in perfectly good order before ship's berthing, as the Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine.

Manifest of the Transit cargo: 2 sets (the same recommendations as above).

3 Crew Lists.

2 Negative of Passengers.

2 sets of Bills of Lading of Castellón cargo.

2 Provisions lists.

2 Manifests of personal effects.

PILOTAGE: Compulsory, and service is permanent. Pilots board vessels by a cutter in roads near entrance formed by the two breakwaters.

Pilot cutters are painted white and have the letter "P" in black on each bow. Cutters have a blue flag, with letter "P" in white. Signals to be made by vessels requiring Pilot: three long blasts. Telegraphic address: "Praticos, Comandancia Marina, Castellon".

ANCHORAGE: Vessels can remain at anchor at the roads. Recommended anchorage: ½ a mile East of lighthouse in depth of 12 metres.

RESTRICTIONS: Maximum draft 22 ft. for vessels of about 110–120 metres length. For vessels of more 120 metres, to 140 metres length, maximum draft is 20–21 ft. *Tanker sea berth:* Max. draft 65 ft.

HEALTH: Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must radio Agent to advise the Health Office. Following documents are required by the Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.

RADIO: Aranjuez Radio, call sign EAD, 36–48 hours prior arrival nearest radio station is El Grao Radio, call sign EAV.

TUGS: Tugs join vessels at entrance of port. Vessels of more than 100 metres length normally use one or two tugs.

STEVEDORES: Very important that Master sends in advance short radio notice regarding vessel's ETA so Agent can inform Shippers or Receivers' stevedores accordingly. Official working hours of port are: Monday/Saturday 08.30–12.30 – 14.00–18,00 hours.

MEDICAL: All kinds of medical services can be arranged. In case a crew member needs medical attendance urgently, it is advisable that Master sends a radio message in advance.

TANKERS: "Campsa" berth in Muelle Serrano Lloberes.

Esso Petroleos Espanoles, S.A. Refinery Terminal. Breasting Island: Lat. 39° 56′ 7″ N. Long. 00° 01′ 6″ E. for tankers with unlimited length and draft up to 41 ft.

Sea berth: For crude oil cargoes with submarine pipeline: Lat. 39° 56′ 4″ N. Long. 00° 02′ 7″ E. Unlimited length, draft up to 65 ft.

Bunkering available. Water available by barge. Provisions available Pilotage compulsory – ESSO Pilots. Tugs: two tugs compulsory.

FRESH WATER: All piers have water available by shore pipes. The rate of delivery is about 8–9 tons per hour.

FUEL: Available with five days notice and subject to "Campsa" berthing availability.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: Vessels should have usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.

CUSTOMS ALLOWANCES: Normally, Customs permit 200 cigarettes per man out of bond and one bottle of spirit per man.

CARGO GEAR: All commercial piers served by electric shore cranes able to lift 3, 6 and 8–9 tons.

CREW IDENTIFICATION CARDS: Not required.

CONSULS: Italian, postal address Plaza Huerto Sogueros, 2–3°–2ª, tel. 212288; France, Plaza Borull, 9, 220180; Sweden, Maestro Ripollés, 28, 220053; Norway, Trinidad 85, 224511.

REPAIRS: Work shop for small repairs.

REPATRIATION: Good facilities exist.

AIRPORT: Valencia, 70 km. away.

TIME: Always GMT plus 1 hour.

HOLIDAYS: 1st January; 6th January; 19th March, St. Joseph; Good Thursday after 2 p.m.; Good Friday; 1st May, Labour Day; Ascension Day; Corpus Christi; 14th June, local holiday; 29th June, St. Peter and St. Paul; 18th July, National holiday; 25th July, St. James; 15th August; 12th October; 1st November; 8th December; 25th December; and two or three local holidays more, variable.

POLICE/AMBULANCE/FIRE: Police: tel. 220516; Ambulance 213944; Fire 221222.

AGENT: Gerónimo Mallach Pachés, General Aranda, 22, Castellon De La Plana. Telegrams "Gemapa". Tel. 220061, 220064, 222806, 221830 (Shipbroker and Stevedore.) Telex: 65541–Gemap–E.

CASTRO-URDIALES: 43.24 N. 03.14 W.

DOCUMENTS:

Manifest of Cargo.

Manifest of Cargo to other ports, if any.

If in ballast state so in the Manifest.

Passenger List, if no passengers, nevertheless state "Passengers Nil".

Store List in duplicate, including list of customs-barred articles in possession of each crew member (cameras, binoculars, radios, cigarettes, cigars, tobacco, spirits, etc.).

Crew List.

Bill of Health.

PILOTAGE: Compulsory. Approaching Port hoist letter "G" flag to apply for Pilot, who boards vessel near entrance formed by two breakwaters. White motor-launch flies blue flag with letter "P" in white.
ANCHORAGES: In the roads, outside the Harbour, good anchorage in about 50 ft., at 1·5 cables N.E. from entrance.
MAX. SIZE: Draft 26 ft. depth at entrance 30 ft., width 165 fathoms.
HEALTH: In case of any suspected disease or fever on board, the Master must radio Agent to inform Health Officer. Otherwise usual procedure to apply and free pratique obtained. Deratisation Certificate to be produced.
RADIO: Cabo Mayor Radio, near Santander, 30 miles W. Call sign "EAS". Frequency 500 ks.
TUGS: None.
BERTHING: Irrespective of tide. The S.E. pier has a total length of 980 ft., of which 500 ft. forms the commercial wharf, mainly for coasters sundry cargoes. No cranes. Fresh water supply. Depth 17 ft. at low water.

Iron ore loading tips: Along open coast adjoining Castro-Urdiales are several cantilever piers connected with the Iron Ore Mines, partly sheltered in creeks or small coves. All vessels bound to land iron ore there should clear and apply at Port of Castro Urdiales. Steamers cannot remain at these berths during rough weather but may find good anchorage in roads, or immediate shelter at the port of Castro-Urdiales, or better at Bilbao Harbour 9 miles East.

The Iron Ore Loading Berths (no length limit) are as follows:

Name	*Situation*	*Approx. ebbtide draft*	*Loading rate per working hour*
Dicido	1 mile E.	21 ft.	800 tons
Saltacaballo	1½ miles E.	22 ft.	800 tons
Onton	2 miles E.	21 ft.	1,000 tons

STEVEDORES: Ordered by Agent or Shipper. No ETA to stevedores necessary.
MEDICAL: Hospital available.
FRESH WATER: Three installations at the S.E. pier. Rate 5 ton/hour.
FUEL: Not available.
DEVELOPMENTS: Limited to strengthening the breakwater.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: Safety Wireless, Safety Equipment, and Deratisation generally inspected.
CUSTOMS ALLOWANCE: Normally 200 cigarettes per man. For longer stay, new allotment out of bond obtainable. Wine/and/or Spirit: one bottle per man.
CARGO GEAR: Vessel's derricks employed at Iron Ore Loading Berth on coast, with cantilever piers; no other special cargo gear required.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Limited.
REPATRIATION: Repatriation is possible.
AIRPORT: Nearest Sondica (Bilbao) 40 km. by road.
TIME: Always GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 26th June (local holiday); 29th June (Sts. Peter and Paul); 18th July (national holiday); 15th August; 12th October; 1st November; 25th December.
POLICE/AMBULANCE/FIRE: Police tel. 6; Ambulance (Hospital) 26; Fire 54.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Crew allowed ashore.
DELAYS: The only delay that can normally be expected are those due to bad weather.

AGENT: J. Ibanez, Castro-Urdiales, Muelle 11. Tel. office 3, home 76. Telegraphic address "Ibanez".

CORUNNA: 43.23 N. 08.22 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering Transit Cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. International code signals used to call Pilot.
RESTRICTIONS: Approaches to port are deep water, depth about 15 metres. No restrictions on night manoeuvres.
MAX. SIZE: Length and beam not restricted. Tankers up to 13 m. draft. Cargo vessels 32 ft. draft for berthing.
HEALTH: If vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: Available up to 800 h.p.
BERTHING:
East Quay, length 1,148 ft. depth alongside 19 ft.
Palloza Quay, ,, 984 ft. ,, ,, 21–27 ft.
Santa Lucia Quay, ,, 754 ft. ,, ,, 18–21 ft.
Calvo Soutlo Quay, two berths, depth alongside 30 ft.
San Diego Quay, depth alongside 33 ft.
TANKERS: Oil Refinery No. I pier depth alongside 13 metres. No. II pier depth alongside 13 metres. Facilities for reception of dirty ballast ashore.
FRESH WATER: Can be supplied by pipeline at most berths or by barge.
FUEL: Can be supplied by pipeline at most berths. No barges.
CUSTOMS ALLOWANCES: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.
REPAIRS: Minor repairs can be effected in shore work shops.
DEVELOPMENTS: New pier under construction.
AIRPORT: Nearest international airport at Santiago de Compostella 60 km. away.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1st full day); Epiphany (January 6th full day); January 7th (full day); St. Joseph (March 19th full day); Easter Thursday (half day); Easter Friday (full day); St. Joseph Artizan (May 1st full day); St. Peter (June 29th full day); Labour Day (July 18th full day); July 16th (full day); Patron Saint of Spain (July 25th full day); Ascencion Day (August 15th full day); Corpus Christi (full day); Holiday of Hispanisicm (October 12th full day); All Saints' (November 1st full day); Immaculate Conception (December 8th full day); Christmas Day (December 25th full day).
AUTHORITY: Junta de Obras Y Servicios del Puerto.

FERROL: 43.28 N. 08.16 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. International code signals used to call Pilots. Pilots board off Cape Priorino.
MAX. SIZE: Cargo vessels up to 32 ft. draft. Tankers up to 35 ft. draft.
HEALTH: If vessel proceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessels arrival. If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: Available up to 1,250 h.p. Also salvage tug normally stationed at Ferrol.
BERTHING: Depth alongside quays 25–32 ft.
TANKERS: Campsa Oil Terminal, three berths, can accommodate tankers up to 656 ft. length and 35 ft. draft. Facilities available for discharging slops ashore.
FRESH WATER: Can be supplied from the quays.
FUEL: All grades available at the oil berths.
REPAIRS: All ships repairs can be effected.
DRY DOCKS: 5 dry docks for building and repairing Naval and merchant ships. Largest dry dock length 1,020 ft., width 155 ft. for vessels up to 80,000 dwt.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.
AIRPORT: Alevedro Airport (La Coruna), two services a day to Madrid. Labacolla Airport (Compostela), regular services to Oviedo, Santander, Bilbao, San Sebastian, Barcelona, and Madrid.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); January 7 (full day); Saint Joseph (March 19 full day); Easter (two days); St. Joseph Artisan (May 1 full day); St. Peter & St Paul (June 29 full day); Labour Day (July 13 full day); July 16th (full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Junta del Puerto, Comandancia de Marina.

GIJON–MUSEL: 43.33 N. 05.39 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
RESTRICTIONS: Approaches to Musel are open deep water with low-water depths greater than 19 m. The Puerto Local is approached through a channel 150 m. long, 15 m. wide, with a depth of 4 m. low water.
MAX. SIZE: Musel; length 200 m., draft 11 m. Puerto Local; length 60 m., draft 4.6 m.
HEALTH: If the vessel preceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: 3 tugs available up to 1,000 h.p.
TANKERS: 1 tanker berth owned by Campsa accommodating tankers of 600 ft. length and maximum draft 29 ft. 6 in.
BERTHING: *Musel.*

North Breakwater	No. 1	length	627 m.	depth	alongside	14 m.
	No. 2	,,	107 m.	,,	,,	12–14 m.
	No. 3	,,	328 m.	,,	,,	7.50–9.50 m.
Ribera	No. 1	,,	288 m.	,,	,,	6.50–7.50 m.
	No. 2	,,	109 m.	,,	,,	7.50–9.0 m.
	No. 3	,,	156 m.	,,	,,	7.50–9.0 m.
Espigon I	North berth	length	220 m.	depth	alongside	8–10.50 m.
	South ,,	,,	314 m.	,,	,,	9.50–10.50m.
	Coal Quay	,,	220 m.	,,	,,	8.50 m.
Espigon II	North berth	,,	503 m.	,,	,,	8–12.50 m.
	South ,,	,,	160 m.	,,	,,	8–12.50 m.

Puerto Local Depth alongside berths less than 4 metres.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.
DRY DOCKS: 3 companies own a total of 6 dry docks at Gijon, the largest of which is 170 m. length, 27.40 m. wide, for vessels up to 26,000 tons.
FRESH WATER: Supplied from the quays at the rate of 20 tons per hour.
FUEL: Can be supplied from the quays at variable rates up to 200 tons per hour.
TIME: Always GMT plus 1 hour.
HOLIDAYS: New Year's Day (full day); Epiphany (January 6th, full day); St. Joseph (March 19th, full day); Easter Thursday (half day); Easter Friday (full day); St. Joseph (May 1st, full day); Ascension Day (full day); Corpus Christi (full day); St. Peter and Paul (June 29th, full day); National Holiday (July 18th, full day); Patron Saint of Spain (July 25th, full day); Assumption Day (August 15th, full day); Provincial Holiday (September 8th, full day); Holiday of Spanicism (October 12th full day); All Saints (November 2nd full day); Immaculate Conception (December 8th, full day).
AUTHORITY: Junta del Puerto Gijon.

HUELVA: 37.16 N. 06.55 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined to Huelva.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.

If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. Services from middle to high tide, depending on draft of vessel on arrival or departure. Pilot's motorboat painted white. Letter "P" in black at both bows. Agent must be in close contact with Pilot Office. Pilots are informed by Agent of ETA at bar. In rough weather Pilots will not be available for entries. or sailings. Depths of water depend on location, ranging from 15 ft. to 30 ft. in high tide. Pilot station equipped with VHF Channel 16.
MAX. SIZE: Only restriction, max. draft 25 ft.
For tankers see below.
PRATIQUE: As long as Captains of vessels notify Medical Office by cable that there are no sick on board and that the ship proceeds from an area free from contagious diseases as specified by the International Sanitary Regulations, free pratique will be granted to the vessel, although this does not eliminate all the sanitary measures specified in the Exterior Sanitary Regulations in force.

Notice should be given en-route towards the Port of Huelva and sufficiently in advance to permit the free pratique to be granted.

When there is any sickness on board, no operation will be carried out until the vessel or its personnel have been inspected by the Medical Authorities.

The granting of free pratique does not signify that the Yellow Flag may be lowered. This will be done once the Medical Authorities have carried out their inspection or are in possession of the Maritime Health Declaration Form signed by the Captain.
RADIO: Nearest Radio Station, Cadiz. Station most used for shipping business Radio Aranjuez, due to larger range, unless vessel within 400/500 miles distance to Cadiz.
TUGS: Only used inside harbour. Ship's lines employed, four tugs available. Number required to assist vessels at the discretion of the Pilot in charge.
BERTHING: Berths available, depths alongside 15–30 ft.
STEVEDORES: 48 hours advice to Agent necessary to engage labour.
MEDICAL: Advance notice to Agent in case of urgent need of medical assistance always necessary, so as to have time for arrangements to be made.
TANKERS: Rio Gulf de Petroleos operate a SBM tanker mooring 7 miles offshore, about 20 miles distant from Huelva. Suitable for vessels 900 ft. long with draft up to 48 ft. Mooring is positioned in depth of 20 metres. Discharge rate about 1,300 tons per hour. Ships accommodation ladder to be rigged when at berth.

Within Huelva port, Rio Gulf have two tanker berths, Campsa have one.
DENSITY: Water at this port is salt water. Fresh water, in quantity of 1 in. to 7½ in., only present in heavy rainy weather.
FRESH WATER: Public pier (Muelle de Levante) can supply direct from wharf. Tharsis, Rio Tinto, Campsa and Rio Gulf Jetties have no installation for this purpose. Fresh water is supplied from barge and barge to be towed alongside ships.
FUEL: Fuel oil and diesel available in main port. Not available at offshore tanker terminal.
DEVELOPMENTS: Projects are in being to increase depth of water down to 35 ft. for tankers using the Rio Gulf berths, but this implies dredging of bar and channel, a distance of 8–9 miles; it is not known when the project will be completed.
GANGWAY/DECK WATCHMEN: The employment is at the discretion of Masters, who are free to either employ or do without any watchmen.
OPENING/CLOSING HATCHES: Normally effected by crew, liner vessels excepted.
CERTIFICATES: Safety Wireless, Safety Equipment and Deratisation Certificates should be at hand for production if requested.
CUSTOMS ALLOWANCES: 200–300 cigarettes per man out of bond. If necessary permit may be obtained from Customs Authorities to open bond and provide crew with fresh supplies, if stay in port justifies procedure. Wine and/or Spirit Allowances: One/two bottles per man.
IDENTIFICATION CARDS: Should be handy for production to Port Police, if no passports.
CONSULS:

Belgium	Norway
Denmark	Panama
Germany	Portugal
Holland	Sweden
Italy	

REPAIRS: Any kind in engine room, and hull above water.
DRY DOCKS: Only one small dry dock available for vessels up to 3.500 GRT.
REPATRIATION: No difficulty in this respect.
AIPPORT: Distance to the nearest airport (San Pablo-Seville) 90 kilometres. Good domestic services and connections with all foreign airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 20th January; 19th March; Thursday preceding Good Friday as from 2 p.m. Good Friday; 1st May; Corpus Christi; 29th June; 18th July; 3rd August; 15th August; 1st October; 12th October 1st November; 8th December; 25th December.

Permit to work on any of the mentioned holidays (1st January Good Friday and 25th December excepted) can be obtained, but sufficient reasons must be given to justify permission.
POLICE/AMBULANCE/FIRE: Police tel. 214012; Ambulance 214867; Fire Station 211634.
TELEPHONES: No arrangements exist, for the time being, to place telephones on board vessels.

IBIZA: 38.54 N. 01.28 E.

DOCUMENTS: *Passenger Liners:*
5 Crew Lists (Customs, Comandancia de Marina, Health, Police and Consignee).
6 Passenger Lists (Customs, Police, Guardia Civil, Obras del Puerto, Health and Consignee).
2 Lists of crew and passengers personal effects (Customs).
2 Store Lists (Customs).
Health Certificate (Health Department).
2 Cargo Manifest, if any. (Customs).
2 Negative Cargo manifest, if no cargo.
Cargo Ships:
5 Crew Lists.
2 Lists of crew personal effects.
2 Store Lists.
Health Certificate.
2 Cargo Manifests.
PILOTAGE: Pilotage compulsory. No ships allowed to go further than imaginary line between Botafoch lighthouse and Isla Negra de Este, without a Pilot. Advisable to give 24 hours notice of ETA. Shortly VHF will be installed in Pilot Station and boats. Pilot's boat is of the canoe type with white sides and letter "P" in black on both sides. Vessels requiring a Pilot must give three long whistles. By night flash morse "G".

Pilot will board between Botafoch lighthouse and Isla Negra del Este. In bad weather vessel should follow Pilot's canoe till he is able to board.

ANCHORAGES: Anchorage area situated inside of imaginary line: Botafoch–Negra del Este with depths of 40 to 50 ft. Pilot required to anchor.
MAX. SIZE: Maximum length for berthing, 135 metres. Maximum draft 21 ft.
HEALTH: Report in advance to Pilot if there is any problem. If situation is normal, then, after ship berths the health inspector boards and quickly grants pratique. In event of any suspected disease or fever on board, the Pilot (without boarding), will show the anchorage area, then health inspectors and authorities will board, and give necessary instructions.

Vessels entering after calling at another Spanish port have no problems obtaining pratique.
TUGS: Not available.
STEVEDORES: Available, ETA required 24 hours in advance.
MEDICAL: Civil hospital, military hospital, and three private clinics available.
TANKERS: Load/discharge lines 10 in. and 8 in. No facilities for discharging residues. One berth. Maximum draft of the ship is 21 ft.
FRESH WATER: Available at the quays. 9 metric tons per hour.
FUEL: Available. Notice required, 24 hours.
FIRE PRECAUTIONS: Tankers should have a rope over bows, at water level while the ship is berthed.
DEVELOPMENTS: Increasing depths in the port to 7 metres. It has also been approved to enlarge berthing quays to 220 metres and 7 metres depth, and build a fishing dock.
GANGWAY/DECK WATCHMEN: Performed by crew.
OPENING/CLOSING HATCHES: There are no fixed rules on this matter: it varies according to the circumstances.
CUSTOMS ALLOWANCE: Quantity permitted for each crew member to be held out of bond: 1,000 cigarettes and 100 cigars. 2 litres of alcohol (whisky, cognac, etc.)
IDENTIFICATION CARDS: Required.
REPAIRS: There are good work shops and engineers but with limited possibilities. There is a shipbuilder's yard where they build and repair yachts and canoes.
REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriations.
AIRPORT: 8 kilometres away, served by scheduled flights daily.
TIME: GMT plus 1.
HOLIDAYS: Cargo work can be arranged on the official holidays with an extra charge of 40% to the workmen.
New Year; Epiphany (6th January); Saint Joseph (19th March); Maundy Thursday: half-day (the evening); Good Friday; Ascension of our Lord (40 days after Resurrection); Saint Joseph the Artisan (1st May); The Holy Heart (last Friday of June); Exaltation to work (18th July); Santiago, Lord of Spain (25th July); Our Lady of the Snows, Lord of Ibiza (5th August); Ascent of Blessed Virgin Mary to Heaven (15th August); Feast of the Hispanicism (12th October); All Saints' Day (1st November); Festival of the Immaculate Conception (8th December); Christmas Day (25th December).
Although not yet official there will be introduced as a holiday Easter Monday and 26th December.
POLICE/AMBULANCE/FIRE: Police 301131; Ambulance 301214; Fire telephone call to the Comandancia de Marina, tel. 301190.
SERVICES: Compass adjusting.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Comandante de Marina de Ibiza, Comandancia de Marina, tel. 311190.

MAHON: Minorca, 39.52 N. 04.18 E.

DOCUMENTS: *Health Department:*
Health Document.
Crew List.
Passenger List.
Disinfect and De-Ratisation Certificates.
Port Authorities:
Crew, Passenger List.
Ship characteristics and other details.
Cargo.
Indication of previous Port and destination.
Muster Roll, to be produced.
Customs:
Cargo Manifest.
Bill of Lading.
Crew List and Passenger List.
Also the Captain will produce, if required, Log book and passports of crew.
PILOTAGE: Compulsory to take Pilot in entry, departure and any movements within port. On approaching port, during day, ships will hoist flag corresponding to International Code "I need a Pilot". By night, by means of lights, according to International Code.

During day Pilot's boat is recognised by a square blue flag with letter "P" (painted white) in centre of flag. Pilotage area comprises all the estuary, from inside port to outside Capes of La Mola and San Carlos.
ANCHORAGES: Inside are good anchorages, for instance Cala Llorga and Plana de Cala Figuera.
MAX. SIZE: Unlimited length and width, but draft is limited to commercial port, 25 ft.; and to anchorage, 43 ft.
HEALTH: Hoist correct flags of International Signals Code to indicate health situation of ship. Before pilot boards, he should ask for health situation. If ship suspected, he will lead it to Lazareto anchorage and once anchored Pilot will report by means of Port Authority to Health Department. Port is provided with service of disinfection and means to kill rats.

Ships coming from Middle East and East Africa should carry certificate of anticholeric vaccination, antivariolic, antimarilic and antityphus. Also from North Africa and South America. All others only antivariolic and antityphus.
TUGS: A military tug, from Naval Station, can give private services if required with 24 hours notice, payment in advance.
BERTHING: Allocated in South of port, in front of Naval Station. The commercial berth is 216 metres long, 25 ft. depth. Berth of Cala Figuera only for oil, limit of draft 25 ft.
STEVEDORES: Stevedores available. Loading/discharge rates 200 metric tons per day. They should be notified before 8 a.m., those ships that berth first having preference or priority.
MEDICAL: In case of accident or illness of any member of crew medical assistance and hospitalization will be in civil hospital.
FRESH WATER: One supply in Cala Figuera, two in Maritime Club and three in Commercial berth. The minimum supply is 2 metric tons.
FUEL: Available from Campsa at Cala Figuera.
DEVELOPMENT: Scheme to increase Commercial Quay by another 60 metres, towards the West.
OPENING/CLOSING HATCHES: Carried out by crew.
IDENTIFICATION CARDS: Not required.
CONSULS: No consuls, but consular agents: France, tel. 351907; Holland tel. 351167; Italy tel. 351264.
REPAIRS: Small repairs available.
DRY DOCKS: Military floating dock of 2,000 metric tons.
AIRPORT: Mahon, 5 kilometres distance, with daily flights to Peninsula.
TIME: GMT plus 1 hour.
HOLIDAYS: Work can be arranged on holidays, provided workmen are paid extra.
POLICE/AMBULANCE/FIRE: Police 351095; Hospital 351023; Airport firemen 351193.
TELEPHONES: No facilities available.
AUTHORITY: Capitan de Navio, Comandante Militar de Marina de Menorca; tel. 352394 Estacion Naval de Mahon, tel. 351600.

MALAGA: 43.00 N. 36.04 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger List or Negative.
1 Cargo Manifest of goods destined to Malaga, as well as of other cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.

Details list in duplicate of all personal effects of the crew and passengers (tobacco, spirits, cameras, radios etc.). For vessels bigger than 499 GRT., Safety Equipment Certificate.

Note: Tobacco; In case vessel carries more than 3 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by Spanish Consul. In absence of Consul, said document will have to be visaed by an Authority or Consul of a friendly nation at the former port clearance. Otherwise, vessel may be severely fined.
PILOTAGE: Pilotage is compulsory and service is permanent. Pilots board vessel by cutter in roads, near entrance formed by two breakwaters. Pilot cutters are painted white and have letter "P" in black on each bow. Cutters have a blue flag hoisted on mast, with the letter "P" in white, at both sides of flag. At nights, cutters have white light, and under this light, red one. Entrance between breakwaters is 320 metres wide and easily accessible. When weather in the roads is rather bad, which seldom happens, vessels approach as close as possible to entrance in order that Pilot can board easily.
ANCHORAGE: Vessels can anchor outside of breakwaters, in roads in depths of 60–70 ft. Anchoring is prohibited in vicinity of tanker moorings, the pilot will advise best position. Weather is bad occasionally when East wind blows, during winter.
MAX. SIZE: No restrictions in respect of length or breadth. Maximum advisable draft to enter port is 31–32 ft. Vessels like "New Amsterdam" and "Cristoforo Colombo" enter regularly.

The tanker sealine berth can accept vessels up to 300,000 dwt.
HEALTH: If vessels proceed directly to berth, pratique can be obtained immediately after berthing. In case of any suspected disease or fever on board, Master must radio to Agents, in order that they can advise Health Office.
RADIO: Nearest important radio station is Cadiz, or Gibraltar and Aranjuez. Master's messages should be received at least 24 hours before arrival.
TUGS: Ship's lines are used, tug-boats are employed according to Pilot's advice ,and upon request. There is one 600 h.p., another 1,000 h.p., and two of 1,500 h.p.
BERTHING: Pilots will advise Masters whether vessel has a free berth or not. Also if she has to anchor in roads. Further particulars can also be obtained from Pilot. Berth depths at L.W. from 26 tp 32 ft.
SPECIALISED CARGO-HANDLING FACILITIES: Quay No. 2 includes 15,000 tons silo for grain, and two new electric cranes are being set up at present for pneumatic loading and unloading, holding approximately 100 tons per hour.

Quay Number 6 can handle all cargo in bulk. Also three ton forklifts and a Hyster 620 capable for handling containers up to 26 tons. There are regular car ferries for passenger and cargo, roll-on/roll-off

plying daily with Tangiers and weekly with Genoa, Marseilles and Casablanca, all of them direct. For butane gas a special pier built outside the port Westward, along the beach in front of the depot. For LPG and chemicals the inner side of the Western breakwater can be used, though loading and unloading has to be done into tank trucks. 20 ft. containers can be handled with a Hyster forklift with appropriate spreader, eventually 30 ft. containers too.

By the end of 1973 it is expected that a 35-ton gantry crane will be available at Quay Number 1.

STEVEDORES: It is important that Master sends advance message regarding the vessel's ETA. Agents can inform Shippers or Receivers' stevedores accordingly, to arrange operations properly. Official working hours of port are: Monday/Saturday 08.00/12.00, 14.00–18.00 hours.

MEDICAL: Any kind of medical service can be arranged. In case a crew member needs medical attendance urgently, it is advisable that the Master radio in advance.

TANKERS: Petrol pier in the port can take ships of 30,000 tons, and 31 ft. draft. Ships up to 300,000 dwt tons, can unload at private sealine berth, a five point buoy mooring in depth of 70 metres.

DENSITY: 1025.

FRESH WATER: Always available. Deliveries are performed directly from the quay or occasionally by tugs. Minimum tonnage, 17 tons, occasionally supplies by tank-barge.

FUEL: Ordinary fuel oil and gas oil are available at local refinery of "Campsa". It is advisable that Shipowners contract bunkers through their own contractors, with anticipation of 48 hours, so that order can be received in time. Delivery can be performed at bunkering pier or by car tankers.

FIRE PRECAUTIONS: Tankers perform their operations at the private berths of "Campsa" which have necessary fire precautions.

DEVELOPMENTS: An extensive plan to increase facilities of port, and for building new piers. Other important work being effected at breakwater, to erect new piers for large passenger ships.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: This work effected normally by crew, except in liner vessels, which is contracted by stevedores.

CERTIFICATES: Vessels should have the usual documents on board, but only Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.

CUSTOMS ALLOWANCES: Normally, customs permit to have 200 cigarettes per man out of bond. One bottle of spirit for each crew member.

CARGO GEAR: Usually shore cranes are 2–3–6–15 tons lifting power employed in loading or discharging operations, if vessels require any lightening then vessel derricks are employed, as only one floating crane is available at the port of 25 tons and 15 m. height.

IDENTIFICATION CARDS: Not required.

CONSULS: Practically all countries have consulates at Malaga.

REPAIRS: Facilities of a limited nature.

DRY DOCKS: There is a floating dock for vessels up to 2,000 tons.

REPATRIATION: Good facilities.

AIRPORT: The airport is about 8 km from town. Daily services with Madrid, Barcelona, Seville, Valencia, Tangier and Melilla. Also direct flights to London, Paris, Amsterdam, Brussels, Frankfurt, Stockholm, Helsinki, Geneva, Zurich, Nice.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; 6th January; St. Joseph (19th March); Good Thursday afternoon; Good Friday; Labour Day (1st May); Ascension Day; Corpus Christi; St. Peter and St. Paul (29th June); national holiday (18th July); 25th July; 15th August; 12th October; 1st November; 8th and 25th December.

POLICE/AMBULANCE/FIRE: Police, tel. 211302; Ambulance, tel. 275250; Fire, tel. 234567.

AGENT: Covandulken, SA, Alameda de Colon 9, Malaga. Telegrams "Covandulken" Malaga. Telex: 77040 Dulkn, 77063 sunco. Tel. 21–77–57 (3 lines); 21–96–04. Shipbrokers, Customs and Chartering Agents.

MOTRIL: 36.43 N. 03.30 W.

DOCUMENTS:

Health Certificate.
5 Passenger Manifests (1 Health, 2 Customs, 1 Police, 1 Agent).
4 Crew Manifests (1 Health, 2 Customs, 1 Agent).
2 Store Lists (for Customs).

PILOTAGE: Arranged by Agent basis ETA given 24 hours in advance. Pilot boat distinguished by painted "P". Night pilotage possible approx. 40% extra. Vessels await Pilot just outside port.

ANCHORAGE: Area near the port.

RESTRICTIONS: No entrance at night.

MAX. SIZE: Maximum draft 23 ft. Length maximum 230 metres.

HEALTH: Free pratique given on board.

RADIO: Telegraph office, no radio.

TUGS: Available.

CARGO-HANDLING FACILITIES: Berths equipped with shore cranes, 6-ton capacity, for handling bulk cargoes (grain, ore, fertilisers, etc.).

STEVEDORES: No ETA advice necessary. Agents arrange gangs. Work normal hours except holidays.

MEDICAL: No advance notice required. All facilities available.

TANKERS: Vessel about 8,000 tons. No special requirements.

DENSITY: Normal Mediterranean.

FRESH WATER: Available.

FUEL: No fuel available.

GANGWAY/DECK WATCHMEN: Agent arranges.

OPENING/CLOSING HATCHES: Crew open and close hatches.

CUSTOMS ALLOWANCE: Tobacco: About 100 cigarettes per man. Wine and or spirit. None.

IDENTIFICATION CARDS: Not necessary.

CONSULS: None in Motril. The nearest Granada or Malaga.

REPAIRS: No repairs possible.

REPATRIATION: Facilities available.

AIRPORT: The nearest airports Malaga 105 km. Granada 75 km.

TIME: Local time GMT plus 1 hour.

HOLIDAYS: see "Malaga."

POLICE/AMBULANCE/FIRE: Police 601221; Ambulance 600200; Fire 600200.

TELEPHONES: No facilities for placing telephones on board.

SHORE LEAVE: Crew members are allowed ashore.

AUTHORITY: Teniente de Navio, Ayudantia Militar de Marina, Puerto de Motril. Tel. 601059.

AGENT: Munoz Chapuli, Iribane y Garvayo Asociados S.A., Port Avenue, POB 55, Motril (Granada). Tel. 600627. Cables: Muirigar Motril.

PALAMOS: 41.50 N. 03.08 E.

DOCUMENTS:

3 Crew Lists.
1 Passenger List or negative.
Manifest of goods destination Palamos and in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Detailed list in duplicate of all personnel effects of crew and passengers (Tobacco, spirits, camera, radios, etc.).

Tobacco – any excess over 3 kilos per person must be stated on a separate manifest duly visaed by Spanish Consul.

If on inspection differences are found in more or less, articles removed and heavy fine imposed.

PILOTAGE: Pilotage is compulsory and service is permanent. Often no berths available between 2400 and 0600 owing to port occupied by fishing boats. Pilot is informed by Agent of vessels ETA given 24 hours in advance. When vessels approach the breakwater, pilot will board. Pilot boat is white with a black "P" painted on the side.

BERTHING: Depth of water in centre of harbour 42–52 ft. Commercial Wharf length: North 689 ft., depth 18–26 ft. South 246 ft., depth 15–24 ft. Pier Wharf or breakwater: not available for commercial traffic. Length 2,100 ft.

RESTRICTIONS: None but for draft. Vessels carrying dangerous cargo should get authorization for berthing prior to arrival of the ship.

MAX. SIZE: No restrictions in respect of length. The maximum advisable draft for berthing is 24 ft. stern, 20 ft. bow.

HEALTH: Pratique is obtained immediately after berthing. In case of suspected disease or fever on board the master must radio to Agent in order inform Health Office in time.

RADIO: Radio Costera of Barcelona.

TUGS: None but Barcelona's tugs could be hired should the vessel's size make it necessary.

STEVEDORES: Information about ETA time is advisable to get gangs ready.

MEDICAL: Any kind of medical services can be arranged if information received in time.

FRESH WATER: Plentiful supply of water by means of hoses from the pier to vessel.

FUEL: Can be supplied if required.

DEVELOPMENTS: Steps are being taken to get the breakwater in condition to berth tankers and liners.

GANGWAY/DECK WATCHMEN: It is not compulsory but advisable at night.

OPENING/CLOSING HATCHES: Normally opened/closed by the crew, otherwise according to Charter Party.

CERTIFICATES: Usual documents on board. Safety Wireless, Safety Equipment, Deratisation and Registered Tonnage Certificates are the only ones required by the Authorities.

CUSTOMS ALLOWANCES: Crew: 3 Kilos tobacco per person. Passengers: 2 kilos per person. Any excess on this amount must be declared on a separate Manifest as in transit. Wine and/or Spirit: Only one bottle per man. Any excess, must be declared on a separate Manifest as cargo in transit and stowed apart from the tobacco and spirits carried under the Provisions List. This Manifest must be visaed by the Spanish Consul at the last port of call. Any infringement of this regulation will subject the vessel to the immediate imposition of heavy fines and confiscation of the excess tobacco.

IDENTIFICATION CARDS: Not required.

CONSULS:

France	Tel. 314472	Portugal	Tel. 320148
Denmark	,, 314400	Sweden	,, 320850
Italy	,, 320200		

REPAIRS: Only small ones.

REPATRIATION: There exist good facilities.

AIRPORT: Gerona Airport situated at 40 km. distance and half an hour time by car from Palamos. Regular flight services with Madrid, Barcelona, Palma Mallorca, London, and all over the world with transhipment at Madrid and/or Barcelona.

TIME: Always GMT plus 1 hour.

HOLIDAYS: New Year's Day (1st January); The Three Wise Men (6th January); St. Joseph (19th March); Good Thursday – afternoon only; Good Friday; Easter Monday; Whit Monday; Labour Day (1st

May); Ascension Day; Corpus Christi; Main Holiday (24th June); St. Peter and St. Paul (29th June); National holiday (18th July); St. James (25th July); Our Lady's Assumption (15th August); Columbus Day (12th October); All Saints Day (1st November); Immaculate Conception (8th December); Christmas Day (25th December); Second Christmas Day (26th December).
POLICE/AMBULANCE/FIRE: Police 31 41 87; Ambulance 31 43 50; Fire 31 43 50.
AUTHORITY: Captain of the Port.

PALMA, Majorca: 39.34 N. 02.38 E.

PILOTAGE: Compulsory. Order through Agent.
ANCHORAGE: In outer harbour in depths up to 13 metres.
RESTRICTIONS: Depth in harbour entrance up to 15 metres.
TUGS: Available if required.
BERTHING: Quays at Puerto Pi with 12 metres depth alongside. Quays at Puerto de Palma with up to 10 metres depth alongside.
FUEL: Supplied at the quays, rate 150 tons per hour.
FRESH WATER: Available at the quays.
AIRPORT: Palma Airport well connected with the Peninsula (mainland) and with foreign airports.

PASAJES: 43.21 N. 01.54 W.

PORT LIMITS: In this port a vessel is considered to be an "arrived ship" (subject to C/P Terms) when the Pilot leaves the vessel once she is inside the harbour. Can be on the roads awaiting for berth or alongside the quay. The laytime will commence when the Master has delivered by writing the notice of readiness.
DOCUMENTS:
4 Crew Lists.
2 Passenger Lists or negative.
2 Cargo Manifests with an individual copy of each Bill of Lading for parcels to be discharged at port of Pasajes.
Copy of Manifest covering other cargo on board in transit for other ports.
Stores List in duplicate, including tobacco, cigarettes, spirits, radios, etc., belonging to the vessel.
Detailed Crew's Stores List, in duplicate, of all personal effects pertaining to crew and passengers (tobacco, cigarettes, spirits, cameras, radios, arms, etc.).
For vessels exceeding 499 tons GRT Safety Manifest Certificate; Safety Equipment Certificate, Deratisation Certificate should be on board ready for production.
PILOTAGE: Pilot service is compulsory and permanent. Pilots board vessel in an area about one-and-a-half miles out from leading lights of entrance of port. The telegraphic address is: Corporacion Practicos, Pasajes. Notice should be given 24 hours before arrival; generally Agents keep Pilots informed of vessel's time of arrival when they are advised by Masters. VHF service will be available after 1970.
Pilots' cutter is painted in naval-grey with letter "P" painted in white on both sides of bridge; flag with letter "P" in white, is hoisted on cutters' mast.
International pilot signals are used by Pilots, by means of Aldis lamps, when approaching vessel at night. International light and sound signals to be made by vessel when requiring the Pilot.
In event of bad weather Pilots cannot board vessel at usual one/one-and-a-half miles location. Then vessel has to wait for instructions (VHF or radio) for coming in port.
With respect to boarding and safety measures the international safety regulations are to be carried out.
ANCHORAGES: A limited number of vessels may anchor in roads inside the port, in good shelter. Depth in area of anchorage is 25–30 ft.
RESTRICTIONS: The entrance channel has a length of 1,200 metres, breadth 120 metres and a depth of 10 metres LWS. Vessels over 130 metres length must enter at high water and in daylight.
MAX. SIZE: 150 metres length and 25 ft. draft. When dredging works are completed in the entrance channel, the port will be able to accept vessels of up to 180 metres length and 30 ft. draft.
HEALTH: If vessels proceed directly to berth pratique can be obtained immediately upon berthing. Vessels anchored in bay, pratique can be obtained after anchoring. In case of any suspected disease or fever on board, the Master must advise the Agents, by radio, in order they inform the Sanitary Authorities in advance.
RADIO: Nearest Radio Station is Cabo Mayor Radio. Messages by radio-telephone can be transmitted via Radio Arcachon (France). Notice of ETA should be sent to Agent 24 hours before arrival.
TUGS: No tug-boats required for vessels of normal steering when entering port. Tug-boats are required for berthing or shifting to and/or from quays Muelle De Ancho, Muelle De Molinao, Muelle De Capuchinos for vessels from 80 metres length on. Ship's lines are used and tug-boats are employed according to Pilot's advice.
BERTHING: Berths are appointed by Port Authorities after notice of arrival and information regarding cargo given by Agent. Pilots inform Masters of location of berth appointed, if any. No tidal difficulties for berthing or shifting inside the port.
CARGO HANDLING: Berth equipped for containers with two cranes of 12 tons. A new quay under construction for roll-on/roll-off traffic. There are two berths for discharging through pipe-line; tallow, codfish-oil, etc.
Whenever a vessel arrives with inflammable products, such as gas, propane, etc., the quay where vessel is discharging is fenced off.
STEVEDORES: ETA advice should be received by Agent 24 hours before arrival in order arrange loading/unloading operations with stevedores. The official working time in the port is: Monday/Saturday 08.00 to 12.00 and 13.30 to 17.30 hours.
MEDICAL: Any kind of medical assistance is available. In case urgent surgical or medical assistance required on vessel's arrival, Agent should be timely informed for making the necessary arrangements.
No particular inoculations required or vaccination/fever certificates to be produced unless epidemic at port wherefrom vessel is proceeding or has called during voyage.
TANKERS: Slop discharge to shore possible under agreement. Oil/tallow/asphalt-carriers berth alongside quays with 30 ft. of water. Diameter of discharge shore-lines are 6 in. and 8 in.
FRESH WATER: Available on all quays. Delivered by hoses.
FRESHWATER: Available at the quays.
directly from the quay at rate of 10 tons per hour.
FUEL: Ordinary fuel oil and gas oil are available. Supply is by means of pipes on bunkering pier Muelle De Petroleos. Owners should stem the bunkers with "Campsa" 48 hours before delivery.
FIRE PRECAUTIONS: No specific precautions required unless the vessel carries inflammable cargo. Special harbour fire-fighting corps.
DEVELOPMENTS: Extensive developments respecting the construction of new quays and amelioration of the entrance channel are actually under way. The works in the entrance channel will permit a draft and length increase.
GANGWAY/DECK WATCHMEN: Not compulsory. Shore watchmen available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: To be produced if required, specially Safety Wireless, Safety Equipment and Deratisation Certificates.
CUSTOMS ALLOWANCES: In case the vessel carries more than three kilos tobacco per each crew member and more than two kilos per passenger, the excess must be declared in a separate Manifest which must be legalised by the Spanish Consular Authorities. In absence of Spanish Consular Authorities that Manifest will have to be legalised by an Authority of last port of clearance wherefrom the vessel proceeds. Prudent, limited amount of spirits allowed per man.
IDENTIFICATION CARDS: Not required.
CONSULS: Consulates/Vice-Consulates at San Sebastian and/or Pasajes:

Argentina	El Salvador	Netherlands
Belgium	Finland	Norway
Brazil	France	Panama
Columbia	Germany	Paraguay
Costa Rica	Great Britain	Peru
Chile	Greece	Portugal
Denmark	Italy	Sweden

REPAIRS: Repair shops and shipyards available, where repairs or overhauls may be carried out.
DRY DOCKS: One floating dock 66·27 metres long, 23·25 metres wide, 9·125 metres draft. with lifting power of 1,900 tons. Two slipways (one for vessels of up to 1,000 tons – one for vessels of up to 300 tons).
REPATRIATION: Good facilities for repatriation.
AIRPORT: Airport of Fuenterrabia is situated at 15 km. from Pasajes. Regular daily services with Madrid and Barcelona.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March; Maunday Thursday (afternoon); Good Friday; 1st May; Ascension Day; Corpus Christi; 29th June; 7th July; 18th July; 25th July; 31st July; 15th August; 12th October; 1st November; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police 351841; Ambulance 414148; Fire from 08.00 to 19.30 tel. 351400, from 19.30 to 08.00 tel. 352391; Red Cross (local) 351032; Hospital, San Sebastian, 423632.
TELEPHONES: No possibility of placing telephones on board.
SERVICES: Divers, compass adjusting.
SHORE LEAVE: Crew allowed to land immediately upon arrival.
AGENT: Sobrinos De. M. Camara Y Compania, Telegrams "Camara". Tel. 351414, 351293, 352734. Telex 36241.
(Shipbrokers, Customs/Forwarding Agents, Chartering Agents, Lloyd's Sub-Agents')

RIBADEO: 43.33 N. 07.05 W.

DOCUMENTS:
Manifest of Cargo, including cargo in transit.
3 Crew Lists.
2 Passenger Lists or negative.
2 Stores Lists.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest which must be visaed by Spanish Consul at last port, otherwise is exposed to heavy fine.
PILOTAGE: Prior advice of ETA required by Pilot, who boards at the mouth of the river at the time advised by Agent. Pilot boat is white-painted motor launch, carrying international pilot signals.
In case of bad weather, Pilot will instruct vessel by signals to proceed to anchorage or to berth.
The Pilot always boards on the lee side, in the latitude of Isla Pancha.
ANCHORAGE: At Ensenada de Arneo, approx. position 43° 33′ N. 7° 01.6′ W. in depth of 9 metres LW.
RESTRICTIONS: Vessels enter night and day, limited only by draft and state of tide.

MAX. SIZE: Length and beam not limited. Max. draft 15 ft.
HEALTH: Pratique given on arrival on production of clean Bill of Health. International quarantine signals to be used. Port Authorities to be advised if any case of suspected disease or fever on board.
RADIO: Messages may be routed through coastal stations at Vigo, La Coruna or Gijon.
TUGS: None available.
STEVEDORES: Stevedore services operated only by Servicio de Trabajadores Portuarios.
BERTHING: Vessels may berth at the mole at any time, or state of of tide, according to draft.
MEDICAL: There are two clinics and one hospital locally. Advance notice not essential.
DENSITY: 1025.
FRESH WATER: Water connections exist along the length of the mole. Rate, 20 tons per hour.
FUEL: There is a gas oil supply for small vessels, rate 5 tons per hour.
GANGWAY/DECK WATCHMEN: None required.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine/spirits per man.
CONSULS: Nearest at La Coruna.
REPAIRS: Minor mechanical repairs can be effected. Slipway for vessels up to 200 tons.
AIRPORT: Nearest at La Coruna, 150 km. away, or Aviles, 165 km. away, with regular services to Madrid.
TIME: GMT plus one hour all year round.
POLICE/AMBULANCE/FIRE: Tel. Ribadeo 110650.
AUTHORITY: Ayudante Militar de Marina, C/San Roque 12. Tel. 110005.

ROSAS: 42.14 N. 03.10 E.

DOCUMENTS:
Crew List.
Passenger List.
(One of each) Ship's Papers.
PILOTAGE: No pilots in this port.
ANCHORAGE: Bay of Rosas is anchorage area.
MAX. SIZE: Draft in Commercial Port is 4 metres, which berths cargo ships of about 1,000 metric tons of net register.
HEALTH: Once ship is anchored in the bay it requires pratique by means of signals, and by raising the yellow health flag. When vessel entering after calling at another port in the same country, this procedure is not required; health inspector boards at the quay side.
RADIO: No radio station in the port, but can contact Coastal Radio Station of Barcelona (1730 kc/s. – 173·4 m.), power 150 W.
TUGS: None.
BERTHING: Advisable during daylight only.
MEDICAL: Port Health Doctor available. Hospitals 18 kilometres distance.
FRESH WATER: Available at Commercial Port at rate of 8 to 10 metric tons per hour.
FUEL: None available.
POLICE/AMBULANCE/FIRE: Police Service 25–62–72; Ambulance Service 24–21–20; Fire Service 24–10–00.
AUTHORITY: Ayudante Militar de Marina de Rosas. Tel. 25–63–23.

SAGUNTO: 39.42 N. 00.14 W.

PORT LIMITS: The East/West line through the point of Cape Escollera de Levante.
DOCUMENTS:
2 copies Entrance Manifest.
4 copies Crew List.
Passenger List disembarking at this port.
Passenger List in transit.
Refer to "Barcelona" for other important information concerning Documentation.
PILOTAGE: Port is privately owned, and Pilots employed by Altos Hornos de Viscaya S.A. As Pilots are employed in Consignees office, no separate ETA is necessary. They are sent out to meet vessels as required. Pilot boat is not fitted with radar or VHF. Boat displays signals in accordance with international regulations.
ANCHORAGE: Bearing 073° from Cape Escollera de Levante.
RESTRICTIONS: Delays may be caused by berth being occupied. Larger vessels may be delayed by bad weather (the Levante), as dredged channel is narrow.
MAX. SIZE: Draft 29 ft. 5 in. No other limitations.
HEALTH: Pratique can be arranged at any time by Consignees.
RADIO: Cadiz Radio-EAC, Cabo Palos Radio-EAP.
TUGS: Normally join vessel either in anchorage or ½ mile from entrance. Ship's lines are used. Tugs should be ordered in ETA message also mentioning vessels length and cargo.
BERTHING: Subject to berth occupation and to berthing priority that Altos Hornos gives to different cargoes. Overnight berthing is allowed, in cases of emergency, or for ship safety.
STEVEDORES: Employed by consignees.
MEDICAL: Medical assistance should be ordered in advance. All kinds of medical assistance available. One hospital owned by Altos Hornos.
TANKERS: No facilities.
DENSITY: Salt water.
FRESH WATER: Available.
FUEL: None available.
PORT FIRE PRECAUTIONS: Fire service organised by Altos Hornos.
GANGWAY/DECK WATCHMEN: Usually by crew. The Civil Guard keep watch on all ships for contraband.
OPENING/CLOSING HATCHES: Effected by ship's crew.
DEVELOPMENTS: Port to be expanded during the next five years to accommodate 300,000 tonners, at specialised cargo handling facilities.
CUSTOMS ALLOWANCES: 200 cigarettes only. One bottle spirits per man but bottle should be opened. Spanish spirits allowed; one bottle per man. No control of Spanish wines.
IDENTIFICATION CARDS: Passport only.
CONSULS: Nearest at Valencia.
REPAIRS: No facilities exist.
REPATRIATION: Facilities for effecting crew changes and arranging repatriation.
AIRPORT: Manises Valencia, 40 kilometres away.
TIME: GMT plus 1 hour.
HOLIDAYS: On religious festivals or Sundays no cargo work can be arranged. These are as follows: Our Lady of the Marine (16th July) no cargo work; National Festivity (18th July) no work; National Festivity (25th Jaly) no work; Hispanic Festivity (12th October) no work; Maundy Thursday, work can be done till 14.00 hours; Good Friday, no work.
TELEPHONES: None on board. Telephones placed in Boat house and Pilots' office.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Ayudante Militar de Marina, Calle General Mola No. 75. Tel. No. 5.

SAN FELIU DE GUIXOLS (Gerona): 41.46 N. 03.01 E.

GENERAL: Refer to Palamos for all general information.
PILOTAGE: Pilotage is compulsory. Service between 07.00 to 24.00 hours.
ANCHORAGE: Vessels arriving after midnight or due to port congestion are anchored outside the breakwater.
MAX. SIZE: The maximum advisable draft for berthing is 25 ft. and up to 115 metres length.
TUGS: No tugs available.
BERTHING: Due to the fact that a few vessels can work at the same time, it is advisable to know as soon as possible the ETA for berthing arrangements.

Commercial Wharf.	Length 108 m.	Depth 24–25 ft.
Breakwater	Length 116 m.	Depth 27–28 ft.

A pier for coasting vessels with a maximum draft of 18 ft.
MEDICAL: Any kind of medical services can be obtained in San Feliu or Gerona hospital.
FRESH WATER: By means of hoses from the pier.
FUEL: Can be supplied in small quantities.
CARGO GEAR: Commercial pier is served by an electric crane able to lift up to 6 tons. Normally vessels derricks are used.

SANTANDER: 43.28 N. 03.49 W.

PORT LIMITS: Between Cabo Menor and Punta Galizano.
DOCUMENTS:
5 crew lists.
7 passenger lists, or 3 negative.
3 cargo manifests of the goods destined to the port of Santander, two sets of manifests for cargoes in transit.
Store list in triplicate, including tobacco, spirits, radios, etc., belonging to the vessel.
Detailed list in triplicate of all personal effects of crew and passengers (tobacco, spirits, cameras, souvenirs, radios, etc.).
For vessels exceeding 499 GRT: Safety wireless certificate and Safety equipment certificate.
Legalisation required for manifests covering tobacco and tobacco products. This legalisation to be effected at the port prior to the first Spanish port of call.
Master and each member of crew of vessel can carry for his own consumption up to 3 kilos of tobacco in whatever form, and, if passengers are carried, up to 2 kilos per passenger, all of which must be declared in provisions list (1 kilo of tobacco = 1,000 cigarettes = 100 cigars). If Masters carry greater quantity than stated above, it cannot be manifested as tobacco for consumption on board, but must be included in Consular Manifest as being in transit, and as such must be separated in the holds from other cargo and hatches or lockers will be sealed by Customs until ship leaves Spanish waters. This Consular Manifest has to be legalised by a Spanish Consul. In the absence of Consul, said document will have to be visaed by an Authority of the former port of clearance. Otherwise, vessel would be severely fined.
PILOTAGE: Compulsory and service is permanent. Pilots board vessel by a cutter at the road, near the entrance off Mouro Island. Pilot cutters are painted white and have the letter "P" in black, on each bow. Cutters have blue flag with letter "P" in white, at both sides of flag. At night cutters have a white light, under this a red one. VHF available.
ANCHORAGES: The harbour consists of a large bay which provides good anchorage.

RESTRICTIONS: Entrance is well marked and there is no bar. Depth at entrance is at max. (dependent on tides) 33 ft.
MAX. SIZE: No restriction in respect of length or breadth, the maximum advisable draft to enter port is 33 ft.
HEALTH: If the vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique. Should there be yellow fever on board, the vessel would proceed to Vigo. If vessel has to be fumigated or deratised a charge is made.
RADIO: Nearest important radio station is Cabo Mayor Radio, and it is advisable that messages received at least 24 hours before arrival.
TUGS: No tug-boats required for entering the port, only for berthing or shifting when in port. Ship's lines are used, and tug-boats are employed according to Pilot's advice.

BERTHING:

	Length	*Depth*
Calderon quay	650 ft.	12 ft.
Maura/Albareda quay	423 ft.	12 ft.
Bloques quay	3,940 ft.	30 ft.
Anaos ,,		32 ft.
Maliaño ,,		27 ft.
Maliaño ,, North Section	1,500 ft.	32 ft.
Campsa quays	900 ft.	24–28 ft.
Nueva Montaña quay	350 ft.	18 ft.

All depths of water quoted above correspond to LWOST and 13–14 ft. should be added for depths at HWOST. Bottom is generally soft.
Calatrava Wharf: for discharge of chemicals. Depth alongside 34 ft. with overall length limitation of 980 ft. Up River, at Astillero, beyond the harbour area, there is one spout called Orconera Tip for loading iron ore. Vessels up to 260–270 ft. length are allowed with a maximum draught, fully loaded, of 19 ft. Loaded vessels can only sail from that place at high water. A modern installation for dismantling and scrapping vessels is operating up river, on the way to Astillero.
CARGO-HANDLING FACILITIES: There are berths for handling bulk cargoes, grain, ore, coal, etc. There are also berths for handling bulk liquids chemicals. Berth available for roll-on/roll-off traffic in 1973.
STEVEDORES: It is very important that Masters send advance notice regarding vessel's ETA. With this notice, Agents can inform Shippers or Receivers' stevedores accordingly. Official working hours of port, are: Monday/Saturday: 08.00–12.00; 14.00–18.00.
MEDICAL: Any kind of medical services can be arranged.
TANKERS: "Campsa" (Spanish State Monopoly) has private berths. Installation is served by two identical concrete wharves situated in Nueva Montaña Basin, berthing space of which is 500 ft. with a depth alongside of 29 ft. New wharf under construction for tankers up to 35,000 dwt.
DENSITY: Sea water.
FRESH WATER: Always available. Supply is performed by tug-boats and from shore connections at various quays.
FUEL: Ordinary fuel, diesel and gas oil are available at "Campsa". Advisable that shipowners stem bunkers through their own Contractors, with an anticipation (at least)of 48 hours. Delivery can be performed either by tank-trucks or at bunkering pier.
DEVELOPMENTS: There is an extensive plan to increase the facilities of port, and also for building new piers. A new basin named Puerto de Raos is under construction (19,000 ft. of new quay line) including container terminal.
GANGWAY/DECK WATCHMEN: Not compulsory but available upon request.
OPENING/CLOSING HATCHES: Effected normally by crew, except in liner vessels, which is contracted by stevedores.
SHIP'S CERTIFICATES: Vessels should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by Authorities.
CUSTOMS ALLOWANCE: Normally, Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.
CARGO GEAR: Shore cranes are usually employed in loading/discharging operations.

1	fixed electric crane on Maura concrete quay	30 T.
4	movable electric cranes on Maura quay	3–6 T.
9	,, ,, ,, ,, Bloques quay	3–6 T.
11	,, ,, ,, ,, Maliaño quay	3–6 T.
4	,, ,, ,, ,, ,, N. quay	6 T.
5	,, ,, ,, ,, ,, N. quay	12 T.
2	,, ,, (grain) ,, ,, N. quay	250 T/hr.
2	,, ,, ,, ,, N. Montaña quay	3–6 T.

Also movable motor cranes, mechanical shovels and similar, available.
IDENTIFICATION CARDS: Not required.
CONSULS:

Germany	Honduras
Belgium	Italy
Colombia	Monaco
Costa Rica	Norway
Chile	Pays Bas
Denmark	Panama
Ecuador	Peru
Finland	Portugal
France	Santo Domingo
Greece	Sweden
Haiti	Guatemala

Note. Acting as Consul of those countries with no Consular Representation: Valentín Lavín del Noval, Dominican Consul.
REPAIRS: Good repair facilities with various shipyards at port. All types of deck, engine, etc., repairs are possible.
DRY DOCKS: Three dry docks, one of which is within the harbour area and the other at Astillero (beyond the harbour area). Dimensions are:

Extreme length	405 ft.	434 ft.	722 ft.
Breadth at entrance	58 ft.	54 ft.	105 ft.
Depth on sill (high water)	23·7 ft.	20 ft.	38 ft.

REPATRIATION: No difficulties.
AIRPORT: About 4 miles from town. There are regular services with Madrid and Barcelona. Also charter flights to U.K. and other European countries.
TIME: Always GMT plus 1 hour.
HOLIDAYS:

January 1 New Year's Day	Full day	Work can be arranged
January 6 Epiphany	,,	,,
March 19 Saint Joseph	,,	,,
Holy Thursday – Half day (from noon)	No work possible	
Good Friday	Full day	,,
May 1 Saint Joseph Artisan	,,	Work can be arranged
Ascension Day	,,	,,
Corpus Christi	,,	,,
June 29 Saint Peter & Saint Paul	,,	,,
Labour Day	,,	,,
July 25 Patron Saint of Spain	,,	,,
August 15 Assumption Day	,,	,,
August 26 Anniversary of Santander Liberation	,,	,,
August 30 Martyrs' Day	,,	,,
September 15 Virgin La Bien Aparecida, Patron of Santander, Full day, work can be arranged		
October 12 Holiday of Hispanicism	Full day	Work can be arranged
November 1 All Saints	,,	,,
December 25 Christmas Day	,,	,,

POLICE/AMBULANCE/FIRE: Police 222543; Civil Security Guards 232004; Hospital, Casa de Socorro 221214, Valdecilla 231400; Fire 231662; Ambulance Cruz Roja 270235.
TELEPHONES: On very special instances, can be arranged.
SERVICES: Available for tank cleaning, washings, compass adjusting, hull cleaning whilst floating, radio installation repairs, etc.
SHORE LEAVE: Crew allowed ashore at any time.
AGENT: Modesto Pineiro y Compania, S.R.C. PO Box 14, Paseo de Pereda, num. 27, santander.
Telegrams "PINEIRO-SANTANDER". Tel. 273600. Telex 35832. (Shipbrokers, stevedores and chartering Agents, Lloyd's Sub-agents.)

SEVILLE: 37.25 N. 06.00 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
2 Cargo Manifests, including cargo for discharge and in transit.
Declaration of Health
2 Lists of Provisions and Stores.
2 copies of Bills of Lading.

If vessel carries over 3 kilos tobacco per man the excess to be declared in a separate manifest which must be visaed by Spanish Consul at last port, otherwise is exposed to heavy fine.
PILOTAGE: *At the Bar:* Vessels may commence to enter and leave the river one and a half hours after low water. Bar Pilots are stationed at Chipiona and come out to board vessels when requested, 2 miles North of Chipiona Lighthouse.

Pilot motor launches about 9 metres long, painted white with black "P" on sides. They carry regulation lights and signals day and night.

River Pilots: Vessels should radio their ETA at least 24 hours in advance to "Practicos Sevilla". River Pilots are stationed at the pier at Bonanza, 36.48 N. 06.20 W. Sound signal to call Pilot is three long blasts. Pilot boards from white-painted launch marked by black letter "P" and carrying regulation signals. Pilots require means of embarkation in accordance with International Conventions.
ANCHORAGE: At Bonanza, in depth of 20 ft. below chart datum.
RESTRICTIONS: Navigation in the river above Bonanza is prohibited at night to vessels of more than 115 metres length, and 18 ft. draft, and to tankers or vessels with dangerous cargoes.

Draft is controlled by height of tide and this should be ascertained by Owners or Agents in advance for the probable date of entry.
MAX. SIZE: Length 185 metres, beam 24 metres, maximum draft about 24 ft. dependent on height of tide. Tankers are required to have an additional 1 ft. keel clearance.
HEALTH: Pratique is obtained on arrival at Bonanza, on presentation of International Health Certificates.
RADIO: Coastal stations of Cadiz, EAC, or Aranjuez, EAD 3.
TUGS: Normally join vessel in the anteport. Ship's tow line is used.
BRIDGES: Vessels berthing at Delicias Quay must pass through the Alfonso XIII drawbridge. May be opened at any time of day.
STEVEDORES: 24 hours notice should be given by Agents and confirmed 12 hours before vessels arrival.
MEDICAL: All medical and hospital facilities available.
TANKERS: There are two berths, depth alongside 20 ft.
At Quay No. 2, hoses 8-in. diameter
At Quay No. 3, hoses 8 and 10-in. diameter.

DENSITY: Fresh water. The tide has no influence at Seville.
FUEL: All grades available.
GANWAY/DECK WATCHMEN: Not considered necessary. All quays are watched by the Guardia Civil.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCES: 3 kilos tobacco per crewman, and 2 kilos per passenger; this includes tobacco in bonded stores. No restriction on wines/spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: The following countries are represented at Seville:

Belgium	W. Germany	Panama
Bolivia	Great Britain	Peru
Colombia	Greece	Portugal
Cuba	Honduras	Sweden
Chile	Italy	Uruguay
Denmark	Liberia	Venezuela
Dominican Republic	Nicaragua	United States
	Netherlands	

REPAIRS: All types of repairs can be effected.
DRY DOCK: Astilleros Espanoles S.A. have one dock, length 149 metres, breadth 25 metres.
REPATRIATION: All facilities available.
AIRPORT: Situated 12 km. away, regular daily flights to Madrid, Barcelona, other parts of Spain. Some transatlantic flights.
TIME: GMT plus one hour, all year round.
HOLIDAYS: 1st January; 6th January; 19th March; Maundy Thursday; Good Friday; 1st May; Ascension Day; Corpus Christi; 29th June; 12th October; 1st November; 8th December; 25th December. All holidays may be worked with overtime.
POLICE/AMBULANCE/FIRE: Police: 091; Fire Brigade: 232123; Ambulance: 231945.
TELEPHONES: Can be installed on board if requested ten days in advance.
SHORE LEAVE: No restrictions.
SERVICES: Fresh provisions and stores available, refuse collection, correction of compasses.
AUTHORITY: Comandancia Militar de Marina, Avenida de Molini, Seville. Tel. 232527. Telex 72075.

SOLLER: Majorca, 39.47 N. 02.46 E.

DOCUMENTS: See "Bilbao".
PILOTAGE: None available. Two intermittent lights situated on the Mola indicate the Entry Channel.
MAX. SIZE: Advisable length and draft 60 and 4·50 metres respectively.
TUGS: None available.
MEDICAL: It is advisable to give advance notice if medical attention is required. There are no hospitals. Medical service is available 5 kilometres from the port.
FRESH WATER: Not available at the quay.
FUEL: None available. If required the order should be placed to Campsa through the Agent.
GANGWAY/DECK WATCHMEN: Crew do this operation.
OPENING/CLOSING HATCHES: Crew.
IDENTIFICATION CARDS: It is advisable to have these available.
CONSULS: None.
REPAIRS: No facilities exist.
AIRPORT: The airport is situated 40 kilometres away; the island is well connected with the Peninsula (mainland) and with foreign airports.
TIME: GMT plus 1 hour.
SHORE LEAVE: Allowed.
AUTHORITY: Jefe Encargo del Despacho de Buques, Oficianas del Destacamento de la Comandancia Militar de Marina en Soller.

TARRAGONA: 41.06 N. 01.17 E.

DOCUMENTS: Cargo Manifest of all goods in ship, stating any foreign port from where those goods come. This procedure should always be done in the first Spanish port.

In first Spanish port ship should produce an Itinerary Manifest; and those ships which carry goods to discharge should produce this Manifest in those ports in which they will discharge the goods.

Supplies Certificate for those ships that not having any goods to discharge in any Spanish port, had previously being in other Spanish port.

Register of the Supplies and Equipments in ship.

Register of the Crew's Belongings, if the ship comes directly from a foreign port.

Passenger List (if there are passengers). Negative Passenger List (if there are not passengers)

Crew List.

Health Certificate, if the ship comes from another Spanish port.

PILOTAGE: Every ship upon arrival should note following signals: During day, hoist flag letter "G" of International Signals Code. Acoustics signal, three long whistles. During the night, flash signal letter "G" of code or the letters "PT". Cable Address: Practicos Puerto Tarragona. No VHF station.

Pilot boats: White colour with letter "P" painted on both sides. Lights: according to International Regulations. Pilotage area begins at a maximum distance of two miles from port entrance. Ships awaiting for Pilot anchor in the Rada and East of the lighthouse. If weather does not allow, Pilot will meet ship at port entrance. Ladder for Pilot to be placed at leeward side.

ANCHORAGE: The West limit is marked by imaginary line between lighthouse and cathedral tower. East limit is marked by imaginary line between the Paseo de Sta. Clara with the cathedral tower. Depths in Rada are 16 metres and 30 metres; quite good for anchoring (mud and sand).
RESTRICTIONS: No restrictions to enter port during day or night. No tides.
MAX. SIZE: Maximum length 230 metres, maximum draft 32 ft. Outside port the plant of Pantalán de Assesa, one mile West of lighthouse, allows berth of tankers up to 30,000 tons dwt.
HEALTH: Hospitals and clinics available. There is a doctor service in health department of port, which is authorised to vaccinate, and give certificates against yellow fever authorised by the OMS.
RADIO: No radio station.
TUGS: Four tugs. Tugs join vessel outside port. Ship's lines are used.
BERTHING: All berths are made of stone with rubber protection every 20 metres in the port. In Pantalán de Assesa, quays over iron pillars and berth is on the platform.
STEVEDORES: Advisable to report ETA, in order to have all the necessary equipment and necessary number of workmen required for operations. If there are not enough cranes at a given time, own ship equipment is used.

General Cargo: Estimated speed of 80–100 tons per person in a working day of 8 hours, except in particuar cases due to the nature of the cargo.

Cargo in Bulk: Speed varies according to the nature of the goods. For instance:

Minerals 500–800 tons per person in a working day of 8 hours.
Grains: 400–600 tons per person in a working day of 8 hours.
Goods in bags: 150–200 tons per person in a working day of 8 hours.

GANGWAY/DECK WATCHMEN: Not compulsory, if Master requires them he is provided with specialised staff for this purpose.
OPENING/CLOSING HATCHES: Although this work is normally carried out by crew it can be done as well by the stevedores if required at extra charge.
TANKERS: Outside the port is the Pantalán of Assesa for berthing oil carriers.

Storage of residues: There is a plant for slop (residue) discharge facilities connected with all platforms of the Pantalán and plant of residues disposal is available to all vessels.

There are three platforms to berth with the following draughts: Platform "A" – 38 ft. Platform "B" – 29 ft. Platform "C" – 23 ft. In inner port there are berths to discharge refined goods available to the tankers of the Compania Arrendataria of the Oil Monopoly.
FRESH WATER: Supply of fresh water by means of an underground pipe in all the commercial quays of the port.
FUEL: Available. The grade of viscosity available is below 20 E. to 50 C. Request of this supply should be done with 24 hours notice through the Commercial Agent of Campsa.
DEVELOPMENTS: Building of quay in Levante Dock, with a length of 550 metres and 12 metres draft, with a probable extension of another 300 metres of quay with 14 metres draft. The draft in the port will then be 12·70 metres and in the entrance channel 13·40 metres.
CUSTOMS ALLOWANCES: It is permitted to have a packet of tobacco per person per day. Unlimited allowance with national drinks.
CREW IDENTIFICATION CARDS: Not required.
CONSULS: Various available.
REPAIRS: Small repairs available.
DRY DOCKS: None.
REPATRIATION: Facilities exist.
AIRPORT: The town of Reus 12 kilometres distance has a military airport that is also used for charter flights.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 20–11–29; Ambulance at local hospitals; Fire 20–19–50.
SHORE LEAVE: Allowed.
AUTHORITY: Capitan del Puerto en Comandancia Militar de Marina, telephone 20–16–22.

TORREVIEJA: 37.58 N. 00.40 W.

DOCUMENTS:
2 Crew Lists.
Customs Documents.
Health Declaration.
Manifests,
Bills of Lading are done by Agents.

PILOTAGE: Requested by Agent. Permanent service. White-painted boat with letter "P" on sides. Pilot goes out of port as far as one mile.
ANCHORAGE: Outside, 0·5 mile off lighthouse of Eastern quay. Inside, according to Pilot's judgement.
MAX. SIZE: Unlimited length and breadth; limiting draft 27 ft.
RADIO: Alicante Coastal Radio.
TUGS: None available.
BERTHING: West quay is 220 metres long with a depth of 10 metres used only for loading salt, 200–400 tons metric tons per hour.
STEVEDORES: Available, employed by the consignees.
MEDICAL: Hospital situated 45 kilometres distance. Medical services and Emergency Clinic in port.
DENSITY: 1034.
FRESH WATER: Available at the quay. Price 50 pesetas per metric ton.

FUEL: None available.
GANGWAY/DECK WATCHMEN: If required can be contracted.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: 200 cigarettes. Two bottles wine.
IDENTIFICATION CARDS: Not necessary but convenient.
CONSULS: Sweden Vice-Consul 101; Norway, Denmark and Liberia Vice-Consul 135.
REPAIRS: Small repairs in engines, electrical, etc.
REPATRIATION: There are no problems in this respect.
AIRPORT: 30 km. distant at Alicante. Regular flights to Madrid.
TIME: GMT plus 1 hour.
HOLIDAYS: See Huelva.
POLICE/AMBULANCE/FIRE: Police tel. 99, Ambulance and Firemen tel. 83.
TELEPHONES: There are no connections on board. One on the quay.
SHORE LEAVE: No restrictions.
AUTHORITY: Ayudante Militar de Marina and Captain of the Port, Telephone 42.

VALENCIA: 39.27 N. 00.19 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Pilotage is compulsory for this port. The pilot launch is painted black with a letter "P" painted in white on the sides.
ANCHORAGE: There is a good anchorage outside the port, vessels are required to keep the entrance channel clear.
RESTRICTIONS: Entrance to the port faces S.S.E. and is 260 m. wide, with a low water depth of 12 m.
MAX. SIZE: Length 250 m. draft 11 m.
HEALTH: If the vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.
If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
RADIO: Coastal radio station with international frequencies 1580 kHz.
TUGS: Not compulsory for entering port. 7 tugs available up to 900 h.p. Two tugs normally used for berthing and unberthing.
BERTHING: *Espigon Del Turia:* Berths for 8 vessels, depth alongside 9–11 metres.
Muelle de Poniente: 3 berths, depths alongside 7–11 metres.
Muelle de Levante: 3 berths, depth alongside 8–9.5 m.
Inner Dock: Berths for 6 vessels, depth alongside 7 m.
CARGO-HANDLING FACILITIES: Grain, coal, fertilisers, etc., in bulk are handled at Espigon del Turia and Muelle del Turia. Also at Muelle del Turia is a chemical-handling installation, depth alongside 9·25 metres.
Container berths situated at Muelle de Poniente and on the North side of Espigon del Turia. Two berths available for roll-on/roll-off traffic.
TANKERS: Berth at Muelle de Poniente, up to 30 ft. draft.
MEDICAL: All medical services available in the port and in the city.
DEVELOPMENTS: Two new berths scheduled to be completed end 1973, one length 160 metres with 9 metres depth, and the other 600 metres long with a depth of 14 metres.
REPAIRS: All types of hull and machinery repairs can be effected.
FLOATING DOCK: 1 floating dock available, owned by Union Naval de Levante. Interior length 143 m., interior width 24.60 m. Lifting capacity 8,000 tons.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.
FRESH WATER: Available at all main berths at the rate of 30 tons per hour.
FUEL: Campsa can supply by pipelines at the Turia berths, at the rate of 750 tons per hour and at Muelle de Poniente at the rate of 200 tons per hour.
TIME: Always GMT plus 1 hour.
AIRPORT: Situated at Manises, 10 kilometres away from the port.
CONSULS: The following countries are represented in Valencia:

West Germany	Ecuador	Nicaragua
Argentina	U.S.A.	Norway
Belgium	El Salvador	Netherlands
Bolivia	Finland	Panama
Brazil	France	Portugal
Colombia	Great Britain	Sweden
Costa Rica	Greece	Switzerland
Chile	Guatemala	Uruguay
Denmark	Honduras	Venezuela
Dominican Republic	Iceland	Yugoslavia
	Italy	

POLICE/AMBULANCE/FIRE: Police 091; Fire 271234; Ambulance 230304.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); Saint Joseph (March 19 full day); Easter (two days); Saint Joseph Artisan (May 1 full day); Saint Peter & St. Paul (June 29 full day); Labour Day (July 13 full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Direccion del Puerto de Valencia, Muelle de la Aduana, Valencia.

VIGO: 42.14 N. 08.40 W.

DOCUMENTS:
Maritime Declaration of Health.
Crew List.
Passenger List.
Manifest of Cargo for the Port.
Manifest of Cargo in Transit.
Ship's Stores List.
Crew's Personal Effects List.
Ship's Particulars Declaration.
Note: Tobacco. In case the vessel carries more than 3 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In the absence of the Consul, said document will have to be visaed by an authority of the former port of clearance. Otherwise the vessel would be severely fined.
PILOTAGE: Pilotage at Vigo is compulsory and the service permanent day and night. Pilots board in auxiliary motor-boats with a letter "P" in white at both sides of the hull and a blue flag with the letter "P" in white, near the entrance of the harbour, in the zone included inside Punta Lameda-Cabo Vicos on the channel of the South entrance and inside Punta Caballo-Subrido, on the channel of the North, both situated to the West of the harbour. At night the pilot boats have a white light visible around the horizon and under this light another red one, also visible around the horizon. International code signals used to call Pilot, or four long blasts on the whistle. Pilot station situated at Cabo de Mar. Three pilot boats normally on station on a line connecting Borneira and Cabo de Mar.
ANCHORAGE: Several suitable anchorages in the Vigo River, naturally sheltered, in depths of more than 35 metres. The main anchorage opposite the port on the South side of the river has depths of 15–25 metres.
MAX. SIZE: No limitation for length and beam, unlimited deep water approaches.
HEALTH: If vessels proceed directly to the berth, pratique can be obtained immediately after berthing. Otherwise, at the anchorage on vessel's arrival. In case of suspected disease or fever on board, the Master must send a radio message to the Agent in order that they advise the Health Office.
RADIO: The nearest Radio Station is Vigo Radio, situated in the limits of Vigo port.
TUGS: No tug-boats are required for entering the port. Only used for berthing ships from 120 metres length upwards according to Pilot's advice. At Vigo there are 2 modern tugs of 1,000 h.p. each. Tugs join vessel off the berth. Tug's line used at no extra charge.
BERTHING: The commercial piers to load or unload have a depth of about 28 ft. and the Transatlantic Pier, depth of about 40 ft. at LW. The tide difference between high water and low water is about 3·50 metres.
At Rande, in the lower harbour, there are very modern special loading installations for mineral ore, at an average rate of 2,000 tons per hour. The depth alongside this installation is 36 ft. LW.
Containers are handled at Muelle de Arenal by cranes of 15 and 20 tons capacity. Depth alongside 10 metres.
Roll-on/roll-off traffic berths, depth 6 metres, situated inside Transatlantic Pier.
TANKERS: Tankers berth at a pier depth alongside 11 metres at low water. Tankers up to 300 metres length acceptable. Inner berth suitable for vessels of less than 100 metres length with a draft of 6 metres. Discharge lines 12 in., 10 in. and two of 8 in. diameter.
STEVEDORES: It is very important that Masters send advance notice regarding the vessel's ETA. With this notice, Agents can inform Shipper's or Receivers' stevedores accordingly, so that they arrange operations properly. The official working hours of the port are: Monday/Saturday, 09.30/13.00 – 14.00/18.00 hours.
MEDICAL: Doctors and hospital facilities available. Advance notice preferred in urgent cases.
DENSITY: Average 1026.
FRESH WATER: Available from the quays at the rate of 50–80 tons per hour. Can also be supplied by tugs at 500 tons per hour.
FUEL: Available from the Oil Pier or delivered by barge. 24 hours notice of requirements recommended.
DEVELOPMENTS: Bulk carrier berth under construction suitable for vessels up to 300 metres length and 16 metres draft.
WATCHMEN: Available from shore if required.
HATCHES: Opening may be done by crew to avoid delays. Closing hatches usually performed by crew.
CUSTOMS ALLOWANCES: 200–250 cigarettes or three kilos of tobacco and 2 bottles spirits may be held out of bond for each person. Wine not restricted.
IDENTIFICATION CARDS: Shore passes are provided by the Agent.
CONSULS: Practically all countries have consulates at Vigo.

REPAIRS: All types of deck and engine repairs are possible.
FLOATING DOCKS: One floating dock available: length 128 m., breadth 22·40 m.
REPATRIATION: Crew changes and repatriation can be arranged without difficulty.
AIRPORT: Local airport, situated 8 kms. from the port, has at least one daily flight to Madrid. International airport of Santiago de Compostela is 100 km. away.
TIME: GMT plus 1 hour all the year round.
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 28th March (local holiday, Reconquest Day); 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National Holiday); 25th July (St. James' Day); 15th August; 12th October; 1st November; 25th December.
POLICE/FIRE/AMBULANCE: Police, tel. 21.00.00; Fire, tel. 21.20.00; Ambulance, tel. 21.25.09.
TELEPHONES: No arrangement for connecting on board.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: Director del Puerto, Junta del Puerto y Ria de Vigo, Plaza del Puerto. Tel. 21.13.24.

Spanish Sahara

EL AAIUN: 27.06 N. 13.25 W.

DOCUMENTS: See 'Villa Cisneros'.
APPROACHES: There is a light located at Medeano de Aaiun in position 27.06 N. 13.25 W. flashing 5 seconds, 10 miles.

This light reported to be obscured and thereby giving the mariner no warning. It should be noted that during the night all lights at the pier are switched off and no lights ashore are visible at a distance of 10 miles off the coast.

However, Aaiun Terminal gives a good radar target at a distance of 25 miles. Vessels approaching from the North should keep 10 miles off the coast until the pier is bearing 090° and then steer straight for the pierhead.

It is not recommended to approach in darkness, as no lights or other guides are available, except Radar bearings.
PILOTAGE: Compulsory. Pilot boards about 0·5 miles to 0·75 miles off the berth from a blue-painted craft.
ANCHORAGES: Good anchorage can be found in 7 fathoms of water, 1 mile from the pierhead. Recommended anchoring at this port only in good weather. No shelter in strong winds.
MAX. SIZE: Depth 17·5 metres at LWS at the berth.

At present there are three dolphins, 25 metres apart: also mooring dolphins capable of taking vessels up to 100,000 dwt.
QUARANTINE: Valid Smallpox and Yellow Fever Certificates are required. Otherwise usual clearance.
RADIO: Via Teneriffe Radio on HF, call sign EAT. Via Las Palmas Radio on MF, call sign EAL.

There is no coast radio station in Spanish Sahara for communication with El Aaiun. Communication between vessel and terminal during loading is by walkie-talkie which Pilot brings on board.
TUGS: There are two tugs available from Las Palmas, one of 2,000 h.p. and one of 1,400 h.p. The tugs are called to assist from Las Palmas whenever a ship arrives.

Vessels not seeing the tugs moored or anchored in the area of the port should anchor as Pilot will most likely not board prior to arrival of the tugs.
BERTHING: Aaiun Mineral Terminal is located approx. 3 miles South of El Aaiun City. Facilities consist of modern equipment available for handling phosphates in bulk, at a rate of 600 tons per hour.

There are two loading conveyors. The conveyors are fixed and placed about 200 ft. apart, but can turn 180° in each direction.

It should be noted that no gangway must be rigged at this terminal, as communication from ship to shore is done by means of elevators from the conveyor head.

The terminal head is in a North–South direction. Vessels are moored alongside three dolphins. The loading pier has a height above water level of 50 ft. and the dolphins approx. 20 ft. The dolphins are well fendered.
REPAIRS: No repairs can be effected at this port.
SUPPLIES: No ship supplies are available.
TERMINAL OPERATORS: Fosfatos de Bu Craa SA (Fosbucraa), Boix Y Morer 6, Madrid 3, Spain. Cables: Fosbucraa Madrid. Telex: 27356. Tel. 2–33–36–00.

VILLA CISNEROS: 23.42 N. 15.55 W.

DOCUMENTS: *Foreign Vessels*
Crew List.
Health Pratique.
Passenger List.
Cargo Manifest.
Spanish Vessels, in addition to the above:
Safety Equipment Certificate.
Radio Safety Certificate.
Seaworthiness Certificate.
PILOTAGE: Pilot is necessary to cross the bar and for river navigation. Pilot joins at anchorage. Pilotage compulsory for all vessels over 50 GRT. Contact Pilot by radio-telephone, via Puerto de Villa Cisneros Radio operating on 2182 and 2626 kHz. from 0800 to 1300 and from 1500 to 2000 hours GMT.
ANCHORAGE: In depths of more than 10 metres about 0·6 mile East of the breakwater head. This situation is well protected from swell from the S.W. but open to winds from the N.E. which are frequently strong creating difficult conditions for very small vessels. There are no mooring buoys.

Vessels loading trans-shipment cargo anchor in position with Punta Galera Light bearing 030° T, 1·2 miles off. The prevailing winds blow mostly from the north up to force 3 with a long low swell mostly from a north westerly direction.
MAX. SIZE: Length 100 metres, beam 12 metres, draft 5 metres.
HEALTH: Masters are required to complete a health certificate for the Comandancia declaring that the vessel has not called at any infected ports.
TUGS: None available, only one small launch which may assist.
BERTHING: Breakwater of 750 metres length extends towards the S.E., berths alongside the last 200 metres, one concrete pier for small vessels, three small jetties enclosing two docks, can be used by vessels of medium size.
STEVEDORES: Employed by Port Authority and engaged by ship's Agent.
MEDICAL: Hospital available for any kind of medical attention; doctors and ambulance service available.
TANKERS: Moor at jetty No. 2. Pipelines 4 in. diameter.
FRESH WATER: On the quays are 3 hydrants, capacity 3 tons per hour and 4 of 2 tons per hour.
FUEL: Atlas Company can supply fuel subject to advance notice.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: Crew are allowed to take only sufficient tobacco ashore for their own consumption. It is not permitted to take alcohol ashore.
IDENTIFICATION CARDS: Seamen going ashore must take an identity card or a shore pass, issued by the Master.
CONSULS: No local representation.
REPAIRS: Only facilities for very minor repairs.
REPATRIATION: Can be arranged provided that documentation is in order.
AIRPORT: Situated 1 kilometre from the port. Iberia Airlines have 5 flights per week. In case of emergency, military aircraft may be used.
TIME: GMT is used all year round.
HOLIDAYS: 1st January; 6th January; Maundy Thursday; Good Friday; Corpus Christi; Ascension Day; 29th June; 16th, 18th and 25th July; 15th August; 12th October; 1st November; 25th December.

Mohammedan Holidays: Aid el Queber (2 days); Aid el Mulud (1 day); Aid el Seguer (2 days).
POLICE/FIRE/AMBULANCE: Police Station situated 100 metres from the quays. Fire: tel. 18. Ambulance: tel. 17.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: El Comandante, Militar de Marina.

Sri Lanka (formerly Ceylon)

COLOMBO: 06.56 N. 79.50 E.

DOCUMENTS:
5 each of Crew and Passenger Lists.
8 Manifests.
1 Arrival Report for Pilot.
1 Master's Declaration for Immigration, and same for Police.
2 Private Property Lists of officers and crew for Customs.
2 copies of Preliminary Report by Master for Customs.
1 Maritime Declaration of Health for Port Health Officer.
1 Master's Declaration of Cargo for Quarantine Department.
PILOTAGE: Vessels approaching port apply for Pilot by flying the G flag by day or two red lights at night. They can, in addition, flash the pilot station or use VHF Channel 16. The telegraphic address of pilot station is "Pilot Station Port Commission Colombo" and a provisional ETA 24 hours ahead is advisable with corrections thereafter. However, these are best channelled through the vessel's Agent. Pilot boat is a wooden motor launch with the word "Pilot" on its side. It flies the H flag by day or red and white lights by night according to the international code. The Pilot boards within an area of about 1 mile of the harbour entrance. Advice of where to anchor can be obtained from the Pilot by VHF or signal light.
ANCHORAGES: The usual anchorage off port is within 3 miles of the harbour mouth where up to 14 fathoms of water is available. 18 fathoms of water is available within 6 miles.
RESTRICTIONS: Entry may take place at all hours of the day and night but it is unusual for the Pilot to board vessel between midnight and 0400 hours.
MAX. SIZE: For entering harbour, max. draft 36 ft. and a length of 800 ft. is permissible. Beam is not critical. There is no appreciable rise and fall of tide.

Tankers' max. dimensions for berthing alongside: length 750 ft., draft 34 ft.
HEALTH: The vessel entering port must fly the Q flag until boarded by the Port Health Officer to grant pratique. Pratique may be granted by radio if there is a doctor on board provided the ship is not calling from a port in India. A radio message should be sent within 24 hours of the vessel's ETA in the following terms "Last port —— no quaran-

tinable disease on board – Doctor on board" and the Port Health Officer will reply to the Agent confirming pratique being granted by radio. Pratique is automatic if the vessel enters after calling at another port in Sri Lanka. If any quarantinable disease on board double Q flags must be hoisted prior to entering harbour.

RADIO: "Colombo Radio" with a call sign 4PB is the usual channel for communicating with Colombo.

The pilot station is presently available on VHF Channel 16 and the Port (Cargo) Corporation on VHF Channel 11.

TUGS: Tugs normally join the vessel at the harbour mouth and use their own lines.

BERTHING: There are no specific requirements relating to berthing space but early advice of draft is most advisable.

STEVEDORES: The stevedores at Colombo are the Port (Cargo) Corporation, a nationalised concern having the monopoly of stevedoring and lighterage. ETA at least 24 hours in advance if possible. Gangs for the day shift which commences at 0730 hours must be ordered by 0700 hours and gangs for the evening shift, commencing at 1630 hours, by 1600 hours. This excludes the Poya Day on which only the day shift is worked, and gangs must be ordered by 0930 hours on the previous day.

MEDICAL: Although advance notice of medical assistance required is helpful, particularly when port stay is limited, it is not essential. Comprehensive hospital facilities are available either in private nursing homes or in the Government hospitals. The following inoculations are required: Smallpox and cholera, yellow fever if calling from ports in East Africa and Mozambique.

TANKERS: There are 3 tanker berths, one for importing crude oil suitable for tankers of 750 ft. length, max. draft 34 ft. One berth for white oil tankers with max. draft 33 ft. One berth for fuel oil imports for vessels with a max. draft of 31 ft., and this same berth is used for exports when permissible draft is 33 ft.

The diameter of discharge lines;

Crude oil, 24 in giving capacity 1,000 tons per hour.
White oil, 10 in., capacity 250 tons per hour.
Gasoline, 10 in., capacity 170 tons per hour.
Furnace oil, 14 in., capacity 500 tons per hour.
Naphtha, $12\frac{3}{4}$ in., capacity 450 tons per hour.

Pumping will not be commenced after nightfall. No residue discharge facilities are available.

DENSITY: 1025.

FRESH WATER: Fresh water is readily available by barge. The rate of delivery is approximately 40 tons per hour. The water is of good quality.

FUEL: Furnace diesel and gas oil available. Advance notice of at least 24 hours is advisable as the bunker requirements of the port often exceed the ability of the oil companies to supply immediately. Supplies are by barges which can pump at 150/200 tons per hour.

DEVELOPMENTS: One new alongside dry-cargo berth with a draft of 34–42 ft. should be ready by 1973 and there are plans for further development.

GANGWAY/DECK WATCHMEN: Watchmen are available and are to be recommended unless members of the crew are available to provide this service.

OPENING/CLOSING HATCHES: This work is normally carried out by the stevedores except in the case of McGregor or similar hatch covers which they will not handle.

CERTIFICATES: Register showing vessels name, port of registry, gross and nett tonnages and owner. Safety Equipment Certificates quadrenninal and annual, Ship's Articles (British) and clearance from previous port and deratisation Certificate.

CUSTOMS ALLOWANCES: Cigarettes 25 per man per day. Tobacco 1 oz. per man per day. Snuff 1 oz. per man per day. Spirits $\frac{1}{4}$ bot. per man per day. Wine 1 bot. per man per day. Beer 2 bots. per man per day.

IDENTIFICATION CARDS: These are not essential but the crew is expected to carry some form of identification with a photograph on it when they leave the vessel.

CONSULS:

America	Maldives
Belgium	Netherlands
Burma	Philippines
China	Poland
Czechoslovakia	Denmark
France	Thailand
Germany	Rumania
Hungary	Soviet Union
Indonesia	Switzerland
Italy	United Arab Republic
Japan	Yugoslavia

REPAIRS: Most main engine and boiler repairs and minor hull repairs can be effected.

DRY DOCKS: Maximum length 630 ft. overall 72 ft. breadth deepest draft 30 ft. Maximum possible notice required for booking.

REPATRIATION: There is no difficulty in arranging repatriation and crew change.

AIRPORT: It is 18 miles to the international airport which is served by regular airlines. The second airport, for domestic flights, is 8 miles away.

TIME: Ceylon standard time is $5\frac{1}{2}$ hours in advance of GMT, and no alterations are made during the year.

HOLIDAYS: Cargo work can normally be arranged on all except the following holidays:

1st January; 4th February; Sinhalese & Tamil New Year 1 day in April; 1st May; Wesak Full Moon in May; 26th September; Christmas Day.

POLICE/AMBULANCE/FIRE: Harbour Police tel. 21075; Ambulance 20428; Ambulance launch: Exhibit A.L. flags; Port Fire Brigade 32331.

TELEPHONES: None are available for placing on board.

GENERAL: Ships should not discharge oil within territorial waters, dispose any waste into harbour or on to quays, immobilise main engines without prior permission, use radio for transmission in harbour. Ships should hoist national flag during daylight hours.

SHORE LEAVE: There is no restriction on crew members being allowed ashore.

DELAYS: Delays for vessels working cargo vary considerably and it is impossible to generalise. However, it is very unusual for vessels calling for bunkers, fresh water, stores, etc., to be delayed for more than, say, 24 hours.

AUTHORITY: Colombo Port Commission, POB 528, Colombo 1. Tel. 21201.

AGENT: Aitken, Spence & Co. Ltd., Lloyd's Building, Sir Baron Jayatilaka Mawatha, PO Box 5, Colombo 1. Tel. 27861–7 (7 lines). Telex 142. Cable Address "Aitken Colombo."

GALLE: 06.01 N. 80.14 E.

PORT LIMITS: To the Eastward Unawatuna Point, to the Westward Gindurah Point, to the Southward the usual sea league from the line between these points.

DOCUMENTS: Pilot brings on board:

Arrival Report and Maritime Declaration of Health.

Port Health Officer boards vessel after berthing and collects Crew List, Passenger List, Maritime Declaration of Health. Examines crew, passengers and International Certificates of Vaccination.

Customs. Manifests, Bonded List, Passenger List, Cargo List, List of Currency, Port Declaration.

Immigration. 3 Crew Lists.

PILOTAGE: Apply for Pilots via local Agents. Send ETA not more than 24 hrs. prior arrival via Colombo Radio. Vessels telegraph direct to Master Attendant, Galle, via Colombo Radio. Vessels advised listen-in on Channel 16, VHF.

Pilot launch about 60 ft. long with white hull carrying word "Pilot". Pilot launch proceeds to vessels from Master Attendant's Office and Pilot will board about $\frac{1}{4}$ mile to South of bell buoy. Vessels should anchor until pilot launch arrives and heave-up on approach of pilot launch; due to heavy swell prevalent *essential* vessels provide good lee for Pilot. Proper pilot ladder and two man ropes should be ready. Vessels anchoring should do so to the South or East of bell buoy. See "Anchorages".

ANCHORAGES: Best anchorage lies to Eastward of bell buoy where depth 9 fathoms. To Southward of bell buoy depth increases to 15 fathoms. Vessels should anchor about $\frac{1}{2}$ mile from bell buoy.

RESTRICTIONS: Vessels should not proceed north of bell buoy. Entry prohibited after 1700 hrs. and may be delayed by bad weather. Generally a wind force of over 25 kts. and a swell of over 4 ft. delays entry.

MAX. SIZE: North-east Monsoon. 1 vessel of 500 ft. up to 30 ft. draft, 2 vessels of 500 ft. up to 26 ft. draft, 1 vessel of 450 ft. up to 23 ft. draft, 1 vessel of 350 ft. up to 20 ft. can be berthed at stream berths. South-west Monsoon. 1 vessel of 475 ft. up to 25 ft., 1 vessel of 450 ft. up to 21 ft., 1 vessel of 350 ft., up to 18 ft. can be berthed at stream berths.

Two alongside berths available for vessels 18 ft. draft. Alongside berths being dredged to accommodate vessels of up to 24 ft. draft, but at the moment only vessels of up to 350 ft. length permitted alongside. 750 ft. of quay space available, but this being extended to over 1,000 ft.

HEALTH: The International Declaration of Health, handed to Master by Pilot, must be completed and returned to Port Health Officer, who boards after berthing. PHO also requires 2 Crew Lists, synopsis of Vaccination Certificates, De-ratisation Certificate and examines Certificate of Vaccination.

RADIO: Colombo Radio.

TUGS: At present only one tug of 250 h.p. available throughout year. If sufficient notice given (over 24 hrs.) an additional tug could be sent from Colombo (only available during N.E. Monsoon). Proposal to station a 2,000 h.p. tug permanently in Galle under consideration. Tug meets vessel at berth, tugs lines used. Charges for tugs included in port (pilotage) charges irrespective of ownership of towing lines.

BERTHING: Vessel berthing in stream lies to both anchors and picks up 4 to 6 mooring lines from buoys aft. To pick up mooring lines, vessel should have ready at stream two messenger wires of $2\frac{1}{2}$ in. diameter and 60 fathoms length.

STEVEDORES: All stevedoring carried out by Government Corporation gangs, lighters, etc., are all arranged by Corporation.

MEDICAL: Vessel arriving in Galle and requiring medical attention should cable Agents at least 12 hrs. in advance.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: Cannot be supplied under any circumstances.

DEVELOPMENTS: In addition to alongside berths now available, proposed to build breakwater from Watering Point to Secundra Rock continuing to Fort.

Dredging main quay to 30 ft. depth, and channels to 33 ft. depth.

GANGWAY/DECK WATCHMEN: Ceylon police station two policemen aboard every vessel in harbour. For vessels berthed alongside policemen stationed aboard through day. For stream vessels policemen stationed only during hours when cargo worked.

OPENING/CLOSING HATCHES: Shore labour, but there is no objection to hatches being opened prior to labour boarding.

CUSTOMS ALLOWANCES: Present allowance 200 cigarettes/week, 2 bottles beer/day. Others proportionally.
CONSULS: All consular officers in Colombo, 72 miles away, 3 hours by train, 2 hours by road.
REPAIRS: No repairs possible as Galle open to S.W., essential that vessels have engines ready at all times. No shutdown permitted.
REPATRIATION: Via Colombo. Government Agent in his capacity as collector of Customs acts as Shipping Master and will sign on/off properly authorised crew changes.
AIRPORT: Colombo.
TIME: standard Time GMT plus 5½ hrs.
HOLIDAYS: Non-working days in the Port (dates variable yearly): National Heroes' Day, Independence Commemoration Day, Sinhala and Tamil New Year Day, Good Friday, May Day, Vesak Full Moon Day, Poson Full Moon Day, Christmas Day.
POLICE/FIRE/AMBULANCE: Harbour Police 325; Ambulance 251, 252. No fire brigade available.
TELEPHONES: No telephones available aboard.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Assistant Master Attendant, Master Attendant's Office, Galle, tel. 324.
AGENT: Clark, Spence & Co. Ltd., P.O. Box 11, Clan House, Fort, Galle. Cables: Spence Galle.

TRINCOMALEE: 08.36 N. 81.15 E.

DOCUMENTS:
International Maritime Declaration of Health.
6 copies Crew List.
6 copies Passenger List.
Smallpox Vaccination Certificates are compulsory.
Cholera or Yellow Fever Certificates required if vessel is arriving from an infected port.
PILOTAGE: No means of communication between Pilot Station and vessels calling at port. Vessels should indicate ETA through Colombo Radio, either to Agent or direct to Deputy Master Attendant, Trincomalee, at least twenty-four hours before arrival. No night pilotage. Pilot boards incoming vessels between hours of 0600 and 1800 about 2 cables Northward of Round Island (8° 30′ 48″ N. 81° 13′ 24″ E.). Vessels embarking pilot should whenever possible lower an accommodation ladder; if this is not practicable should let down a pilot ladder and provide two man ropes not less than three inches in circumference. Vessels awaiting a pilot should anchor half a mile North-eastward of Round Island light tower in depths from 11 to 13 fathoms.
Vessels arriving between 1800–2100 hours may be brought in at Deputy Master Attendants discretion if they come to anchorage 5 cables North-East of Round Island.
ANCHORAGES: Trincomalee Harbour is the only entirely sheltered natural harbour in Sri Lanka. Good anchorage may be found in almost any part of harbour in good weather.
RESTRICTIONS: Vessels may enter during hours of daylight only. Range of tide is very small and does not restrict entry.
MAX. SIZE: Almost unlimited length and draft can be accommodated in anchorage. Only one berth which can accommodate up to 600 ft. length, and 32 ft. draft. This jetty used for discharging tankers and bunkering.
HEALTH: The Port Health Officer boards vessels after arrival at anchorage to grant pratique. Pratique automatic for vessels arriving from another port in Sri Lanka.
RADIO: All cables to Deputy Master Attendant, Agents, Receivers, etc., should be routed through Colombo Radio; call sign 4 PB.
Pilot carries a portable VHF set, Channel 16, with about 2 miles range.
TUGS: One tug attends when required. Tow-lines generally not used; but if required tug lines used.
STEVEDORES: Stevedoring operations have been nationalized and are carried out by the Port (Cargo) Corporation, Trincomalee.
TANKERS: One tanker berth at which vessels of 600 ft. length and 32 ft. draft are discharged.
DENSITY: Salt water.
FRESH WATER: Available, supplied by water lighters, and from bunkering jetty.
FUEL: Marine heavy diesel and furnace oil can be supplied at 24 hours notice.
GANGWAY/DECK WATCHMEN: Watchmen are provided by the Port Tally and Security Services Corporation.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: Tobacco issued as required. Wine and/or Spirit issued as required.
IDENTIFICATION CARDS: Identity Cards or Passports are required to be carried by crew members ashore.
CONSULS: All Consular officers are in Colombo.
REPAIRS: Only minor repairs can be carried out.
REPATRIATION: Crew changes and repatriation can be effected.
AIRPORT: No International flights through Trincomalee. Internal service of Air Ceylon operates daily flights between Trincomalee and Colombo.
TIME: GMT plus 5½ hours.
HOLIDAYS: Dates of holidays are not fixed. Cargo work can generally be arranged on any holiday.
TELEPHONES: Police 308; Ambulance 448; Fire 335. There are no telephone connections for ships.
SHORE LEAVE: Allowed.
AUTHORITY: Deputy Master Attendant, Port Commission, Trincomalee. Tel. Dockyard 212.

Sudan

PORT SUDAN: 19.37 N. 37.14 E.

DOCUMENTS:
Port Sudan Harbour Master's Declaration.
Sudan Customs Declaration.
Quarantine Form.
(All above forms to be filled by Master on arrival).
3 Crew Lists.
3 Passengers Lists.
1 Crew Declaration.
1 Dutiable Stores.
4 copies Manifest.
1 copy B/Lading.
1 Provisions List.
PILOTAGE: 24 hours notice ETA. VHF. Channel 16. Pilot boards South of South Wingate Beacon. Pilotage compulsory.
ANCHORAGES: Towartit Anchorage, approx. 8 km. S.E. of harbour.
RESTRICTIONS: No restrictions providing berth available.
MAX. SIZE: Length 850 ft. maximum. Draught at Oil Terminal 37 ft., other berths 34 ft. 6 in.
HEALTH: Radio pratique obtainable if message sent not more than 24 and not less than 8 hours before arrival to "Quarantine, Port Sudan", with following information: Name of ship and ETA; Name of Agent; Whether surgeon carried or not; Whether illness on board, if so, what illness; Port of departure and last port of call. On receipt the Quarantine Medical Officer will inform ship by wireless whether pratique is granted or not.
RADIO: Port Sudan Radio (call sign STP). Operates daily on High Frequency as follows: 8652 Mcs from 0400 hours to 1600 hours GMT; 4356 Mcs from 1600 hours to 0400 hours GMT; 0500 kcs – continuous listening watch for first ten minutes of every hour. Radiograms may be handed in at Port Sudan Post Office at all times and at Port Sudan Quays Post Office during office hours.
TUGS: About one mile from harbour entrance. Either ship's or tug's lines at Pilot's discretion.
BERTHING:

		Depth	
Berth	*Length*	*Winter*	*Summer*
Nos. 1 to 5 main berths	456 ft.	30 ft.	28/33 ft.
No. 5	426 ft.	35 ft.	33 ft.
Nos. 6 & 7	606 ft.	35 ft.	33 ft.
Nos. 8 & 9	600 ft.	37 ft.	35 ft.
No. 15	642 ft.	37 ft.	36 ft.
No. 16	230 ft.	37 ft.	35 ft.
Nos. 17 & 18	908 ft.	39 ft.	37½ ft.

CARGO HANDLING: Grain silo of 50,000 tons capacity situated at Berth No. 15. Heaviest lift normally acceptable is 30 tons; special arrangements necessary for heavier items.
Span of coal transporters is 420 ft.
TANKERS: At berth No. 16 vessels up to 600 ft. length can berth with overhang. Max. draft 34 ft. 6 in.
Berths 17 and 18 accommodate tankers up to 37 ft. draft. Berths connected by pipe-line to refinery 8 km. South of Port Sudan.
Used for discharging crude oil and loading refined products.
STEVEDORES: Require 24/48 hours advance notice of ETA and stowage of cargo. Rate of Discharge and Loading: General cargo, 5–10 tons per hook per hour. Bagged cargo, 15–20 tons per hook per hour.
Exports. Main exports, cotton, cottonseed, gum Arabic, oilcakes, MOP shells, trocas shells, senna, beans, domnuts, oilseed, hides, skins, salt, beeswax, durra, wheat bran, chick peas, karkadeh and castor seed.
Tea. Following exports should not be stowed with tea: castorseed, hides, linseed, edible oil, oilcake. Cottonseed may be stowed with tea with separation of 3 ft. but it is preferable to stow in separate compartment from tea.
Cotton. Gum should never be stowed with cotton.
Transhipment cargo. Is normally not accepted at Port Sudan without prior permission, except in very small quantities.
Weight. Deadweight of cargo is expressed per ton of 1,000 kilos.
MEDICAL: Advance notice advisable. Hospital facilities available. Crew and passengers must have International Health books valid.
DENSITY: 1025.
FRESH WATER: Available ex quay and ex barge.
FUEL: Marine Fuel oil (normally 1000 secs.); marine diesel oil (42/45 secs.); gas oil (35 secs.). 24/48 hours advance notice advisable Name of suppliers is required.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Normally by stevedores.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per person. Wine and/or Spirit, two bottles of different kinds per person. Only personal requirements may be taken ashore.
IDENTIFICATION CARDS: Not required.
CONSULS: UAR and Nigeria.
REPAIRS: Minor deck and engine repairs.
DRY DOCKS: None.
REPATRIATION: Not recommended. Formalities take 2/3 days.
AIRPORT: 3 miles away. Flights 4 days per week Port Sudan to Khartoum. 2 days per week Port Sudan to Cairo.
TIME: GMT plus 2. In summer, GMT plus 3 hours.
HOLIDAYS: Any work done ranks as overtime: Fridays (Moslem

Sunday) (1 day); Shel El Nesim (1 day); Ramadan Bairm (4 days); Kurban Bairam (5 days); Mohammedan New Year's Day (1 day); Mulid El Nebi (1 day); Christmas Day (1 day); Independence Day (Jan. 1st, 1 day); Revolution Day (Oct. 21st, 1 day; May 25th, 1 day). No overtime will be authorised on following days although Port Authority may make exceptions in favour of black and white oil tankers discharging bulk oils, and for passengers' baggage: Mulid Nebi; Christmas Day; Second day of Ramadan Bairam; Second day of Kurban Bairam; Revolution Day.

POLICE/AMBULANCE/FIRE: Police 2424; Ambulance 2400; Fire 3001.

TELEPHONES: No arrangements exist for placing telephones on board.

GENERAL: No foreign currency allowed ashore. Crew are permitted to go ashore with any amount Sudanese Currency.

AGENT: May Working People Corporation, PO Box 17, Port Sudan. Telegraphic address: "Mayo" Portsudan. Telex: No. 6. Tel. (during office hours) 2437; 2029, 2389; after office hours 2136, 2040.

Surinam

MOENGO: 05.38 N. 54.25 W.

A bauxite mining town about 70 miles up the Cottica river, a tributary of the Commewijne river, which latter joins the Surinam river at Fort Nieuw Amsterdam.

DOCUMENTS/PILOTAGE/GENERAL INFORMATION: refer to "Paramaribo."

TUGS: Two tugs are available, the larger is 1,750 h.p.

MAX. SIZE: Ships of 525 ft. can be accommodated. Ore vessels call daily. Draft depends on bar draft Surinam river.

BERTHING: Moengo has two piers at which ore is loaded by a transporter at the rate of 800/1,000 tons per hour. One pier is 430 ft. long and has a depth of 24ft. alongside. Both will accommodate ships of 525 ft. length. Tracks are laid on the 430 ft. pier and a 25 ton crane is available.

PROVISIONS: Not available.

FUEL: Small quantities can be supplied.

FRESH WATER: Small quantities can be supplied.

AIRPORT: About 5 km. from docks.

AUTHORITY: District Commissioner acts as Harbourmaster.

AGENT: Alcoa Shipping Co.

NEW NICKERIE: 05.57 N. 56.59 W.

DOCUMENTS:

2 copies Crew List.
2 copies Passenger List.
Customs Documents; Crew Declaration Lists; for instance, souvenirs, electric apparatus, etc.
2 copies Ship's Store Lists.
3 copies Manifests of Import.
3 copies Manifests of Export.
1 copy Transit Manifest.
2 copies Manifests of Coastal Cargo.
Ship's Papers to be shown on request.

PILOTAGE: Pilotage is compulsory for the Nickerie River for ships bigger than 50 gross tons. There is always a pilot available; ETA to be sent 48 hours before arrival and 12 hours before arrival give necessary correction message to the Agent.

Ships can only enter the river at or about the time of high water.

The Pilot boards near the sea buoy (buoy No. 1). The pilot boat is a small wooden, grey and white painted vessel. The pilot boat does not use the international red-white pilot lights at night. It is not possible to make radio telephone contact with the boat. There is a signal lamp on board.

Send ETA-message to Agent who will order the Pilot. Awaiting high water the vessel can anchor about 3 miles N.N.E. of the sea buoy.

ANCHORAGES: With a draft of 15 ft. the ship can safely anchor 3 miles N.N.E. of the sea buoy. It is not advisable to anchor in the Nickerie river for a long time, the river is too narrow.

MAX SIZE: With springtide the maximum draft must not exceed 14 ft. 9 in. and at neaptide 12 ft. The vessel has to use the high-inlet while passing the bar.

Maximum permissible length of vessel is 130 metres (426 feet). At low water ships are seated in the mud without consequence to hull, rudder or propeller alongside the wharf. There are berths for oil-carriers.

HEALTH: There is no pratique-procedure. Only in the event of any suspected disease or fever on board a doctor must be called.

RADIO: Send ETA cables to Paramaribo Radio. The pilot office at Nickerie has a radio telephone transmitter. Frequency 8233,9 kHz; listening hours: 07.00, 12.00, 18.00 local time. SSB and VHF equipment also used.

TUGS: No strong tugs available.

STEVEDORES: The Agent orders the gangs (maximum three gangs available).

MEDICAL: No advance notice required for medical treatment. There is one hospital in Nickerie with a surgeon.

TANKERS: There are three piers in Nickerie: Esso, Shell and Texaco pier. Maximum permitted draft 14 ft. 9 in. at springtide.

DENSITY: In the dry season the density on the river near New-Nickerie is 1015. In the rainy-season the density is 1005 near HW, and 100 near LW. These all depend upon springtide or neaptide.

FRESH WATER: Fresh water is available alongside the wharf of New-Nickerie. It is loaded from shore by hose.

FUEL: Small quantities of fuel available from Esso or Shell, also grease and petrol.

DEVELOPMENTS: In the future a bigger and deeper port will be built in the Corentyne river, about 20 miles up the river.

GANGWAY/DECK WATCHMEN: It is recommended to have a watchmen during the night.

OPENING/CLOSING HATCHES: Patent hatches must be opened by the crew, other hatches by the stevedores.

CUSTOMS ALLOWANCES: Captain included: for every 72 hours staying in port: 15 cigars or 60 cigarettes or 30 cigarillos or 150 gm. tobacco plus ¼ bottle spirits or 5 bottles beer or 1 bottle wine.

IDENTIFICATION CARDS: Not needed.

CONSULS: No consuls in Nickerie.

REPAIRS: Small engine repairs and shaft repairs and some welding repairs can be done.

REPATRIATION: Is possible via Paramaribo.

AIRPORT: The airport is 10 miles from the port of Nickerie. Two times per day there is a flight to Paramaribo arranged by a local company, called S.L.M.

TIME: Local time is GMT minus 3.30 hours. No alteration in time.

HOLIDAYS: New Year's Day; Good Friday; Phagwa; Queen's Birthday (April 30); Ascension Day; Labour Day (May 1st); Day of Liberties (July 1st); Idul Fitre; Christmas Day and Boxing Day. On these days work can be done by paying overtime.

POLICE/AMBULANCE/FIRE: Police 356; Ambulance 241; Fire 333.

TELEPHONES: No arrangements can be made for a telephone connection on board.

SHORE LEAVE: Without reserve.

DELAYS: Delays in berthing: there are only two wharves with a total length of 700 ft. Banana ships have priority. Delays in loading and discharging: there are only three gangs of stevedores. These can be enlarged to five "small gangs".

AUTHORITY: District Commissioner acts as Harbour Master.

PARAMARIBO: 05.49 N. 55.09 W.

PORT LIMITS: The seaward boundaries of the port, within which a vessel is considered to be "arrived" is the entrance of the Surinam, Matowijne, Coppename, Corantijn and Nickerie rivers. Laytime commences to count after vessel has anchored or berthed.

On the left bank of the Surinam river about 8 miles above New Amsterdam and 21 miles from light-vessel at river entrance.

DOCUMENTS:

5 Incoming Cargo Manifests (if any cargo), otherwise three copies.
1 Cargo Transit Manifest.
4 Outward-going Manifests.

These above-mentioned must be sent ahead to the Agent so that they can be translated into Dutch.

4 Crew Lists.
2 Store Lists.
2 Crew Declaration Lists.
6 Passengers Lists.

PILOTAGE: Compulsory. All ships are requested to amend their estimated time of arrival in local time, at least twelve hours in advance by special message through the wireless station to their Agents or to the Harbour Master. Arrival message should include draft of vessel and other requirements. As there is no shipping but in the Surinam river, the Commenwijned river, the Cottica river and the Nickerie river, all Pilots except one for Nickerie are stationed at Paramaribo. Paramaribo Pilots board the vessels at the light-vessel of the Surinam river. All vessels have to stop off the light-vessel.

ANCHORAGE: Anchorage off town in 18–35 ft. of water at LWS. Government officials board vessels immediately on arrival for inward clearance. Vessels which are required to anchor off the port to wait for berths may be boarded at the anchorage.

RESTRICTIONS: Bar has minimum depth of 15 ft. 5 in. Rise neaptide 6 ft. 7 in. springtide 8 ft. 10 in. Due to the fact that the bar consists of very soft mud, vessels regularly leave the ports with a draft of 25 ft. (by springtide).

RADIO: There is a 24 hours radio telephone service at the Harbour Department on SSB and VHF. The coast station also maintains a 24-hour radio telegraph (500 kc.) and telephone service in the 2182 kc. band.

HEALTH: Port doctor will visit an arriving ship only if there is a case of contagious disease aboard, or if one of the preceeding ports of call has been declared to harbour contagious disease. No bill of health is required. A ship with an infection on board must advise the Harbourmaster by special message through the wireless station before arrival.

BERTHING: *O.G.E.M. wharf*, 120 ft. long least depth 14 ft. Oil/gas discharge for public undertakings.

B.E.M. wharf, 110 ft. long, least depth 14 ft. Private cement and gravel discharge wharf, Moorings 450 ft. apart.

Banana export pier, 297 ft. long, least depth 18 ft. Fresh water can be supplied.

New Oil terminal, Moorings 570 ft. apart. Least depth 18 ft.

Flour pier, Long 36 ft. Moorings 160 ft. apart. Least depth 16 ft. Only possible to discharge flour with a grain elevator.

Vensur Cement wharf, 180 ft. long, least depth 14 ft. Moorings 600 ft. apart.

New Wharf Ltd., 1,815 ft. long. Least depth 15 ft. Fresh water can be supplied.

Belwaarde: 3 miles above Fort Nieuw Amsterdam on the right bank of the Surinam river. Length of pier: 279 ft., least depth 18–20 ft. Loading sugar.

Shell Oil Terminal: Moorings 540 ft. apart. Least depth at LWS 21 ft. exclusively for oil and gas.

MEDICAL: Excellent medical and dental attention is available to crew members of all vessels.

FRESH WATER: The water is of excellent quality. Available at most berths as mentioned above.

FUEL: Ship's bunkers are available in most ports of Surinam in limited quantities. Advice regarding quantities and specifications of oil should be given to Agent's representative immediately after docking.

CUSTOMS ALLOWANCES: 60 cigarettes or 15 cigars or ½ pound of tobacco. ⅕ litre of spirits, ⅓ litre of wine, 2 litre of beer, for each crew member. All quantities in excess of the above, will be put under seal.

REPAIRS: No facilities for major ship repairs. Local workshops can do repairs of minor nature. There are two floating dry docks and one floating derrick owned and operated by the Surinam Drydock Co. Lifting capacities dry docks: 400–650 tons.

WATCHMEN: The customs board the vessel while riding at anchor or alongside one of the docks. All vessels are required to make a proper gangway available to the custom boarding officer.

The local authorities assign one or more custom guards to each vessel during its stay in port. The charges for guarding are for the account of the vessel. These officials must be provided with meals on board at regular meal hours, and rooms if necessary.

REPATRIATION: Under special circumstances vessels may sail without all crew members on board (sickness, etc.). The Master furnishes a letter to his Agent authorising him to accept responsibility for the missing seaman or seamen.

CONSULS:

U.S.A.	Belgium	Ecuador
Britain	Denmark	France
Norway	Dominican Republic	Austria
Venezuela	West Germany	Portugal
Brazil	Indonesia	Sweden

TIME: Local time is 3 h. 30 m. slow of GMT. Vessels are required to use local time in ETA messages and when dealing with Agents.

HOLIDAYS: 1st January; Easter Sunday; 1st May; 1st July (Freedom Day); 25th and 26th December; Holy Pagwha and Id ul Fitre.

SHORE LEAVE: Under normal circumstances no restrictions are imposed by the Government Immigration Authorities on shore leave.

GENERAL: While alongside vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs are permitted which should interfere with this requirement. While alongside, oil tankers should have their offshore anchor out about 50 ft.

All vessels except ships of war, must furnish a statement, of the amount and character of explosives carried, also a certificate to show how they are stored and manner of packing.

Special anchorage areas are provided in the harbour for vessels with dangerous cargo.

All fire-arms and ammunition must be manifested on store lists and must remain in bond on board during vessel's entire stay in territorial waters of Surinam. Any violation of this regulation renders the vessel subject to fines and confiscation of fire-arms and ammunition.

BALLAST: Vessels must arrive with sufficient ballast to permit safe handling. All vessels should enter port with clean ballast water that may be pumped overboard while in the harbour, as it is prohibited to pump dirty ballast water or oil residue or sweepings into the harbour.

AUTHORITY: Harbourmaster, Paramaribo.

AGENT: Alcoa Steamship Co., PO Box 1842, Paramaribo. Tel. 72941. Cables: "Alcoaship Paramaribo".

PARANAM: 05.38 N. 55.05 W.

A bauxite mining town, located on the left bank of the Surinam river, about 40 miles from the entrance.

DOCUMENTS/PILOTAGE: and all General Information: refer to "Paramaribo".

MAX. SIZE: Vessels can load to outer bar draft and usually top off at Trinidad.

HEALTH: Health officer does not board unless there are quarantinable diseases aboard.

TUGS: Not available.

BERTHING: There is a concrete dock of about 350 ft. Mooring 660 ft. apart. Least depth 30 ft.

New Pier: Least depth 30 ft. length 680 ft. Capable of handling ore carriers up to 40,000 tons.

Equipment: 75-ton crane..

Loading Capacity: Bauxite 2,000 tons per hour. Alumina 850 tons per hour. Loading by conveyor.

FUEL: Small quantities can be supplied.

FRESH WATER: Can be supplied.

REPAIRS: None can be effected.

AIRPORT: At Zanderij 45 km. from dock.

AUTHORITY: District Commissioner acts as Harbourmaster.

SMALKALDEN: 05.38 N. 55.05 W.

A bauxite mining town on the left bank of the Surinam river about 20 miles upstream from Paramaribo.

DOCUMENTS/PILOTAGE and all General Information; refer to "Paramaribo".

TUGS: None available.

BERTHING: Wharf with length of 218 ft. Moorings, 535 ft. apart, least depth 30 ft. Ships can load to outer bar draft. Bauxite loaded by two conveyors with an average of 800 tons per hour.

DEVELOPMENTS: New wharf under construction capable of handling ore ships up to 40,000 tons deadweight. Moorings 680 ft. apart.

FUEL: None available.

FRESH WATER: Small quantities can be delivered by trucks.

REPAIRS: None.

AIRPORT: At Zanderij, 45 km. from dock.

AUTHORITY: District Commissioner acts as Harbour Master.

Sweden

ÅHUS: 55.56 N. 14.19 E.

DOCUMENTS: See "Stockholm".

PILOTAGE: Pilots meet vessels at Pållagrund. Telegraphic address: "Sjöfartsstyrelsen, Åhus". Tel. 044–240027. VHF. Channel 16 call sign: "Pilot station, Åhus." Awaiting Pilot, anchor outside "Pållagrund". Depth 15–20 metres. (Also see "Stockholm".)

ANCHORAGE: Anchorage forbidden in dredged entrance channel.

RESTRICTIONS: No special regulations.

MAX. SIZE: Maximum length 150 metres, maximum draft 7·6 metres.

HEALTH: No special regulations.

RADIO: Karlskrona Radio, call sign SAA.

TUGS: Tugs only used in harbour basin, when turning.

STEVEDORES: Åhus Stevedore A/B.

RADAR/VHF: Radar on pilot station. VHF call sign: Pilot station, Åhus. Channel 16.

FRESH WATER: Delivered from pipe-line.

FUEL: Available day and night.

FIRE PRECAUTIONS: No special regulations.

GANGWAY/DECK WATCHMEN: If wanted, watchmen available.

OPENING/CLOSING HATCHES: Normally by the crew.

CUSTOMS ALLOWANCES: See "Stockholm".

CARGO GEAR: Normally loading or discharging with cranes.

IDENTIFICATION CARDS: Crew list needed. No cards.

CONSULS: Danish Vice-Consul: Vasagatan 17B, 29100 Kristianstad. Tel. 044–114841. Norwegian Vice-Consul Mast. Bonggatan 2, 29100 Kristianstad. Tel. 044–115605.

REPAIRS: Minor repairs only.

DRY DOCKS: No dry dock. Nearest dry dock Sölvesborg.

AIRPORT: Nearest airport about 10 miles away. Two flights per day.

TIME: GMT plus one. Permanent.

HOLIDAYS: See "Stockholm".

POLICE/AMBULANCE/FIRE: Police 240950; Ambulance 90000; Fire 90000.

TELEPHONES: No arrangements for placing telephone on board. Two public telephones on quays.

AUTHORITY: Harbour Office, 290 20 Åhus. Tel. 044–240014.

GÄVLE: 60.41 N. 17.11 E.

PORT LIMITS: A line from Utvalnäs (approx. 60° 45.2 N. 17° 21.4 E.) over Båkharen to Långharen (approx. 60° 41.0 N. 17° 17.5 E.).

DOCUMENTS:

4 Crew Lists (for European vessels).
2 Crew Lists (for other vessels).
2 Manifests.
2 Bills of Lading.
1 Tobacco List.
1 Stores List.

Following documents supplied by Agent and signed by Master:

On arrival from foreign port:
1 Maritime Declaration of Health.
4 Report of Arrival (customs).
1 Declaration of Master (of persons on board).
1 Declaration of living animals (if any).

On arrival from any port:
1 Report of Arrival (Harbour Office).
1 Report of Receivers (Harbour Office).
1 Cargo List (or Manifest).
1 Transfer.

On departure to foreign port:
4 Report of Departure.
1 Declaration of Master (of persons on board).

On departure to any port:
1 Report of Shippers (Harbour Office).
1 Declaration by foreign Master.

PILOTAGE: (*a*) Sea Pilots: Pilot station: Bönan Telephone Nos. 991 10 and 992 20. Telegraphic address: Pilotstation, Gävle. Five hours advance notice of ETA pilot station. Notice of ETA can be given over any Swedish coastal radio station or free of charge on VHF over any Swedish pilot station or Grundkallen lighthouse.

VHF: Channels 16: Calling and Safety } Pilot station and Pilot
13: Pilotage traffic } boats.

All pilot boats orange. International signals for calling pilot. Pilot boards: South-east of Gråsjälsbådan 60° 43′ N., 17° 27′ E., and on request South of Eggegrund Lighthouse, 60° 43′ N., 17 34′ E. In° case of bad weather closer to pilot station. Anchorages: Gråberget roadstead North-east of Bönan Lighthouse (approx. 60° 44.8′ N. 17° 20.5′ E.), about 350 metres (0·2 m.) from shore and in 18–21 metres (10–13 fathoms) deep. Open for easterly winds. (*b*) Harbour Pilots: Available for moving within harbour area on application to Port Administration, Telephone Nos. 12 49 10 or 11 31 56 or by VHF to Gävle Port Radio, channels 16, 14 and 13.

ANCHORAGES: See "Pilotage". Outer roadstead situated inside of Northern entrance and in red sector of Fredriksskans light. Outer roadstead well protected, depth of 15–11 metres (8–6 fathoms). Anchoring forbidden:

(*a*) In dredged channel between lights in Northern channel and to a point 800 metres (875 yds.) West-south-west of Light No. 4.

(*b*) In white sector of Fredriksskans light East-north-eastward within a distance of 2,000 metres (2,190 yds.) from same.

(*c*) In navigable channel from Fredriksskans Light to Gävle Dolphin Light.

(*d*)In Fredriksskans Harbour basins.

(*e*) In Gävle River from berth No. 18 to berth No. 10.

RESTRICTIONS: Two fairways lead to harbour. Northern fairway is 11, 1 m. (36 ft. 5 in.) deep and has bottom width of 60 m. (196 ft. 11 in.) Day-time: maximum draft 10·6 m. (34 ft. 9 in.); maximum length 210 m. (689 ft.); maximum breadth 28 m. (91 ft. 10 in.). Night-time: maximum draft 7·55 m. (24 ft. 9 in.); maximum length 170 m. (558 ft.). Southern fairway (daylight only) permits draft of 3·1 m. (10 ft. 2 in.). All depths are referred to mean water level. Ships on way from outer roadstead or passing from Fredriksskans Harbour to Inner Harbour shall give way to vessels proceeding in opposite direction. This shall not apply to vessels with tow unless vessel approaching also has tow.

MAX. SIZE: Maximum permissible draft (at mean water) as follows:

Fredriksskans Harbour

	Maximum metres	*Draft feet*	*Real depth metres*	*Allowance metres*
Oil berth No. 21	10·6	34′09″	11·0	0·4 Maximum length 210 m. (689 ft.)
Oil berth No. 1	7·55	24′09″	7·9	0·35 Maximum length 200 m. (656 ft.)
Oil berth No. 2–3	5·4	17′09″	5·6	0·2
Berth No. 4–8	7·55	24′09″	7·9	0·35
Berth No. 9–14	9·1	29′10″	9·5	0·4
Inner Harbour (River Gävle and Nyhamn)				
Berth No. 25–38	4·8	15′09″	5·1	0·3
Berth No. 8–23			4·95	0·15
Korsnäs Works				
Kastet Pier, North side, outer end. Length 77 m. (252 ft.) Kastet Pier, South side, outer end. Length 105 m. (344 ft.)	7·55	24′09″	7·9	0·35
Kastet Pier, North side, inner end. Length 53 m. (174 ft.) Kastet Pier, South side inner end. Length 45 m. (148 ft.)	6·4	21′00″	6·7	0·3
Karskär				
Berth No. 105–106 Length 195 m. (640 ft.)	6·7	22′00″	7·0	0·3
Berth No. 107–108 Length 196 m. (640 ft.)	8·0	26′03″	8·3	0·3
Berth No. 109 Length No. 90 m. (295 ft.)	4·8	15′09″	5·0	0·2
Berth No. 110, South end. Length 35 m. (115 ft.)	4·8	15′09″	5·0	0·2
Berth No. 110, North end. Length 75 m. (246 ft.)	6·2	20′04″	6·5	0·3
Salt Pier				
Berth No. 111 Length 75 m. (246 ft.)	5·6	18′05″	5·9	0·3
Berth No. 112 Length 80 m. (262 ft.)	6·6	21′08″	6·9	0·3

HEALTH: Pratique always automatic. If any suspected disease or fever on board, notify ship's Agent.

RADIO: Stockholm Radio (SDH) or Härnösand Radio (SAH).

RADAR/VHF: No port radar service, but Bönan pilot station, Eggegrund Lighthouse, and one pilot cutter equipped with both radar and VHF and assists any ship approaching pilot station on request. After calling pilot station on VHF Channel 16, ships will be given assistance on Channel 13, 12, or 6.

TUGS: Join vessel outside Fredriksskans Lighthouse or outside Korsnäs Works for berthing, and outside Northern entrance channel for passage through same. Ship's lines always used.

CARGO HANDLING: Container berth, maximum draft 9·1 metres. One crane with 30-ton capacity.

Roll-on/roll-off berth, maximum draft 4·8 metres.

STEVEDORES: 24 hours notice (if possible) order arrange gangs.

MEDICAL: Notice of medical attention to Agent as early as possible. All kinds of medical and hospital facilities available. Smallpox vaccination required on arrival from non-European ports. Other vaccinations necessary on arrival from diseased areas. (Common for all Swedish ports.) Quarantine station established at Gävle with quarantine anchorage on outer roadstead.

TANKERS: Tanker berth No. 21 Maximum length: 210 metres (689 ft.). Maximum draft (at mean water) 10·6 m. (34 ft 09 in.). Discharge lines for all products diameter 200 mm. (8 in.) at ships' connections. Pipelines connecting berth with oil depots have diameters as follows: Heavy fuel oils, 450 mm. (18 in.); gas oil, 400 mm. (16 in.); gasoline, 350 mm. (14 in.); kerosine, 250 mm. (10 in.). Tanker berth No. 1: Maximum length 200 metres (656 ft.). Maximum draft (at mean water): 7·55 m. (24 ft. 09 in.). Discharge lines for different products have diameter at ships connections as follows: All fuel oils, 250 mm. (10 in.); gasoline, 200 mm. (8 in.); kerosine, 200 mm. (8 in.). Pipelines connecting berth with oil depots diameters as follows: All fuel oils, 350 mm. (14 in.); gasoline, 300 mm. (12 in.); kerosine, 250 mm. (10 in.). Tanker berth No. 2 and 3: Maximum length: 125 metres (407 ft.). Maximum draft (at mean water): 5·4 m. (17 ft. 09 in.). Discharge lines for all products 150 mm. (6 in.) at ships connections. Pipelines connecting berth with oil depots 150 mm. (6 in.). Tanker berth No. 105–106 (or 107–108)/if the draft is more than 6·7 m. (22 ft.)/at Karskär (Korsnäs Works). No. 105–106: Maximum length: 195 m. (640 ft.). Maximum draft (at mean water) 6·7 m. (22 ft.). Discharge lines for all products: 200 mm. (8 in.) at ships connections. Pipelines connecting berth with oil depots 250 mm. (10 in.). No. 107–108- Maximum length: 195 m. (640 ft.). Maximum draft (at mean water): 8·0 m. (26 ft. 3 in.). Same dimensions as above.

DENSITY: Fresh water.

FRESH WATER: Delivered from water posts at all quays in Fredriksskans Harbour. Inner Harbour, at Korsnäs Works and on roads fresh water delivered by water boat.

FUEL: All kinds of fuel oils available either from pipelines at oil berths or by lorries at all other quays. Following viscosities (Redwood I) normally in stock: 35, 225, 650, 1500, and 3500 secs. Other viscosities can also be delivered. Notice of delivery is required day before.

DEVELOPMENTS: New shipping terminal for coal and coke where discharging capacity will be very high.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Only patent hatches have to be opened by crew.

CERTIFICATES:

Tonnage Certificate.
Rat Certificate (Not older than 6 months).
Certificate of Nationality (for Swedish ships only).

CUSTOMS ALLOWANCE: Tobacco: each crew member 200 cigarettes or 100 grammes of tobacco out of Bond.

Wine and spirit: Each crew member 1 bottle (75 centilitres) of spirit and moderate quantities of wine and beer out of bond. After a week in Sweden the same quantity may be taken out on request to Customs Office.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Denmark	Netherlands
Finland	Norway
France	Portugal
Great Britain	

REPAIRS: The former shipyard Gävle Varv carries out all types of deck and engine repairs along fitting-out quay 200 m. (656 ft.) long, with water depth 3·9 m. (12 ft. 10 in.) and with maximum draft 3·75 m. (12 ft. 03 in.) at mean water. One 10-ton luffing crane. Another berth along South side of former slip-way with water depth 6·0 m. (19 ft. 08 in.) and maximum draft 4·8 m. (15 ft. 09 in.) at mean water also available. Repairs can also be carried out in all parts of harbour.

DRY DOCKS: None.

REPATRIATION: Crew changes and repatriations arranged by Agent.

AIRPORT: Stockholm Airport (Arlanda) 145 kilometres (90 miles) served by regular airlines. Rörberg airport 16 km. (10 miles). Regular traffic to Swedish airports.

TIME: GMT plus one hour. Permanent.

HOLIDAYS: New Year's Day (Jan. 1); Twelfth Day (Jan 6); Good Friday; Easter Day; Easter Monday; First May (May 1); Whit Sunday; Whit Monday; Midsummer Day (Saturday nearest to June 24); All Saints' Day (first Saturday in Nov.); Christmas Day (Dec. 25); Boxing Day (Dec. 26).

POLICE/AMBULANCE/FIRE: Police 11 53 00; Ambulance 12 90 90; Fire 12 90 90. Emergency 90 000.

TELEPHONES: Fredriksskans and Inner Harbour: Telephones can be placed on board at all berths in Fredriksskans Harbour and at three berths in Inner Harbour. At Korsnas Works: Telephones can be placed on board at two berths in Karskär and one at Kastet Pier.

SERVICES: (*a*) Minor quantities of oil and other liquid residues can be discharged into tank lorries with special suction equipment

(approx. 6 cubic metres = 210 cubic ft. per lorry). (*b*) Compass adjusting by licensed adjusters. (*c*) An area for compass adjusting is established on outer roadstead. (*d*) Speed trials can be made on measured mile between Eggegrund Lighthouse and island of Limo
DELAYS: Normally no delays in berthing, loading, discharging or bunkering.
AUTHORITY: Gävle Hamn (Gefle Port Authority). Address: Drottninggatan 56, 803 50 Gävle. Tel. 026–11 58 30 (No Telex).

GOTHENBURG: 57.42 N. 11.57 E.

DOCUMENTS:
4 Crew Lists.
3 Passenger Lists.
2 Tobacco Lists (must be signed by each crew member).
1 Stores List.
1 Health Document.
Ship's Papers.
Nationality Certificate.
If stay more than 48 hours, Articles to Consulate.
Manifests, Bills of Lading.
PILOTAGE: Cable address: 404 47 Vinga. Vessels with VHF equipment may contact on international call frequencies 156.8 Mc/s (Channel 16). Working frequencies for Sea Pilots 156·65 Mc/s (Channel 13) and for Harbour Pilots 156·6 Mc/s (Channel 12). Pilot station located at Vinga Lighthouse. Sound or light signal G towards Vinga lookout. Pilot boat located outside Trubaduren Lighthouse, where Pilot taken on board. Approved pilot ladder, if rail is high accommodation ladder, heaving line, and a man standing-by to receive Pilot. (also see "Stockholm".)
ANCHORAGE: At Rivö Fiord.
MAX. SIZE: Torshamnen, water depth 65 ft. (19·8 m.). Tankers of 225,000 tons d.w. received. Skarvik Harbour, water depth 39 ft. (12 m.). Tankers up to 50,000 tons d.w. General cargo harbours: for container vessels water depth up to 36 ft. (11 m.), other cargo and passenger vessels 33 ft. (10 m.). Water depths at MWL. Tide of no importance.
HEALTH: The Master of every ship, whose voyage has touched lands outside Europe (excepting U.S.A., Canada, Azores, Canaries, Maderia and Morocco), and who within 28 days arrives at Gothenburg from a port in any such land, shall submit to customs on demand a Declaration of Health for the ship in the prescribed form. If ship arrives within 14 days of calling at any such port she must not touch land until inspected by the Quarantine Medical Officer and permission to land granted. Master must be prepared to state whether all persons on board possess internationally valid evidence of innoculation for smallpox. Compulsory medical examination not required where a ship liable to inspection has undergone an approved Quarantine Inspection in either a Danish, a Norwegian or a Finnish port, and all questions in the Declaration of Health have been answered negatively. Exemption may also be granted any other ship which would otherwise be liable for examination, if Master, pursuant to Article 21 of Quarantine Regulations for Sweden, has previously radioed all information regarding state of health on board to Health Authorities (radio-pratique). Telegraphic address: "Portsan, Gothenburg". Messages must be made not less than 4 hours prior to estimated time of arrival. (Preferably, messages should not be made during night.) Free-pratique messages should include: Name of the ship; estimated time and day of arrival; number of crew; number of passengers; information as to whether all persons on board possess valid certificates of vaccination for smallpox (issued within the last 3 years); names of the last two ports called at outside Europe, and dates of departure therefrom; replies to the 6 questions contained in Declaration of Health. The decision of Quarantine Authority can be obtained from Customs at Klippan.
RADIO: Göteborgs Radio, call sign SAG.
TUGS: Tugs normally join vessel between the island Nya Ålvsborg and Rya Nabbe. Vessels use their own lines.
BERTHING: No restrictions at any time of day and night.
BRIDGES: Älvsborg Bridge (suspension bridge) in Western part of city, clearance 147·5 ft. (45 m.). Götaälv Bridge in centre of city, clearance 64 ft. (19·5 m.). Ships should give three long blasts with whistle for bridge to be opened. If opening not required they have to give one long and one short blast. It is possible to contact Götaälv Bridge on frequency 156·80 Mc/s. (Channel 16). Working frequencies are 156·70 Mc/s. (Channel 14)and 156·60 Mc/s. (Channel 12).
STEVEDORES: Göteborgs Hamnarbetskontor provides dock workers.
CONTAINERS: The Skandia Harbour for container handling with four terminals including fourteen berths and six ferry ramps. Depths up to 36 ft. (11 metres).
TANKERS:

		Permitted draft	*Lines diameter*
Tors Harbour	2 berths for disch. crude oil.	62′6″ at MWL	12 & 16″
Skarvik Harbour	5 berths for disch. and loading.	37′6″ at MWL	10″
Rya Harbour	4 berths for disch.	31′6″ at MWL	8″
In Oil Harbour	13 berths for coast-distribution.		

Reducing pieces available in oil ports.
DENSITY: Average density 1.030 Tide of no importance.
FRESH WATER: Available from quay or water boats.
FUEL: All grades available at short notice.
GANGWAY/DECK WATCHMEN: Watchmen accepted by Harbour and Fire Authorities on tankers and vessels loaded with explosives. On other vessels not necessary.
OPENING/CLOSING HATCHES: By crew or stevedores.
CUSTOMS ALLOWANCES: Tobacco, per week 200 cigarettes or 250 gram other tobaccos. Wine and/or Spirits, per week 1 bottle of spirits and 1 litre of wine, alternatively 2 litre of wine.
CARGO GEAR: Certificates that equipment is approved.
IDENTIFICATION CARDS: Not necessary.
CONSULS: The following countries are represented in Gothenburg:

Argentina	Great Britain	Pakistan
Austria	Guatemala	Panama
Barbados	Honduras	Paraguay
Belgium	Iceland	Peru
Bolivia	Ireland	Portugal
Brazil	Italy	Senegal
Chile	Ivory Coast	Rep. of South Africa
Colombia	Japan	Spain
Costa Rica	Lebanon	Switzerland
Denmark	Mauritania	Tunisia
Dominican Republic	Morocco	Uruguay
El Salvador	Mexico	U.S.S.R.
Fed. Rep. of Germany	Netherlands	Venezuela
Finland	Nicaragua	Yugoslavia
France	Norway	

REPAIRS: All kinds of repairs possible.
DRY DOCKS: Seven floating docks with lifting capacities up to 30,000 tons.
REPATRIATION: Excellent communications by air or by rail.
AIRPORT: Distance of Torslanda Airport 10–20 km. depending on where ship is berthed. Airport served by regular airlines.
HOLIDAYS: 1st January; 6th January; Good Friday; Easter Sunday; Easter Monday; 1st May; Ascension Day; Whitsun; Whit-Monday; Midsummer Day; All Saints' Day; Christmas Day and Boxing Day. No work in port on Sundays and holidays except in terminals for container and passenger traffic.
POLICE/AMBULANCE/FIRE: Tel. 90 000, ask for "Polislarm", "Ambulans", or "Brandlarm".
TELEPHONES: At all quays ships can be connected to telephone.
GENERAL: Seaman's Institute, Amerikagatan 2, open weekdays 10 a.m. to 10 p.m., Sundays 2 p.m. to 10 p.m.
SERVICES: Tank-cleaning equipment and facilities for discharge of tank-washing in the Skarvik Harbour. Compass adjusting.
AUTHORITY: Port of Gothenburg. Address: Norra Hamngatan 8 PO Box 2553, 403 17 Gothenburg 2. Tel. 17 17 00. Telex 20 957 scanport, Cable "Scanport".

HALMSTAD: 56.40 N. 12.52 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
5 Manifests.
2 Bills of Lading and Ship's Papers.
PILOTAGE: Advance notice of ETA five hours before required. Pilot station and pilot boat equipped with VHF, Channels 16, 13, 6. Pilot boards by lightbuoy Halmstad Road (Fl. 3 second.) Pos. 56° 38′ N. 12° 48.9′ E. (Also see "Stockholm".)
ANCHORAGES: Good holding ground in 30–40 ft. on road one to two miles S.E. of breakwater.
MAX. SIZE: Max. length 700 ft.; max. draft 26 ft.
RADIO: Gothenburg Radio.
TUGS: meet at Halmstad Road. Ship's lines used.
MEDICAL: Hospital facilities available.
TANKERS: Max. draft at oil berth 26 ft. Diameter of discharge lines 8 and 10 in.
FRESH WATER: Fresh water available from berth 35 tons/hour.
FUEL: Viscosities available 1·2 englergrades/20°C. By arrangement ship's Agent.
GANGWAY/DECK WATCHMEN: Not necessary. Available if required.
OPENING/CLOSING HATCHES: Normally carried out by crew, but if carried out by stevedores cost charged to vessel.
SHIP CERTIFICATES: Bill of Measure, Nationality Certificate and Derat Certificate.
CUSTOMS ALLOWANCES: Tobacco/Spirits, one bottle spirits, one bottle wine and 200 cigarettes free on board. Quantity over will be closed under customs seal. No other restrictions.
IDENTIFICATION CARDS: Only needed in oil harbour.
CONSULS:
Danish Consulate, tel. 11 8600
Dutch Consulate, tel. 11 8560
Norwegian Consulate, tel. 11 9500
Finnish Consulate, tel. 11 8700
German Consulate, tel. 11 9500.
REPAIRS: Small types of deck and engine repairs possible.
DRY DOCKS: None.
REPATRIATION: Facilities exist for changing crew and repatriation.
AIRPORT: Halmstad April, one mile from town centre. Two flights per day for Stockholm.
TIME: GMT plus one hour. No alterations.
HOLIDAYS: New Year's Day; Twelfth Day; Good Friday; Easter Day; Easter Monday; All Saints' Day; Christmas Day; Christmas Monday, Labour Day. No work can be arranged these days.

POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONE: For placing a telephone on board cost is 10 crs., and 5 crs. a day for hire.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Halmstad Hamnförvaltning, Tullhuset, Strandgatan. Tel. 035/11 80 30.

HARNOSAND (Hernosand): 62.37 N. 17.58 E.

DOCUMENTS:
2 Crew Lists and/or 2 Passenger Lists (stating what tobacco, cigarettes or spirits each man has).
Deratification Certificate.
Manifest and/or Bills of Lading.
Register, and if vessels before in Sweden same year, bills for light dues paid.
PILOTAGE: Applications for licensed Pilots should be made at least 5 hours before arrival. When making application, specify name of vessel, tonnage, draft and destination. Also give estimated time for taking Pilot on board and route. If this procedure not followed, the Maritime Service cannot guarantee to supply a Pilot without considerable delay to vessel.
Preferable make application by telephone or by radio via a coastal station or by some other method direct to pilot station. Also possible request Pilot by VHF.
Pilot Station at Harnoklubb.
ANCHORAGES: In port approaches in depth of 20 to 40 metres.
RESTRICTIONS: Harbour can be closed by ice some time during winter but assistance given by State Ice-breakers as long as possible.
MAX. SIZE: Up to 33 ft. draft.
RADIO: Cable Agents to give ETA, draft and cash required via either Hernosand Radio SAH or Stockholm Radio SDJ.
HEALTH: Vessels arriving from ports outside Europe must, for inward clearance, provide Customs Office with written declaration of freedom from infection. Further instructions will be issued by Customs Office where such a declaration cannot be given.
TUGS: Tug assistance is available.
BERTHING: Depth alongside main quays from 7 to 8 metres.
TANKERS: Oil pier, depth alongside 10·50 metres.
DENSITY: Nearly fresh water.
FRESH WATER: Available from the quays or by barge.
FUEL: Can be supplied.
GANGWAY/DECK WATCHMEN: Available for gangway. Not compulsory.
OPENING/CLOSING HATCHES: Normally done by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of 75 centilitre per man/week. Extra granted on request.
SHIP'S CERTIFICATES: See "Stockholm".
IDENTIFICATION CARDS: Not necessary.
REPAIRS: Most repairs possible.
DRY DOCK: At Gustavsvik.
TIME: GMT plus one hour permanent.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummers Day; All Saint's Day; Christmas Day; Second Christmas Day.
Working ceases at 11.30 on the following eves of holidays and is voluntary and paid with 100 per cent overtime: Easter Eve; Whitsun Eve; Midsummer's Eve; Christmas Eve and New Year's Eve.
POLICE/AMBULANCE/FIRE: Telephone numbers: Accidents, Police, 90000; Fire: ask for alarm 90000.
AUTHORITY: Härnösands Hamn, Box 200, Härnösand.

HELSINGBORG: 56.03 N. 12.41 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot usually applied for through ETA notice to ship's Agent at least 24 hours in advance. ETA to be corrected if necessary by using VHF (Channel 16). Pilots board from yellow, wooden boat flying international signal. Pilot taken on board about ½ nautical mile off piers of Helsingborg Northern Harbour. Good anchorage within area of about ½ nautical mile radius off piers. (Also see "Stockholm.")
ANCHORAGES: Areas as above, depths of water 50–70 ft.
RESTRICTIONS: Tankers not berthed during darkness.
MAX. SIZE: Permissible length about 220 metres; breadth unlimited; draft 34 ft. on MLW. No tides but certain variations following prevailing winds.
HEALTH: Pratique automatic for all vessels arriving from non-infected ports. In cases where pratique should be obtained, notice to be given through ship's Agent. Further directions given by Pilot.
RADIO: For communication – Göteborgs Radio.
TUGS: Join vessel outside entrances. Vessel's lines used.
Four tugs available, up to 1,700 h.p.
BERTHING: Basin No. 1, depth 6 to 7 metres.
Basin No. 2, depth 5 metres. At Ocean Pier Transverse Quay, depth 7·30 metres.
Basin No. 3, depths 5 to 6 metres, with 7 metres depth at West quay.
Basin No. 4 (Ocean Harbour), depths up to 10 metres.
Basin No. 5 (Oil Harbour), see "Tankers".
Basin No. 6 and 7 (Bulk Goods Harbour), depth 8 metres.
Skane Terminal (equipped for container handling), depths of 8 and 11·50 metres.
Copper Mill Harbour (Basin No. 8), depth up to 10·50 metres.
MEDICAL: For attention, application to be made through ship's Agent. Hospital facilities available.
TANKERS: Dimensions of pipe-lines – for oils, 14 in., 12 in., 8 in., petrol, 12 in., 10 in., 6 in., slops, 6 in. Discharge facilities for slops through pipe-lines from berths numbers 504 and 601. Tankers berth at quay numbers 503 and 504 with depth of water alongside 36 ft. MLW, and quay number 601 depth of water alongside 26 ft. MLW.
DENSITY: 1·007. No tides, but slight variations in accordance with prevailing currents.
FRESH WATER: Any quantity delivered from quay connections at a rate of about 30 tons per hour.
FUEL: Bunker fuel delivered from pipelines. No advance notice required. Any grade available.
DEVELOPMENTS: Quay extension for dry cargo vessels of about 350 metres length. Depth alongside 38 ft. at MLW. Also areas and facilities for handling container cargo.
WATCHMEN: Watchmen generally at Master's option.
OPENING/CLOSING HATCHES: By shore gang or ship's crew at Master's option.
SHIP CERTIFICATES:
Certificate of Nationality.
Bill of Measurements.
Bill of Health.
Deratification Certificate.
Crew List.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or equivalent quantities for each person on board. Wine and/or Spirit, one bottle of each kind for every crew member to be held out of bond.
CARGO GEAR: Usual Board of Trade Regulations valid.
IDENTIFICATION CARDS: Not needed.
CONSULS:

Belgium	tel. 12 01 00	Netherlands	tel. 12 09 20
Finland	,, 11 43 70	Portugal	,, 11 35 16
Italy	,, 12 88 70	Denmark	,, 12 05 30
Germany	,, 18 00 39	Iceland	,, 11 00 78
United Kingdom	,, 12 09 20	Norway	,, 18 03 00
France	,, 11 06 00		

REPAIRS: All kinds of deck and engine repairs can be carried out.
DRY DOCKS: Length of largest dry dock 354 ft. Depth on sill about 16 ft. One smaller dry dock.
REPATRIATION: Repatriation possible.
AIRPORT: Nearest airport with regular foreign services by air lines about 6 Swedish miles from Helsingborg.
TIME: GMT plus 1 hour. No alterations.
HOLIDAYS: Official holidays 1st and 6th January, 1st May, 1st Saturday November, 25th and 26th December, plus 2 holidays for Easter, one holiday for Whitsun and one holiday for Midsummer on appropriate dates.
POLICE/AMBULANCE/FIRE: Police 12 03 60; Ambulance and Fire 12 00 35; or in an emergency situation all functions via tel. 90 000.
TELEPHONES: Quay-connected telephones are placed on board.
SERVICES: Tank cleaning, discharge of tank washings, compass adjustments, etc., can be carried out after application through local Agents.
DELAYS: No other delays than berths being occupied by working vessels can be expected.
AUTHORITY: Port of Helsingborg, PO Box 260, 521 04 Helsingborg. Tel. 042–13 92 10.

HOGANAS: 56.12 N. 12.33 E.

Privately-owned port serving only owning company – Hoganas AB. Customs and pilotage arranged through authorities in Helsingborg (10 nautical miles South of Hoganas).
DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot obtainable at Hoganas or at Helsingborg. Pilot service day and night, available after request to pilot office at Helsingborg.
RESTRICTIONS: Depths: in the entrance channel, 6·6 metres; at the West quay, 4·2 to 6·6 metres; at the East quay (the ore quay), 5·1 metres to 6·6 metres.
The harbour is seldom closed by ice.
MAX. SIZE: Vessels up to 110 metres in length, drawing 5·9 metres, can enter the harbour.
TUGS: There are no tugs stationed at Hoganas, but tugs are available after request to the Harbour Office at Helsingborg.
CARGO HANDLING: There are two cranes of 2 to 5 tons capacities and a mobile 25-ton crane.
REPAIRS: Machine-shop repairs only.
STEVEDORES: Working hours: a normal working day, Monday to Friday from 0653 hours to 1600 hours. Normally no working on Saturdays.
FRESH WATER: Available.
FUEL: Can be supplied.
AUTHORITY: Hoganas AB, Fack, S–26300 Hoganas. Tel. Helsingborg 42400.

HÖRNEFORS: 63.37 N. 19.54 E.

DOCUMENTS: Documents necessary are:
1 List of Bonded Stores.
2 copies Tobacco List.
3 Crew Lists,
3 Passenger Lists.
Health documents, none – if all on board healthy. In case of illness on board, this must be reported to customs on arrival.
Copy B/L and copy Manifest.
PILOTAGE: Pilot station, Bredskär, tel. 090/45021; Pilot must be ordered 5 hours before arrival. If change in position, this must be informed at least two hours before arrival. Pilot can also be taken at Skagsudde pilot station 0660/66003. (Also see "Stockholm".)
ANCHORAGES: Will be informed by Pilots from case to case.
RESTRICTIONS: Vessels over 100 metres length only taken in and out of harbour during daylight.
MAX. SIZE: Maximum length 145 metres, and for such vessels max. draft 20 ft. For vessels under 100 metres, max. draft 20 ft. 10 in.
RADIO: Härnösand Radio, 0611/12733.
TUGS: Available.
BERTHING: No particular arrival times necessary.
STEVEDORES: Labour must be ordered latest 14.30 day before commencement loading, and if such day is Monday labour to be ordered before 11.00 Saturday.
MEDICAL: No special regulations. Hospital and doctors available day and night.
TANKERS: 8-in. connections.
FRESH WATER: By pipe, 2 tons/hour.
FUEL: No fuel available in port. Must be ordered from Holmsund.
GANGWAY/DECK WATCHMEN: Not compulsory, but can be arranged.
OPENING/CLOSING HATCHES: Normally done by ship's crew
CERTIFICATES
Lighthouse dues (receipts).
Oil Record Book.
Deratisation Exemption Certificate.
Nationality Certificate.
Ship's Register (International form).
For open/closed ships – Free-board Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes man/week or 250 grams of tobacco man/week. Wines/Spirits, 1 bottle of wine and 1 bottle of spirits man/week. Note: age must be 21 years before crew member is allowed to have spirits or wines.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None.
REPAIRS: No facilities available.
REPATRIATION: No facilities for crew changes.
AIRPORT: 25 kilometres from port. Served by domestic services Linjeflyg, flights to Stockholm 6 times a day.
TIME: GMT plus 1; no changes during year.
HOLIDAYS: Christmas Eve; Christmas Day; Second day after Christmas; New Year's Eve; New Year's Day; Easter Friday; Saturday and Sunday; Midsummer Eve and Midsummer Day; Whitsunday; Epiphany (1st May); Ascension Day; The day of All the Saints (1st weekend November).
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: None available for placing on board.
AUTHORITY: Norrlands Skogsägares Cellulosa AB, 910 20 Hörnefors. Tel. 0930/20900.

HUDIKSVALL (including Iggesund and Stocka): 61.44 N. 17.07 E.

PORT LIMITS: Vessel is considered to be an "arrived vessel" when berthed alongside quays in port or if berths not available, at anchor in inner roads, outside berths, but not when vessels, owing to darkness, etc., are anchored outside pilot stations or in outer fairways.
DOCUMENTS: If arriving direct from foreign port, following documents presented to customs officer who embarks during office times (0800–1700).
3 Crew Lists.
2 Tobacco Lists.
Deratification Certificate (not over 6 months old.)
Certificate of Nationality.
Certificate of Tonnage.
2 Manifests covering incoming cargo.
Receipts of Light Dues, paid to Swedish authorities during year.
PILOTAGE: Hoelick Pilot Station 61° 37′ N.; 17° 28′ E. Open for ordering pilots every day 0530–2100 local time. VHF Channel 16, after contact – working channel VHF: 13. Pilot to be ordered 5 hours before arrival. If ordered before 2100, vessel can obtain pilot also during hours between 2100–0530. Pilot boat: orange painted cutter. International pilot signals. Pilot boards near "Myran" lightbuoy: 61° 36′ N., 17° 29′ E. Telegraphic address of pilot station at Hoelick: "Pilotstation Hudiksvall." (Also see "Stockholm".)
ANCHORAGE: Anchorage places for vessels awaiting pilot or anchoring owing to weather conditions: 61° 37.5′ N. 17° 25.0′ E.; 61° 37.0′ N. 17° 22.0′ E.; 61° 37.7′ N. 17° 21.3′ E. depending upon prevailing winds etc. Bottom mud and/or sand. Depth 10–30 metres.
RESTRICTIONS: No tidal water at Hudiksvall. Vessels of more than 100 metres in length between p.p. not during darkness because of narrow channel with some curves.
MAX. SIZE: Maximum length 180 metres, maximum beam 25 metres, maximum draught 9·3 metres at mean water. Low water between 0·2–0·5 metres may occur often, some times as much as 0·7 metres below mean water level. Low water periods may occur when North-westerly winds blowing over Northern Sweden.
HEALTH: Pratique automatic. No doctor visits incoming vessels if not specially ordered for treatment on board, etc.
RADIO: Vessels coming from South and having not yet passed the Stockholm area recommended call Stockholm Radio – SDJ 500 Kc. VHF 25, 27, plus 26, 28, 23. Channel 25 outside Gotland, 27 outside Stockholm South, 26 outside Stockholm East, 28 Aalands Sea, 23 North of Aalands Sea. VHF 28, 23, 26, 28 near Piteå or Örnsköldsvik, 23 near Sundsvall, 26 near Hudiksvall. Agents calling vessels use same radio stations as above.
TUGS: Tug compulsory for tankers over 6,000 tons d.w. and for other vessels over 8,000 tons d.w. in fairway. Vessels met near isle of "Enbärsskär" at 61° 39.5′ N.; 17° 17.0′ E. For mooring purposes tug compulsory for tankers over 6,000 tons d.w. and for other vessels exceeding 5,000 tons d.w. Ship's lines used. Tugs available at Hudiksvall during winter season only (December–April). In summer must be ordered in good time (24 hours before vessel's arrival) as tug comes from Soederhamn 30 miles South of Hudiksvall (May–November).
STEVEDORES: Ordered 1600 on day preceding vessel's arrival. For loading starting Monday morning, gangs to be ordered before 1100 local time Saturday. 4–6 gangs available at Hudiksvall and Iggesund; Stocka 3 gangs. Working hours: Monday–Friday, 0700–1600; Meal hours: 0030–0900, 1230–1300. 2 hours overtime at extra cost of 50% Monday, Tuesday, Thursday, Friday (1600–1800). For completing vessel, further 3 hours Monday, Tuesday, Thursday, Friday (1800–2100). Extra cost of 1000%. For completing vessel 5 hours' overtime can be obtained on Wednesdays (1600–2100), 2 hours at 50% and 3 at 100% extra.
On Saturdays no normal work, but stevedores available for maximum eight hours work, but 100 per cent overtime has to be paid and for minimum five hours even if vessel working less than five hours on Saturdays.
BERTHING: New berths in outer part of the Hudiksvall Harbour Basin. Draft allowed 5·5 metres and 8·7 metres at mean water.
Roll-on/roll-off berths at Iggesund and Hudiksvall. Draft allowed at Iggesund (MW), 7·4 metres – same as for other berths on same pier. Draft allowed at Hudiksvall (MW), 8·7 metres – situated on the new quay in outer basin.
At Stocka no roll-on/roll-off berth. Draft allowed on North side of pier, 5·5 metres: on South side, 3·9 metres.
No facilities for special cargoes as bulk, ore, coal, fertilisers; even some salt and other bulk cargoes are discharged for the factory at Stocka by usual shore crane or at the normal loading berth.
TANKERS: One berth only. Draught allowed: 9·2 metres at mean water. Pipe diameter for fuel: 10 in.; light oils: 8 in. Connecting hoses between pipes and vessel: 8 in. diameter, both types. Shore tanks lie about 100–200 metres from berth, 5–8 metres above sea. Surface of jetty about 2 metres above sea level.
DENSITY: Average 1,002–1,001.
FRESH WATER: Fresh water available all berths. Delivery capacity about 15–20 tons per hour. At Huvall and Stocka water delivered from shore by hoses. During winter difficult to arrange hoses, vessels assist with own hoses. At Iggesund water delivered by lorries.
FUEL: Available all berths. Delivered by tank-lorries from Sundsvall 50 miles North of Hudiksvall. 24 hours' notice required.
FIRE PRECAUTIONS: No special precautions. Within bounded area oil jetty smoking prohibited. Also on new quay outside sawmill.
DEVELOPMENTS: New berth taken into use in outer part of the Hudiksvall harbour basin. Draught allowed 6·0 metres and 9·3 metres at mean water.
GANGWAY/DECK WATCHMEN: Available in all ports, not necessary if not required by vessel.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCE: Crew over 18 allowed 200 cigarettes; one bottle of spirits out of bond. If vessel stays in Swedish ports but still in foreign traffic, above quantities obtained from bond once a week (every 7 days). Instead of spirits one bottle wine or 6 bottles export beer.
IDENTIFICATION CARDS: Not needed. If crew going to doctor or to hospital preferable has passport.
CONSULS:

Country	*Address*	*Tel. Office*	*Tel. Home*
Denmark	Marknadsgatan 1 Hudiksvall	0650/11 712	0650/10 983
Finland	Varvsgatan 2–4 Hudiksvall	0650/15 250	0650/10 056
Gt. Britain	Drottninggatan 48 Gefle	026/18 03 00	
West Germany	Skeppsbroplatsen Sundsvall	060/15 55 00	060/15 24 40 060/62 22 2

REPAIRS: Small engine and deck repairs. To be ordered through vessel's Agent or through stevedoring foreman onboard.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Nearest regular airport: "Midlanda", near Sundsvall, 60 miles North of Hudiksvall. Regular Swedish inland airlines. Regular flights to Swedish main airports.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: No work on following days, although not all legal holidays. New Year's Day; Epiphany; Good Friday (Easter); Easter Eve; Easter Monday; Labour Day; Ascension Day; Whitsun Eve; Whit Monday; Midsummer Eve; Midsummer Day; All Saint's Day; Christmas Eve; Christmas Day; Second Christmas Day; New Year's Eve.

POLICE/AMBULANCE/FIRE:

Police Hudiksvall	0650/15 600	,, 90 000
Police Iggesund	0650/20 820	,, 90 000
Ambulance Hudiksvall	0650/10 670	,, 90 000
Ambulance Iggesund	0650/10 670	,, 90 000
Fire Hudiksvall	0650/10 670	,, 90 000
Fire Iggesund	0650/20 329	,, 0650/20 812
Doctor Hudiksvall	0650/14 490	,, 90 000
Doctor Iggesund	0650/70 026	,, 90 000
Hospital Hudiksvall	0650/92 000	
Hospital Iggesund	0650/92 000	

For Stocka: as Hudiksvall.

TELEPHONES: At Stocka and Iggesund: no telephones available for connecting onboard. At Hudiksvall telephones available. Skr 25 per day plus cost of calls.
GENERAL: Hudiksvall port is very near town. Railway station, bus station, etc., very near port. Oil port about 700 metres from town.
SERVICES: No tank cleaning or discharge of tank washings. Compass adjusting: 0650/10 339 (Pilot office). Ordered through Agent.
PORT REGULATIONS: Speed limit: max. 5 knots within the harbour basin. As plastic pipe is laid out on the bottom around the oil berth, anchoring during berthing is prohibited. Pipe filled with compressed air after vessel's mooring, comes up to the surface forming ring around vessel and oil jetty as shelter against oil leakage.
DELAYS: During winter (December–April) delays on berthing/sailing owing to ice in fairways and alongside quays. Special mooring delays will occur owing to ice between vessel and quay.

AGENT: Main office, Hudiksvall. Aktiebolaget, J. E. Arndt, Godsgatan 5, PO Box 7, S–824 01 Hudiksvall, Sweden. Telegrams: Arndtbolaget Hudiksvall. Telex: 8225. Answer back: Arntds. Tel. (office): 0650/15 330. 0650/15 338. Tel. (private): 0650/13 097, 0650/10 036. Office time 0830–1200, 1300–1700.

KALMAR: 56.40 N. 16.20 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Not compulsory. If required, ordered by telephone 0480/107 19. Approaching from North, Pilot boards at Skäggenäs or Krongrundet, from the South at Trädgardsgrundet. Round-the-clock service provided. (Also see "Stockholm".)
ANCHORAGE: Good anchorage outside port available.
MAX. SIZE: Largest vessel 25,000 tons deadweight, draft 24 ft. Channel and harbour depth 26 ft.
TUGS: Available, order by tel. 15775.
STEVEDORES: Available weekdays 7 a.m.–4.30 p.m. Saturdays and eves of public holidays 7 a.m.–10.30 p.m. The operations comprise work on board, work ashore and rough sorting.
TANKERS: Oil dock has depth of 26 ft. alongside and has dealt with partly loaded ships of 25,000 tons. Discharge capacity about 28,000 cubic ft. an hour.
FRESH WATER: Available, from wharves.
FUEL: Available.
DEVELOPMENTS: In connection with a scheme to build a new harbour pier Southwards, a new entry channel will be provided West of Grimskar right up to the oil dock. It is planned to make the depth of water there about 36 ft.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Crew or stevedores.
CUSTOMS ALLOWANCE: 200 cigarettes plus 1 bottle spirits.
CONSULS:
Danish Vice-Consulate.
Finnish Consulate.
Icelandic Vice-Consulate.
The Netherlands Vice-Consulate.
Norwegian Vice-Consulate.
German Consulate.
REPAIRS: Available. Divers for underwater repairs; major repairs undertaken.
DRY DOCKS: Floating dock for up to 3,000 tons, also slip for vessel up to 850 tons.
AUTHORITY: Harbour Master, Tel. 15779.

KARLSBORGSVERKEN (Kalix Haparanda District): 65.50 N. 23.08 E.

Depth Karlsborgsverken – Karlsborg, 20 ft. 6 in.
Depth Axelsvik, 29 ft. 6 in.
Oil depot 4 miles East.

KARLSHAMN: 56.10 N. 14.52 E.

DOCUMENTS:
2 Crew Lists (3 for tankers).
2 Passenger Lists.
1 Tobacco List.
1 Store List.
1 Manifest.
1 Bill of Lading.
PILOTAGE: Vessels approaching port call on VHF Channel 16, Karlshamn pilot station 5 hours in advance. Pilot boat orange coloured. Lights and sound signals as international regulations. Pilot boat always located 2 nautical miles South from pilot station Ortholmen, this point marked on charts. Location of anchorage in same area where Pilot taken. (Also see "Stockholm".)
ANCHORAGE: Depths of water in anchorage area about 20–25 metres.
RESTRICTIONS: Tankers not allowed enter during darkness. Maximum draft for tankers 33 ft.
MAX. SIZE: Maximum length 180 metres, maximum draft 33 ft. Oil pier outside main harbour, Kölö harbour, length unlimited, maximum draft 41 ft. No tide.
HEALTH: If infectious disease on board captain must immediately send information to Agent.
RADIO: Karlskrona Radio.
RADAR/VHF: The pilot station fitted with radar and VHF.
TUGS: Join vessels about one nautical mile outside Harbour boundary. Ship's lines always used.
MEDICAL: Hospital facilities available.
TANKERS: Different lines used. From 12 to 6 in. depending on cargo to load/discharge. Two different loading/discharging berths available. One at Inner Harbour 33 ft. draft, and one at Kölö Harbour 41 ft. draft.
DENSITY: 1,003.
FRESH WATER: Fresh water available and delivered by hoses.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Watchmen only necessary when tankers discharge petroleum products.
OPENING/CLOSING HATCHES: By crew.
SHIP CERTIFICATES: Certificates of Tonnage, De-rat Certificate.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man/week. Wine and/or Spirits, one bottle per man/week.
IDENTIFICATION CARDS: Not needed.
CONSULS:
The Netherlands, tel. 10041
Norway, tel. 10577
Denmark, tel. 11059
Finland, tel. 11402.
REPAIRS: Small deck and engine repairs can be effected.
DRY DOCKS: None.
REPATRIATION: Facilities for repatriation of crew possible.
AIRPORT: Distance from airport 3 Swedish miles. Three flights per day.
HOLIDAYS: January 1st and 6th; Easter; May 1st, 15th, 26th; June 21st; November 1st; December 25th, 26th. No work can be arranged during holidays.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Telephones onboard arranged at cost of 25 Sw. Cr.
AUTHORITY: Harbourmaster, Hamnkontoret Ö:a kajen, Karlshamn, tel: 14220.

KARLSKRONA: 56.10 N. 15.36 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Vessels obtain Pilot at Aspo pilot station. Tel. 0455/29016. (Also see "Stockholm".)
ANCHORAGE: On roadstead. Reference to nautical chart no. 821 (Swedish).
MAX. SIZE: Length 180 metres, draft 7·5 metres. For oil vessels, max. draft 8·5 metres.
HEALTH: See "Stockholm".
RADIO: Blekinge Radio.
TUGS: Tugs meet vessels on roadstead.
BERTHING: Total quay length 3,300 ft., oil terminal 650 ft. (being extended), depth alongside quay 13–28 ft., oil terminal 29·5 ft.
STEVEDORES: Available, tel. 105–18.
MEDICAL: Advance notice to Agents desirable.
TANKERS: No specific requirements applicable on oil carriers. Two tanker berths available. Draft 7·0 and 8·5 metres.
FRESH WATER: Available, customary delivery from quay-berth.
FUEL: All grades available. No advance notice required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CONSULS:
Finnish Vice-Consul, tel. 13077
Danish Vice-Consul, tel. 15006
Netherlands Vice-Consul, tel. 10926
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock: length 185 metres, breadth 20·76 metres, depth 8·80 metres. Six smaller docks.
REPATRIATION: Not allowed.
AIRPORT: 30 kilometres from port.
TIME: GMT plus one hour. Permanent.
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: None available.
SERVICES: Compass adjusting.
AUTHORITY: Harbourmaster, Ölandsgatan 2, Karlskrona. tel. 10712.

KÖPING: 59.31 N. 16.00 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Via Södertälje: Pilots obtainable for inward bound vessels from Landsort to Södertälje and from Södertälje to Köping; for outward bound vessels from Köping and Södertälje. Via Stockholm: Pilots obtainable for inward bound vessels from Simpnäs, Furusund, Sandhamn, Dalarö and Landsort to Stockholm and from Stockholm to Köping; for ourward bound vessels from Köping and

Stockholm. (Also see "Stockholm".) Harbour pilotage obtainable but not compulsory in harbour area.

Distances: Landsort – Södertälje (nautical miles), 34; Södertälje – Köping, (nautical miles) 69; Landsort – Dalarö, (nautical miles), 32; Dalarö – Stockholm, (nautical miles), 46; Sandhamn – Stockholm, (nautical miles), 36; Stockholm – Köping, (nautical miles), 78; Västerås – Köping, (nautical miles), 27; Harbour Pilotage, (nautical miles), 2.

ANCHORAGES: At the "Broken" light buoy, clay bottom.

RESTRICTIONS: Ice is prevalent in Lake Mälaren and the inlet from the Baltic from January to March, but the entrance channel is usually kept open during a normal winter season with the aid of ice-breaking tugs. No current.

MAX. SIZE: The pilot station on Lake Mälaren, tel. Södertälje 30467, will give information on the max. admissible sizes of vessels. In general the following applies:

Max. Admissible	*Via Södertälje*	*Via Stockholm*
Length	120 metres	110 metres
Breadth	18 metres	15 metres
Draught	6 metres	5.65 metres
Height of masts above water level	35 metres	26 metres

The figures stated for the draught are subject to variation according to the water level. The entrance fairway to the port has been dredged to a depth of 6·2 metres, the width of the bottom being 40 metres.

VHF: Work freq. Channel 14. Call Köping Port Radio, Channel 16.

TUGS: Available day/night.

BERTHING: Deep-water harbour. Has 529 metres of quayage with depth of 6·2 metres alongside and is equipped with three 6-tons portal cranes and four 7-tons level-luffiing jib cranes, two having max. lifting capacity 10 tons. Also 80 metres cross-quay – without cranes – loading/unloading with vessels own winches. Quays are rail-connected and equipped with electricity, telephone and fresh water. About 10,000 m.2 of concrete stockyards within reach of cranes and outside this area at short distance from cranes, space of about 25,000 m.2 available for storage of goods. Also about 18,000 m.2 sheds of different types in connection to quays.

Cranes well equipped with lifting devices such as grabs of different types, etc. Conveyor belts of varying length, fork trucks, trimming and other cargo handling equipment also available.

Old Harbour: Has 400 metres of quayage with depth varying from 3·6 to 4·5 metres alongside, is equipped with one stationary 2-ton crane and one travelling 3·5-ton crane. Quays are rail connected.

Oil Harbour: A special oil harbour on the mouth of the river Köpingsån. Two Berths available, with depth of 6·2 and 5·7 metres.

STEVEDORES: Available 07.00–0900, 09.30–13.00 and 14.00–16.30 (Monday to Friday), 07.00–09.00 and 09.30–10.30 (Saturdays). Special conditions on Christmas Eve, New Year's Eve, Easter Eve, Whitsun Eve and Midsummer Eve. Overtime work can normally be executed on Mondays, Tuesdays, Thursdays and Fridays for two hours daily. Overtime on day of departure can be extended to five hours totally.

GANGWAY/DECK WATCHMEN: Always available.

FUEL: Water, provisions, coal and oil obtainable.

REPAIRS: Minor mechanical, electrical and other repairs can be carried out by different local firms. Diver available.

AUTHORITY: Port is owned by town of Köping and administered by a Harbour Board. Harbour Office (close to quay), tel. 0221/18315. Cables: Midlandport.

LANDSKRONA: 55.52 N. 12.48 E.

DOCUMENTS: See Stockholm.

PILOTAGE: Pilot available on request from Helsingborg pilot station or from Landskrona pilot station in daytime. Five hours' notice required. Pilot stations and boats equipped with VHF. (Also see "Stockholm".)

ANCHORAGE: Vessels of up to 10m. draft can safely anchor North of Staffans Bank.

MAX. SIZE: Depth in channel and harbour 11 metres (36 ft.) Max. draft 10 metres. Vessels up to 253 metres length have sailed from harbour.

HEALTH: See "Stockholm".

RADIO: Gothenburg Radio call sign SAG; Malmö Radio call sign SDP. The harbour office, pilot station, pilot boats and tug boats equipped with VHF.

TUGS: Tugs usually meet off Pilhaken lightbouy. Ship's lines to be used.

BERTHING: Terminal for handling bulk cargoes. Rock phosphate can be discharged with a capacity of 8,000 tons per 24 hours.

MEDICAL: Medical attention and hospital facilities available.

TANKERS: No oil berth in Landskrona.

DENSITY: Density of water changes with currents.

FRESH WATER: Available from quay.

FUEL: Small quantities of fuel oil can be obtained from quay.

WATCHMEN: Available.

OPENING/CLOSING HATCHES: Usually carried out by ship's crew.

CERTIFICATES: See "Stockholm".

CUSTOMS ALLOWANCES: See "Stockholm".

IDENTIFICATION CARDS: Not needed.

CONSULS:

Finnish Vice-Consulate	tel. 0418/16020
Danish Vice-Consulate	,, ,, 16150
Hollandish Vice-Consulate	,, ,, 16020
Norwegian Vice-Consulate	,, ,, 77000

REPAIRS: All types of deck and engine repairs.

DRY DOCKS: Dry dock for ships up to about 25,000 tons d.w. (189 m. length). Floating dock for up to about 5,000 ton d.w.

AIRPORT: Bulltofta, Malmö, 42 km.

TIME: GMT plus 1. Permanent.

HOLIDAYS: See "Stockholm".

POLICE/AMBULANCE/FIRE: Tel. 90000.

TELEPHONES: Can be placed aboard.

SERVICES: Compass adjusting.

PORT REGULATIONS: Anchoring prohibited between and up to 50 m. from harbour lights.

AUTHORITY: Landskrona Hamnförvaltning, Lilla Strandgatan 1, Box. 197, 261 22 Landskrona. Tel. 0418/17911.

LULEA: 65.35 N. 22.09 E.

DOCUMENTS: See "Stockholm".

PILOTAGE: Telegraphic address, "Pilotstation Lulea". Advance notice, 5 hours. VHF Channel 16, 156.80000. Pilot boat, orange with international signals. Pilot is boarding about 1 mile South-west of Rodkallen Pilot station. Lcation of anchorage when awaiting Pilot, South of pilot station. (Also see "Stockholm".)

ANCHORAGE: Germandöfjärden and inner road.

RESTRICTIONS: Navigation season approx. April to December.

MAX. SIZE: Max. draft 37 ft. at mean water (8·90 metres.)

HEALTH: No special regulations.

RADIO: Härnösand Radio, call signal SAH.

TUGS: At the inner road for the ore dock, and in Sandöleden 1 n.m. South of the oil .erminal. Ship's lines to be used.

BERTHING: *Ore Quay:* Length 415 metres. Depth at quay 13·2 metres. Two ore loaders, 4,000 tons per hour each.

Deep Quay: Length 345 metres. Depth 9 metres. General cargo and wood for wood loading.

NJA Quay: Length 498 metres. Depth 7·8 metres. Iron, steel loading.

BRIDGES: When passing up to Northern side of port, notice has to be given 2 hours in advance for opening of Bergnäsbridge.

STEVEDORES: Bo'tenviken Stuveribolag.

TANKERS: Dia. of lines from 150 mm. up to 350 mm. 2 oil jetties 41 ft. depth, and 24 ft.

DENSITY: Fresh water, 1,000.

FRESHWATER: Fresh water available at any berths.

FUEL: All grades of oil available.

GANG/DECK WATCHMEN: Safety watchmen are to be on board all tankers when loading or discharging.

OPENING/CLOSING HATCHES: Stevedores.

SHIP'S CERTIFICATES: See "Stockholm".

CUSTOMS ALLOWANCE: (Tobacco) 200 cigarettes for each crew member once a week. (Wine/Spirits) ½ litre for each crew member over 21 years old, once a week.

IDENTIFICATION CARDS: Not necessary.

CONSULS:

British 6329
Finnish 10440
France 14581
Netherland 12019
German 23025.

REPAIRS: Only small engine repairs.

AIRPORT: 10 km. from port. Served by regular airlines.

TIME: GMT plus 1. Permanent.

HOLIDAYS: See "Stockholm".

POLICE/FIRE/AMBULANCE: Telephone 90000.

TELEPHONES: Connections available at oil terminal, ore dock and southern dock.

GENERAL: All ships mooring at oil terminal and ore dock have to use tugs.

AUTHORITY: Luleå Hamnstyrelse, 0920/93000. Varvsgatan 41, 951 00 Luleå.

LYSEKIL: 58.17 N. 11.26 E.

DOCUMENTS:

Ship's Register.
Crew List.
Store List.
Tobacco List.
Manifest and Bill of Lading.

PILOTAGE: Latest 5 hours prior arrival pilot station Tovas Ungar or Gaeven to be ordered either by phone Lysekil 10271 between 0500 and 2100 or via Agents. (Also see "Stockholm".)

ANCHORAGES: Safe anchorages both for small and large vessels inside harbour or just outside harbour in Gullmarsfiord.

RESTRICTIONS: No restrictions night entry, except max. draft possible 30 ft. No tide.

MAX. SIZE: Maximum permissible length for berthing about 580 ft Draft 28 ft.

HEALTH: Declaration of health only when required from customs or for vessel coming from outside Scandinavia.

RADIO: Cable Agents giving ETA, draft, cargo and cash required via Gothenburg Radio.

TUGS: Must be requested from Uddevalla or Gothenburg at least 1 day before arrival.

RADAR/VHF: No port radar service, VHF for calling Pilot, Channel 16.

STEVEDORES: Ordered by Agents.
MEDICAL: Hospital in town.
TANKERS: Oil berth Munkedal, discharge line 12 in. connection 8 in. Oil berth Skredsvik, same.
DENSITY: About 1,027.
FRESH WATER: Available from shore installation.
FUEL: Only Gasoil and Diesel available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally opened by crew.
SHIP'S CERTIFICATES: Registered Tonnage Certificate.
CUSTOMS ALLOWANCE: About 100 cigarettes, 1 bottle of spirits plus 1 bottle of wine per man out of bond.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark, Finland, Iceland, Norway.
REPAIRS: Only small repairs possible.
HOLIDAYS: January 1, New Year's Day; January 6, Epiphany; April 12, Good Friday; April 15, Easter Monday; May 1, Labour Day; May 23, Ascension Day; June 3, Whit Monday; June 22, Midsummer Day; November 2, All Saints Day; December 25, Christmas Day; December 26, Second Christmas Day.
REPATRIATION: Change of crew and repatriation possible.
AIRPORT: None.
TIME: Local time GMT plus one. Permanent.
TELEPHONE: Police 90000/13030; Ambulance Taxi 10101; Fire Brigade 10254.
AUTHORITY: Lysekils Hamnforvaltning.

AGENT: A. B. Ferm & Olsson AB, Gullmarskajen, 45300 Lysekil. Telephone 10007–10372–11107. Telex 42080. Cables "Fermson". AO 10372–12493–10472–10970–10151.

MALMÖ: 55.37 N. 13.01 E.

DOCUMENTS:
2 Crew Lists.
1 Passenger List.
2 Lists of Personal Effects (Tobacco List).
1 Declaration of Health.
2 Stores Lists.
3 Cargo Manifests.
1 Bill of Measurement.
1 Certificate of Nationality.
1 Deratisation Certificate.

PILOTAGE: Vessel applies for Pilot by telegram, by telephone or VHF (telegraphic address, Pilotstation, Malmö; tel. 186470; VHF Channel 16 and 6). Advance notice required 5 hours before pilotage to commence. Pilot boat orange-coloured cutter equipped VHF and radar. Pilot boards at Malmö roadstead. In case of bad weather vessel awaits Pilot at roadstead. (Also see "Stockholm".)
ANCHORAGE: Vessels anchor about five cables North of fairway buoy "Roder Prick" and East of leading lights Centralhamnsrannan Nedre and Ovre, and South-west of leading lights Malmo Oljehamn and Malmo Oljehamn Ovre. Depth 12 to 14 metres and bottom hard clay.
RESTRICTIONS: Speed must be reduced inside breakwaters. When red flag hoisted (red lantern at night) at the North Eastern Dry dock pier head, indicating dock gates open, vessels may pass breakwater at minimum speed. Bridge opening signal for passing from South Wharf Basin two long blasts, followed by one short.
MAX. SIZE: Maximum length recommended in Oil Harbour 740 ft. on draft not exceeding 33 ft., or 650 ft. on draft not exceeding 34 ft. Maximum length recommended at Oil Jetty in Free Port 650 ft. on draft not exceeding 24 ft., or 600 ft. on draft not exceeding 26 ft. maximum draft 21 ft. and in Industrial Harbour 550 ft. on maximum draft 26 ft. No tides.
HEALTH: Free pratique automatically granted arriving from non-infested areas. If arriving from infested areas health declaration must be presented immediately on arrival. If diseases on board suspected, vessel allowed to enter after approval City Medical Adviser, but nobody allowed on board until vessel's crew examined by doctor and after approval of medical adviser.
RADIO: Vessel can route ETA cables to Malmö Radio (call sign SDP or Channel 27 on VHF), open GMT 06.00–22.00, or to Gothenburg Radio (call sign SAG or Channel 26 on VHF), open all hours. Radio stations can also be called by radio-telephone on 2182 kHz.
VHF: Port Control Office equipped with VHF (Channel 16, 12 and 14), open 24 hours a day. Masters can receive information about berthing place, present traffic and existing hazards to navigation in harbour area.
TUGS: Tugs usually meet vessels at roadstead. Ship's lines used. Four tugs, supplied at all hours, also carry out ice-breaking.
BRIDGE: Will be opened with certain exceptions 07.00–17.00 weekdays. May be opened other hours on request Harbourmasters Office.
STEVEDORES: Work in shifts from 0500 through to 0200.
BULK HANDLING FACILITIES: In Free Port, two container berths with 40 tons capacity container crane. Also in Free Port a berth for roll-on/roll-off traffic, where is 36 tons capacity side loader.
MEDICAL: No advance notice required for medical attention. Good hospital facilities available. See also "Health".
TANKERS: The two jetties for ocean-going vessels equipped with Mannesmann transfer equipment enables quick coupling to ship's manifold. Nominal size 12 in., reducing pieces down to 10 in. provided. Depth, 36 ft. can accommodate tankers 32,000 tons d.w. fully loaded. Pipeline system can transfer 2,000 tons/hour. See also 'Maximum Size".
DENSITY: Average density 1·010. No tide experienced.
FRESH WATER: Fresh water available all berths and delivered by private company (AB Malmö Skeppshjälp, tel. 970470, 978789). Rate of delivery 60 tons/hour.
FUEL: All normal grades available. No special advance notice required.
FIRE PRECAUTIONS: Apart from usual non-smoking precautions, vessel discharging or loading dangerous goods of Class I in IMCO code required to have a fireguard on board at all times.
In Oil Harbour the shore-valve watchman also serves as fireguard.
GANGWAY/DECK WATCHMEN: Not considered necessary. Decision to be made by Master.
OPENING/CLOSING HATCHES: Normally carried out by stevedores on ocean-going vessels.
CERTIFICATES:
International Bill or Measurement.
Certificate of Nationality.
Deratisation Certificate.
Load-line Certificate.
Radio Certificate.
Safety Equipment Certificate.
Gear Certificate.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes or 40 cigars or 150 grams of smoking tobacco per week out of bond. Spirits, 0·7 litre spirits per week out of bond.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS:

Austrian Consulate	Italian Consulate
Belgian Consulate	Lebanon Consulate
British Consulate	Norwegian Consulate General
Danish Consulate-General	Peruvian Consulate
Dutch Consulate	Polish Consulate
Finnish Consulate-General	Portuguese Consulate
French Consular Agent	Swiss Consular Agent
German (West) Consulate	Spanish Vice-Consulate
Grecian Consulate-General	Turkish Consulate-General
Icelandic Consulate	

REPAIRS: Ship and engine repairs of all kinds, and dockings carried out by Kockums Mekaniska Verkstad, one of biggest shipyards in world. Certain kinds of repairs carried out by other firms in town.
DRY DOCKS: Two dry docks for ships up to 25,000 tons dwt. and one dock with a capacity of 750,000 tons. Efficient crane equipment permits single lifts of up to 800 tons. Kockum are also large manufacturers of ship's engines, in particular MAN diesels and De Laval steam turbines.
REPATRIATION: Facilities exist for effecting crew changes and arranging repatriations.
AIRPORT: Bulltofta Airport, served by regular airlines, situated about 4 kilometres from Port of Malmö.
TIME: GMT plus 1 Permanent.
HOLIDAYS: See "Stockholm". Cargo work can be arranged on those days after agreement with Stevedore Company. Oil tankers can be dispatched all hours.
POLICE/AMBULANCE/FIRE: 90000.
TELEPHONES: Can be connected at all berths. Cost Sw. kr. 10:–/day plus actual cost of long-distance calls.
SERVICES: All services available.
DELAYS: No delays expected.
AUTHORITY: Malmö Hamnförvaltning, Hjälmaregatan 1, 211 20 Malmö, Sweden. Tel. Malmö (040) 71300.

NORRKÖPING: 58.36 N. 16.12 E.

DOCUMENTS:
3 Customs Documents.
3 Health Documents.
3 Crew Lists.
3 Passenger Lists.
3 Manifests.

Master of ship arriving from abroad to first Swedish port has to give Maritime Declaration of Health on special form.
PILOTAGE: See "Stockholm". Ships will be received 2 nautical miles North of the lighthouse Gustav Dahlén. The Pilot must be ordered on radio, telephone or in some other way at least 5 hours before piloting to start.
ANCHORAGES: 58° 38.7′ N. 16° 22.5′ E. Depth 70 ft.
RESTRICTIONS: Tankers loaded with more than 2,000 tons gasoline must not move in port at night time. Tankers over 5,000 d.w. will not be shifted at night time. Pampushamnen Oil Jetty: Tankers loaded with more than 10,000 tons must not enter at night time. Inner Harbour: Tankers loaded with more than 5,000 tons must not enter at night time.
MAX. SIZE: Pampushamnen Oil Jetty can berth vessel of about 45,000 d.w. with max. draft 31½ ft. Gästgivarehagen Oil Jetty can berth vessel with a max. draft 26½ ft. and length 600 ft. Ramshäll and Tallbacken Oil Jetty can berth vessel with max. draft 26½ ft., length 580 ft. breadth 80 ft., daytime only. General cargo quay can berth vessel max. draft 26½ ft. Inner Harbour can berth vessel max. draft 20½ ft.
RADIO: Stockholm radio, Tingstäde radio.
TUGS: Join vessel off St. Juten 58° 38.1′ N. 16° 19.6′ E. Ship's lines to be used.
BERTHING: No specific requirements except at Oil Jetty Tallbacken and Ramshäll, which require daylight docking and undocking.
Berths specially equipped for grain, berths equipped for containers, berth for roll-on/roll-off traffic, berths handling liquid chemicals.

STEVEDORES: Gangs must be ordered before 15.00 p.m. day before arriving.
RADAR/VHF: VHF radio Channel 14 and 16. No radar.
MEDICAL: Arranged by Agent. All services available.
TANKERS: Pampushamnen Oil Jetty: Fuel oil: one 18 in. and one 16 in. pipelines for discharging. 2 connections with 8 in. hoses. Gas oil: 14 in. pipes with 2 connections to 8 in. hoses. Kerain: 10 in. pipes with 1 connection to 8 in. hose. Gasoline: 12 in. pipes with 1 connection to 8 in. hose, Connection to bigger or smaller hoses possible through existing flange-connections. No facilities for receiving slopwater. Ramshäll: 3 connections for variable kind of oil, all 10 in. with 8 in. hoses. Tallbacken: Shell. 3 connections for variable kinds of oil, 8 in. hose connections. Gästgivarehagen: Gulf. 4 connections for variable kinds of oil, 8 in. hose connections.
FRESH WATER: Delivered by two water boats of 30 and 60 d.w.
FUEL: All grades available. Notice: day time not necessary.
DEVELOPMENTS: The new Öhmansquay ready for use. Berths ship with a draft of 27 ft.
GANGWAY/DECK WATCHMEN: Watchmen are not necessary. Hose-watcher required during loading and discharging.
OPENING/CLOSING HATCHES: Decided from case to case.
CERTIFICATES: International Tonnage Certificate, Deratting Certificate, Trade Certificate. and Radio Safety Certificate.
IDENTIFICATION CARDS: Not needed. Crew List to be used in Oil Jetties.
CONSULS:

Belgian v. Consul,	tel.	011/18 62 60
British Kingdom,	„	011/10 00 40
Danish Consul	„	011/10 00 40
Finnish Consul	„	011/12 90 80
French Consul	„	011/12 91 55
Dutch Consul	„	011/10 11 20
Norwegian Consul	„	011/18 62 60
Swiss Consul	„	011/16 86 10
German Consul	„	011/10 02 50
Uruguay Consul	„	011/12 03 18

REPAIRS: Slipway for vessels of 3,000 d.w. Small repairs of machery can be made. No repairs in port without permission of Harbour master.
DRY DOCKS: None.
REPATRIATION: Can be arranged.
AIRPORT: Distance from Airport "Kungsängen" about 4 miles. Daily communications with Copenhagen
TIME: GMT plus 1. Permanent.
HOLIDAYS: All work stopped on December 24th from 18.00 p.m. for 36 hours. Holidays are: New Year's Day; Twelfth Day; Good Friday; Easter Monday; May Day; Ascension Day; Whit Monday; Midsummer Day.
POLICE/AMBULANCE: These services can all be reached on telephone number 90 000.
TELEPHONES: Available at different quay berths.
SERVICES: Arrangements for discharging waste oil and ballast.
DELAYS: No delays normally expected.
AUTHORITY: Hamnförvaltningen, Norrköping. Tel. 011/10 02 80.

NORRSUNDET: 60.56 N. 17.10 E.

DOCUMENTS:
2 Crew Lists.
2 Provision Lists.
Passenger List.
PILOTAGE: Pilot available at Eggegrund Gävle for ships coming from South and at Hällgrund Söderhamn for ships coming from North. Pilot available day and night. Contact pilots by VHF on Channel 16. (Also see "Stockholm".)
ANCHORAGE: South Gåshällan in white section of Hallstenören light.
RESTRICTIONS: During darkness max. length 100 metres and draft 18 ft.
MAX. SIZE: Draft 21 ft. 8 in. and length 147 metres.
RADIO: Stockholm Radio or Harnösand Radio.
BERTHING: Max. draft by woodpulp pier 21 ft. 8 in. and timber pier 14 ft.
TUGS: 2 tug-boats available, can be ordered from Pilot or Agent.
FRESH WATER: Available from shore installations.
GANGWAY/DECK WATCHMEN: Available for gangway.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits per man.
OPENING/CLOSING HATCHES: Crew allowed to open and close.
STEVEDORES: Ordered by Agents. Ordinary working time, Monday–Friday, 0700–1630; Saturday, 07–1000. To finish a vessel max. 5 hours' overtime can be done.
REPAIRS: Next wharf in Gävle, 40 kilometres from Norrsundet. Most repairs possible.
FUEL: Delivered by truck alongside vessel on pier.
IDENTIFICATION CARDS: Not required.
TELEPHONE NUMBERS: Police 10030, 10213 or 90000; Fire Brigade 10609 or 90000; Gävle Pilot 99110, 99220; Söderhamn Pilot 54185, 60205.
AUTHORITY: Kopparfors AB, 5–816 00, Ockelbo.
AGENT: G. E. Lindgren & Son, PB 5, 817 01 Norrsundet 1. Tel. 22003, 22570. Telex 81115. Cables Lindgrenetson.

NYKOPING: 58.45 N. 17.01 E.

DOCUMENTS:
Tonnage Certificate.
5 Crew Lists.
2 Manifest.
1 Provisions List.
PILOTAGE: Pilot station at Hävringe (58° 33′ N. 17° 19.0′)E., about 15 miles from Nyköping. Pilot must be ordered 5 hours before arrival Hävringe. (Also see "Stockholm".)
RADIO: Stockholm.
STEVEDORES: Ordered by Agents.
FUEL: All grades available.
WATCHMEN: Ordered by Agents but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCE: Each crew member 200 cigarettes or 25 cigars or 200 grams tobacco and 1 bottle spirits.
CONSULS: V. Consulate for Denmark and Finland, tel. 0155/30600.
REPAIRS: Most deck and engine repairs possible.
DRY DOCKS: None.
AIRPORT: Norrköping 80 km., and Stockholm 120 km.
HOLIDAYS: New Year's Day; Good Friday; Easter and Easter Monday; Labour Day (1st May); Whit Monday; Midsummer Day and Christmas Day.
POLICE/FIRE/AMBULANCE: Police 17100; Ambulance 90000; Fire 90000.
TELEPHONE: None available for placing on board.
SERVICES: None.
AUTHORITY: Hamnkontoret Nykoping. Tel. 121–36.

NYNASHAMN: 58.55 N. 17.58 E.

OIL HARBOUR
DOCUMENTS:
2 Crew Lists, and 3 Crew lists on Imco form.
5 copies General Declaration (form supplied on arrival).
Bill of Health.
Deratisation Certificate.
3 copies Cargo Manifest/Bills of Lading.
Tonnage Certificate.
Certificate of Nationality.
Stores and Personal Effects Declaration.
RESTRICTIONS: Draft limited by the passage through the Great Belt where depth 43 ft. Tankers berth and unberth in daylight only.
MAX. SIZE: Pier No. 1 – Length from bow to manifold 175 metres; draft 17 metres, subject to "Restrictions" (see above). Pier No. 3 – Length from bow to manifold 100 metres; draft 12.20 metres, maximum.
HEALTH: Vessels arriving from ports outside Europe must, for inward clearance, provide Customs Office with written declaration of freedom from infection. Further instructions will be issued by Customs Office where such declaration cannot be given.
RADIO: Stockholm Radio; call sign SDJ.
BERTHING: Nynas-Petroleum A.B., Refinery Harbour. Piers No. 1 and 3 for ocean-going tankers. Piers No. 2, 4 and 5 for coasters only. Facilities available for reception of dirty ballast ashore.
FRESH WATER: Can be supplied from the piers. No barges.
FUEL: All grades can be supplied from the piers. No barges.
CUSTOMS ALLOWANCES: 200 cigarettes per person per week. One bottle of wine or spirits per person per week.
CONSULS: All consuls available at Stockholm.
REPATRIATION: Can be arranged.
AIRPORT: Nearest at Stockholm.
TIME: GMT plus 1 hour. Unchanged throughout the year.
SHORE LEAVE: No restrictions.
AUTHORITY: Nynashamnsraffinaderiet, S–14901 Nynashamn.

ÖRNSKÖLDSVIK: 63.17 N. 18.43 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
4 Customs Documents.
1 Health Document
1 Manifest.
1 Bill of Lading.
1 Ship's Paper.
PILOTAGE: Pilot station, Örnsköldsvik, tel. 0660/66003. 5 hours' notice. VHF Channel 16. Orange-coloured motor launch fitted with radar and VHF. International signals. Station 2 miles South Skagsudde Lighthouse. Pilots serve all ports between Umeå and Härnösand, also sea Pilots and ice advisers for Gulf of Bothnia. (Also see "Stockholm".)
ANCHORAGE: Örnsköldsvikfjärden 30–75 ft. Anchorage forbidden in area Råskärsön–Malmön–Burön.
MAX. SIZE: Length, 700 ft.; breadth, 100 ft.; draft, 34 ft.
HEALTH: Customs authorities give pratique on arrival from foreign ports. In case of suspected disease inform customs and port authorities.
RADIO: SAH, Härnösands Radio.
TUGS: In port, available. Ship's lines used.
STEVEDORES: Inform stevedores at latest 1530 day before gangs required, also if available space, for truck-loading in holds. Loose timber, 35 stds./gang/day. Packaged timber, 80 stds./gang/day. Board and wood pulp, 250 tons/gang/day.

RADAR/VHF: Radar service in Skagsudde Lighthouse. VHF Channel 16.
TANKERS: 2 tankers berths 34 ft. and 33 ft. 6, 8 and 10 in. lines.
DENSITY: Fresh water.
FRESH WATER: From quay or boat. 60 tons/hour.
FUEL: Gas oil, light fuel, heavy fuel.
GANGWAY/DECK WATCHMEN: Watchmen available if desired.
OPENING/CLOSING HATCHES: Stevedores or crew.
CERTIFICATE: Cargo Gear Certificates.
CUSTOMS ALLOWANCE: (Tobacco), 200 cigarettes per week. (Wine/Spirits), 1 bottle per week.
CARGO GEAR: Not needed.
CONSULS: Norwegian, Danish, Portuguese, Finnish.
REPAIRS: Medium sized repairs carried out.
DRY DOCKS: None.
REPATRIATION: Available.
AIRPORT: 10 miles. 3 flights daily Northbound and Southbound.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 10800; Fire 10400.
TELEPHONES: Cost 20 Sw. crs. to be placed on board.
DELAYS: None.
AUTHORITY: Hamnförvaltningen, Strandgatan 15, Örnsköldsvik. Tel. 0660/12123, 12127.

OSKARSHAMN: 57.15 N. 16.27 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot boards at Furon, 8 miles east of Oskarshamn. Give ETA at least 5 hours prior arrival. VHF Channel 16. Tel. 0491/10036 (also see "Stockholm").
ANCHORAGES: S. of Furon, depth 25 metres.
RESTRICTIONS: Channel to Oil Harbour depth 11 metres. Channel to Inner Harbour depth 8·5 metres.
MAX. SIZE: Draft 34 ft. 6 in. in oil harbour; 26 ft. 3 in elsewhere.
VHF: Channel 16.
TUGS: One tug available of 1,720 h.p.
BERTHING: *Oil Harbour:* Quay length 41 metres, depth alongside 12 metres.
Inner Harbour: South Quay length 470 metres, depth 5·6 metres.
Bradholm Quay: Length 140 metres, depth 4·7 metres. Length 88 metres, depth 4 metres.
North Quay: Length 452 metres, depth alongside up to 7·8 metres.
Extensions to North Quay for 50 metres in depth of 8 metres and for length of 200 metres in depth of 8·50 metres.
Kopparverk Quay: Length 200 metres, depth 8·5 metres.
Shipyard Quays: Up to 6 metres depth.
Vasa Quay: at Figeholm, quay length 50 metres, water depth 5 metres.
BULK HANDLING FACILITIES: Roll-on/roll-off berth for goods traffic situated at the North Quay, depth alongside 8·50 metres.
TANKERS: One berth, depth at quay 36 ft.; draft 34 ft. 6 in. Discharge lines 8 in.
FRESH WATER: At every berth.
FUEL: Available.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCE: 200 cigarettes, one bottle spirits out of bond.
IDENTIFICATION CARDS: Not needed.
CONSULS: Norwegian Tel. 0491/14090; Denmark Tel. 0491/10015.
DRY DOCKS/REPAIRS: Dry dock length 427 ft. Repair facilities available.
AIRPORT: Oskarshamn, 3 km. away, 2 flights daily.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Police tel. 15090; Alarm, Police/Ambulance/Fire 90000.
TELEPHONES: Available, for connection on board.
SERVICES: Compass adjusting.
AUTHORITY: Hamnforvaltningen, Oskarshamn 0491/14320.

OXELÖSUND: 58.40 N. 17.07 E.

PORT LIMITS: The seaward boundaries of the port is a line between the Eastern point of Ljungholmen and the ore quay. However, for ore-loading ships, a vessel is considered to be an "arrived vessel" when at anchor at the roads West of Vinterklassen.
DOCUMENTS:
4 Crew Lists (3 for Customs and 1 for Ship's Agent).
4 Passenger Lists, if passengers are not inserted in Crew List.
2 Customs Documents, showing all alcoholic liquors and tobacco, belonging to officers, crew and passengers.
2 Customs Documents, showing ship's store of alcoholic liquors and tobacco.
Health Documents, not necessary.
Manifests, at least 4 copies, normally only for general cargoes.
Bills of Lading, at least a copy if not otherwise stipulated.
Ship's Paper, Ship's Register and Deratisation Certificate, not older than 6 months.
PILOTAGE: (See "Stockholm".) Pilot station located at Hävringe Lighthouse, tel. 0155/32920 or 30200. ETA required 5 hours in advance in order to avoid charge for waiting. When ships in open sea inform pilot station over telephone, transfer over Stockholm Radio, call sign SDJ or Gothenburg Radio, call sign SAG, will be recommended. VHF Channel 16 can be used for contacting pilot station or pilot boat. Approaching vessel applies for Pilot when daylight with flag signal G and when dark with pilot-light or Morse Code PT. Pilot boats orange. Ships advised to proceed by Northern inlet, where Pilot will board at Norra Kränkan Lighthouse, lat. N. 58° 37′, long. E. 17° 27′. International requirements with respect to boarding and safety measures. Vessels awaiting for Pilot are prohibited to ride at anchor North of Lighthouse "Gustaf Dalén".
ANCHORAGES: Suitable anchorages West of Vinterklasen; clay-holding ground, depth 30–40 metres, and between Beten Lighthouse and Harbour, clay-holding ground, depth 20 metres. Ships are not allowed to berth until receive orders and in the meantime they must anchor and await orders.
RESTRICTIONS: No tides. Draft not over 44 ft. 4 in. at mean water level. No other special restrictions with exception of berthing ships of and over 30,000 tons d.w.
MAX. SIZE: Ore loading berth: No restriction regarding length of ship. Vessels between 3,000 and 65,000 tons d.w. can be loaded. Depth at quay 45 ft. Berth for unloading coal, iron ore: Ships of up to 40,000 tons d.w. can be discharged. Depth at quay 39 ft. 4 in. Berth for general cargo: Depth at quay 32 ft. 10 in. Container terminal: Depth at quay 32 ft. 10 in. Oil pier: Oil carrier up to 65,000 tons d.w. berthed. Depth at quay 45 ft.
HEALTH: No special regulations.
RADIO: Stockholm Radio, call sign SDJ, or Gothenburg Radio, call sign SAG.
VHF: Harbour authorities and Clearance Department for ore loading ships has VHF Channel 16.
TUGS: Two modern combined tugs and ice-breakers of 1,680 and 1,260 IHP. Ship's lines to be used. Tugs normally join vessel near Beten Lighthouse, just near harbour.
BERTHING: Harbour Pilot compulsory and normally ordered by ship's Agent. No tides. Depths in harbour can vary occasionally from minus 1 ft. 6 in. to plus 1 ft. according to temporary alterations of mean water level. Ships of and over 30,000 tons d.w. cannot be berthed when dark.
CARGO-HANDLING FACILITIES: The port has, among other things, one ore quay equipped with a travelling ore-loader with a maximum capacity of 400 tons per hour. One quay for unloading coal, iron ore and similar equipped with two travelling cranes with a capacity of 600 tons per hour. One quay equipped for container-handling with a 35-ton travelling container crane of Paceco type. In connection with the container quay there is a 25-metre traverse ferry ramp equipped to accommodate roll-on/roll-off traffic.
STEVEDORES: No special ETA advice required. Master of ship with general cargo has to inform Agent in advance number of gangs required.
MEDICAL: Necessary for Agents to receive advance notice of required medical attention, informing Agent if doctor should meet upon ship's arrival, if ambulance is required for transport to hospital and promptness required. No special vaccination/fever certificates necessary. Hospital at Nyköping, about 8 miles from Oxelösund.
TANKERS: One tanker berth, depth at quay 45 ft. Connection to load/discharge lines, have diameter of 12 in. for products and 14 in. for heavy products. Almost all types of oils. No slop/residue/facilities.
DENSITY: About 1,025. No tides.
FRESH WATER: Always available. Delivery through lines from quays at a rate of 10 tons/hour. Fresh water can also be delivered by tugs which have fresh-water tanks.
FUEL: All grades of heavy fuels can be delivered. At least one day's notice.
FIRE PRECAUTIONS: Watchman necessary loading/discharging gasoline.
GANGWAY/DECK WATCHMEN: When ship berthed, reliable gangway must be arranged to quay. Tankers discharging/loading gasoline must have watchmen, arranged through ship's Agent.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Usual international certificates. In order not to delay despatch, important that following certificates are available and valid: Measurement, Life-boat, Radio and Deratisation (not older than 6 months).
CUSTOMS ALLOWANCES: (Tobacco), each crew member permitted out of bond about 200 grams tobacco and 5 packets of cigarette-paper. (Wine and/or spirits), each crew member is permitted to have out of bond 1 bottle spirits or 2 bottles of wine, if he is over 20.
CARGO GEAR: International certificates necessary. No additional requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS: Denmark, Percy Tham AB, tel. 0155/30600; Finland, Percy Tham AB, tel. 0155/30600; Norway, Harbour Office, tel. 0155/31940.
REPAIRS: Minor repairs can be undertaken at workshop on No. 1 quay. Tel. 0155/30547.
DRY DOCKS: None.
REPATRIATION: Crew changes can be effected and necessary repatriation arranged.
AIRPORT: Arlanda 40·4 miles outside Stockholm. Distance Oxelösund–Stockholm 92·8 miles. Total distance 133·2 miles. Served by regular airlines.
TIME: GMT plus one hour. No alterations during year.
HOLIDAYS: General holidays on which no cargo work can be arranged: New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Christmas Day; Second Christmas Day.
On the following eves of holidays cargo work ceases for general

cargoes at 11.00 and for loading iron ore and for discharging coal, coke breeze, limestone and special ores at 14.50 with maximum 2 hour's overtime to complete vessel: New Year's Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.
POLICE/AMBULANCE/FIRE: Dial tel. 90 000 and ask for "Police-alarm", "Ambulance" or "Brandalarm" (Fire alarm).
TELEPHONES: Arrangements for placing telephones on board exist at berth No. 9, 9½ and 10. Approximate cost for connection is charged per day.
SERVICES: Licensed compass adjuster. No tank-cleaning equipment or facilities for discharge of tank-washings.
PORT REGULATIONS: Ice-breaking dues equal to harbour dues are charged 21st December–20th March each year.
DELAYS: Normally no delays. Modern installations for loading and discharge.
AUTHORITY: Port is owned by Gränges AB, Stockholm, and administered by the railway company, Gränges, TGOJ, Eskilstuna. Tel. 016/137585. Local Authority: Gränges, TGOJ, Harbour Office, S–613 01 Oxelösund .Tel. 0155/31940. Telex Portox 64025.

PITEA: inc., Pitsundet. 65.19 N. 21.29 E.

DOCUMENTS:
2 Crew Lists.
2 Lists Spirits and cigarettes.
Manifests and Blading of incoming cargoes to be presented to customs.
1 Deratting Certificate.
PILOTAGE: Pilot to be taken at Gaasoeren–Skelleftea district. Must be ordered at least 5 hours prior. arrival. All VHF channels used – also onboard pilot-boats. (Also see "Stockholm".)
ANCHORAGES: Accordance Pilots advice.
RESTRICTIONS: No entry in darkness to smaller ports in district.
MAX. SIZE: Max. size through Pitsundet draft up to 12 metres. Max. draft to Skuthamn 22 ft. Loüholmen and Pitea Town 17 ft. To Loüholmen and Piteå max. d.w. about 6,000 tons. No tides.
HEALTH: No spec. restrictions. Diseases must be reported to Customs before entering port.
RADIO: Stockholm Radio, Hornösand Radio.
Radar and VHF on all pilot stations. VHF also at signal station in Pitsundet – entrance to Piteå. Channel 16 only. Harbour Office, Channels 16 and 9.
TUGS: Tugs available if ordered beforehand. Tugs compulsory for larger vessels. Costs for three tugs about Skr 10,000:–.
BERTHING: At Pitea, larger vessels berth in daylight only.
Pitsundet: New Quay to be commissioned in 1973. Quay length 300 metres, depth alongside 12·5 metres. Quay fitted with fresh water, fuel, telephone and electricity connections.
STEVEDORES: Bottenvikens Stuveri AB – Pitea. Labour must be ordered latest at 2 p.m. for morning start following day. Tariff available from Agents.
MEDICAL: All treatments available without notice.
TANKERS: Only one berth at Haraholmen. Max. draft 37 ft. 10 in. FW. No further restrictions. 3 tugs compulsory.
FRESH WATER: Available by pipe and lorries.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not necessary but available if ordered.
OPENING/CLOSING HATCHES: Normally done by ship's crew.
CUSTOMS ALLOWANCES: (Tobacco), 200 cig./man and week. (Wine and Spirits, 1 bottle man/week. Only crew members over 18.
IDENTIFICATION CARDS: Not needed.
CONSULS: None.
REPAIRS: All types of repairs can be affected.
DRY DOCKS: None.
AIRPORT: Regular flights 4 times per day. Kallax airport at Luleå. Distance 50 kilometres from port.
TIME: GMT plus 1 hr. No alterations during year.
POLICE/AMBULANCE/FIRE: Tel. 90.000.
TELEPHONES: No facilities for placing on board.
GENERAL: Masters to note the signals to be given before passing Pitsundet. Master must not forget that Pilot must be taken at Gaasoeren–Skelleftea district. If Pilot on bridge all way from Skelleftea to Pitea, a distance fee is charged. Piloting from Nygraan Lighthouse (entrance Pitea) only normal fee.
AUTHORITY: Hamnkontoret Pitea (Harbour Office at Piteå), Mr. Aake Kaettstroem; Office tel. 0911/11083/ AO 0911/11008. Address: P.O. B 20, S 941 01 Piteå 1.

RONNEBY: 56.10 N. 15.17 E.

DOCUMENTS:
Number of Crew Lists: 2
Passenger Lists: 2
Customs Documents: 4
Health Documents: 1
Manifests: 2
Bill of Lading: 1
PILOTAGE: Pilot is taken at Karlshamn or Aspö (Karlskrona) pilot stations. Tel. Karlshamn 0454/14102, Aspö 0455/29016. Ordered over Karlskrona Radio on 3289 KHz or by VHF on Channel 16 (156.80 Mc). Pilot should be ordered 5 hours in advance. (Also see "Stockholm".)
ANCHORAGE: Open roads.
MAX. SIZE: Limited by depth in fairway: 20 ft. 9 in.
RADIO: Karlskrona Radio, 2182 Kcs.
VHF: VHF call sign Ronnebyhamn, Channel 16, 12, 13.
TUGS: None, when necessary such ordered from Karlsham or Karlskrona.
STEVEDORES: ETA given to ship's Agent sufficient.
MEDICAL: Medical attention required ordered from Agents.
TANKERS: Only small tankers with max. draft 20 ft. 6 in. One 10 in. and 6 in. line. No facilities for residue discharge.
DENSITY: 1·000. No tide.
FRESH WATER: From water post on quay.
FUEL OIL: Diesel oil from tank-lorries.
OPENING/CLOSING HATCHES: Performed by crew.
CERTIFICATES:
Deratification Certificate not over 6 months old.
Certificate of Nationality.
Certificate of Tonnage.
CUSTOMS ALLOWANCE: 200 cigarettes plus one bottle spirits out of bond.
IDENTIFICATION CARDS: Not needed.
CONSULS: Danish Consulate, tel. 0457/10675.
REPAIRS: Minor repairs only.
DRY DOCK: None.
AIRPORT: About 6 miles from Ronneby Harbour; daily flights to Malmö, Stockholm and Visby.
TIME: GMT plus 1 hour Permanent.
POLICE/AMBULANCE/FIRE: Police 90000; Ambulance 90000; Fire 90000.
TELEPHONES: None available.
AUTHORITY: Ronneby Hamnstyrelse (Harbour Board). Harbour-master: Capt. Sven O. Hall. Tel. 0457/70080. Harbour Office, 370 14 Ronneby Hamn.

SIKEA: 64.9 N. 20.59 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: See "Umeå/Holmsund". (Also see "Stockholm".)
ANCHORAGES: Port area about 700 × 450 m. Depths 18–27 ft. At wharf 15 ft.
MAX. SIZE: At roads all vessels draft less than 26 ft., At wharf 14½ ft., but no longer than 60 m.
HEALTH: See "Stockholm".
RADIO: See "Umeå/Holmsund".
TUGS: Tugs must be ordered from Holmsund.
STEVEDORES: Gangs have to be ordered day before loading/unloading – start, latest 1700 hrs.
TANKERS: No oil carriers call.
FRESH WATER: Available.
FUEL: All grades fuel oils. 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP CERTIFICATES: See "Stockholm".
CUSTOMS: ALLOWANCE: Tobacco Wine and Spirits. See "Stockholm".
CARGO GEAR: No shore cranes in harbour.
IDENTIFICATION CARDS: Not needed.
CONSULS: No consuls.
REPAIRS: Only small repairs possible.
AIRPORT: Distance 55 km. Regular airlines, 5 flights a day.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Easter; Whitsuntide; Midsummer; Christmas and New Year's Day; no service in port.
POLICE/AMBULANCE/FIRE: 90 000.
TELEPHONES: None available.
AUTHORITY: AB. J. A. Henriksson & Co., Branch office Sikeå, tel. 0934/15039.

SKELLEFTEHAMN: 64.41 N. 21.15 E.

DOCUMENTS:
2 Copies of Crew Lists (at Rönnskärsverken 3 copies).
1 List of Provisions.
Measure Bill.
Manifests and Bills of Lading.
PILOTAGE: Telegraphic address: "Pilot station. Skelleftehamn". Advance notice required, 5 hours. Contact pilot boat or pilot station on VHF Channel 16. Calling signal "Skelleftea Pilot" (pronounced – Shellefteo Pilot). Pilot motor boats usually orange. Pilot taken on board 2 miles East of Gåsören Lighthouse. (Also see "Stockholm".)
RESTRICTIONS: No tides or tidal current.
MAX. SIZE: Maximum permissible length of tanker 590 ft. in accordance to dredged basins length.
HEALTH: In case of disease or suspected disease, ship should call for medical assistance in common Swedish order.
RADIO: Stockholm Radio or Härnösand Radio. When in reach of VHF station of harbour office, at 08.30–12.00 and 13.00–17.00, or else through pilot station VHF. Call signals "Skellefteå Hamnradio" or "Skelleftea Pilot Station".
RADAR/VHF: Radar service available when entering or leaving port. Contact pilot station (Channel 16).
TUGS: Normally meet at passage of Gåsören Lighthouse. Ship's lines should be used. Tug of 3,000 h.p. also acts as local icebreaker.
BERTHING: No special requirements. *Bureå.* Good anchorage but somewhat narrow loading place. Depth inner harbour 16 ft., depth outer harbour 16/21 ft. Depth in roads 21/26 ft. *Kåge.* Depth in harbour at quay 23/20 ft.; length 609 ft. *Rönnskärsverken.* Southern quay

(jetty), depth 30·5 ft.; length 394 ft. Northern quay, depth 39/19·4 ft. and length 1,814 ft. *Skelleftehamn.* North quay, depth 26/21 ft. and length of 1300 ft. Oil Terminal, (jetty), depth 34 ft. and length 300 ft. with dredged basin of 656 ft. Örviken, depth of 12 ft. along a wooden wharf of a length of 200 ft. Siporex, quay depth 19·7 ft. and a length of 150 ft.
STEVEDORES: No stipulated ETA regulations.
MEDICAL: Available at short notice. Government hospital in town.
TANKERS: One tanker berth. Max. draft 33 ft. Diameter of discharge lines 8 in. and 10 in. Flanges Din 2633.
FRESH WATER: At oil terminal 25 tons/hour. Elsewhere 15 tons/hour except at Rönnskärsverken, where fresh water delivered by tanker.
FUEL: All usual grades available.
FIRE PRECAUTIONS: Standard.
DEVELOPMENTS: Planned to build jetty for drafts of about 42·5 ft., 1974.
GANGWAY/DECK WATCHMEN: Watchmen recommended.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: (Tobacco): 200 cigarettes. (Wine Spirits), 1 bottle of wine and one bottle of spirits.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS: Denmark, Norway, Finland and Netherlands.
REPAIRS: Minor repairs only.
REPATRIATION: Every kind of facility for effecting changes of crew.
AIRPORT: 18 km. Regular airlines, two flights a day.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: New Year's Day; Good Friday; 1st and 2nd Day of Easter; Ascension Day; 1st and 2nd Day of Whitsuntide; 1 May; Midsummer Day; and 1st and 2nd Day of Christmas. Cargo work cannot be arranged.
POLICE/AMBULANCE/FIRE: 14070, 31080; 90000; 17200.
TELEPHONES: Available for placing on board at the Northern quay in Skelleftehamn.
GENERAL: All waste to be taken to special waste containers ashore.
SERVICE: Small amounts of tank-washings can be taken ashore. Compass adjusting carried out. Tug stationed in harbour.
DELAYS: In exceptionally bad weather.
AUTHORITY: Harbour Board of Skellefteå, S:a Hamngatan 35, 932 00 Skelleftehamn. 31006.

SLITE, Gotland Is.: 57.42 N. 18.50 E.

DOCUMENTS:
Crew Lists.
Customs Documents.
Health Documents.
Bills of Lading.
Measurement Bill
National Certificate.
Valid Derat Certificate.
All compulsory (also see "Stockholm".)
PILOTAGE: Service centralised to main station at Visby. Service day and night. Tel. 0498/10138. 5 hours notice required VHF Channel 16 (also see "Stockholm").
ANCHORAGE: Sheltered anchorage on Inner Road with up to 8 m. depth of water.
RESTRICTIONS: No restrictions. Entrance possible day and night.
MAX. SIZE: Draft not to exceed 21 ft. 6 in.
HEALTH: Restrictions only if fever on board or vessel coming from a port where disease or fever in existence.
RADIO/VHF: Tingstade Radio Station, call sign SAE, VHF see "Pilotage".
TUGS: No tug available.
BERTHING: No restrictions if due notice to Port Authority given.
STEVEDORES: Notice to be given latest noon on day before arrival, order to make start next morning (unless special arrangements or agreements made).
MEDICAL: Attention by doctors-in-charge. Central hospital at Visby.
TANKERS: Pipe-line connection flange 8 in.
FRESHWATER: Available alongside quay.
FUEL: Practically all grades bunker oil available subject prior notice.
DEVELOPMENTS: No developments presently contemplated.
WATCHMEN: Not compulsory but available.
HATCHES: Ship's crew to open or close.
CUSTOMS ALLOWANCES: Presently 200 cigarettes per head/week. Practically no spirits allowed out of bond.
IDENTITY CARDS: Seamen's book or passport if travelling outside port area.
CONSULS: No consul representations at Slite. Nearest consuls (for Denmark, Norway, Finland, West Germany) at Visby.
REPAIRS: Only minor repairs possible.
DRY DOCKS: None.
REPATRIATION: Good possibilities for changing crew.
AIRPORT: About 40 km. to Visby Airport.
TIME: GMT plus 1 hour. Permanent.
TELEPHONE: Alarm central tel. nr. 90 000.
SERVICES: No services for tank-cleaning tank washing, or compass adjusting.
SHORE LEAVE: Permitted.
AUTHORITY: AB Cementa, Storgatan 90, Slite.
AGENT: Aktiebolaget Rob. Myrsten, 620 30 Slite, Telex 4137 – A/S Myrsten. Cables: "Myrsten – Slite." Tel. 0498/20001/02/03. After hours 0498/20102/20021/20014.

SÖDERHAMN: (includes Stugsund, Langror oilberth and Sandarne factory berth) 61.18 N. 17.05 E.

DOCUMENTS:
2 Crew Lists.
3 Bills of Lading.
3 Manifests.
1 Tobacco List.
PILOTAGE: Pilot must have 5 hours notice. Telegraphic address "Soderhamn Pilot Station", Ljusne. VHF Channel 16 for calling pilot boat and pilot station (frequency 156·8 m/Hz). and 13 (frequency 156·656 m/Hz). Pilot boat is orange. International signals to be used. Vessels can normally receive Pilot between Hallgrund and Storjungfrun. In case of bad weather or ice, Master consults Pilot for advice (also see "Stockholm").
ANCHORAGE: Lilljungfru anchorage S.W. Lilljungfrun, where depths are 15–20 m., is W. or S.W. of Norrutharet. Branthälls anchorage W. Branthäll isl., depths 10–15 m.
MAX. SIZE: Långrör oil berth. Breadth of entrance fairway 55–60 m. and depth 8·5 m. at mean level. Max. ship length about 170 m. at the quay.
Sandarne. Breadth 30 m., depth 7·2 m. m.l. 55–60 m. in unlit fairway.
Stugsund. Breadth 30 m., depth 6·2 m. m.l.
Soderhamn. Breadth 10–15 m., depth 3·7 m. m.l.
Depth varies about one foot below and one foot above m.l. Breadth given at narrowest point in fairway.
HEALTH: No special action except for suspected disease. In case of disease contact Agent for information.
RADIO: Stockholm Radio when vessels come from South and Härnösand Radio from North. Within reach Master may call Söderhamn Port Radio. Tug station is Stugsund. Tug fitted VHF, Channels 16, 13, 12.
There is a radar station at Soderhamn. Pilot station, Ljusne, and some of the pilot boats are fitted with radar.
TUGS: Normally meet large vessels at Otterhällans Lighthouse and others off quays on request. Ship's lines to be used.
BERTHING: Boatmen can be ordered by Pilots or Agents. Large ships berth oil berth only in daylight because channel not lit.
STEVEDORES: Gangs to be ordered by Agent usually at 3 p.m. for starting next morning at 7 a.m.
MEDICAL: Medical attendant available day and night.
TANKERS: 6-or 8-in. connections. Only one berth and maximum depth at quay 8·5 m.
DENSITY: Practically fresh water.
FRESH WATER: Available in all ports. Delivered through pipelines on wharf. Rate: 10 tons/hour.
FUEL OIL: Any normally used grade on request to oil company with few hours' notice.
DEVELOPMENTS: A new quay at Långrör berth for general cargo will be established in a few year's time.
GANGWAY/DECK WATCHMEN: Watchmen available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP'S CERTIFICATES: Traffic permission (not necessary for ports within the custom district boundaries), Nationality and Reg. Certificate (or interim Nationality Certificate, Bill of Measurement, Swedish Sailor's Roll (only Swedish ships), Foreign Nation Crew Passport, Derat-Certificate (6 month), Certificate of Health.
CUSTOMS ALLOWANCE: (Tobacco), out of bond, 200 cigarettes or 100 gr. tobacco and 100 cigarettes. (Wine/Spirits), out of bond, 1 bottle of spirits, 75 cl.
CARGO GEAR: Valid cargo gear certificates.
IDENTIFICATION CARDS: Not needed.
CONSULS: Danish, French and Dutch.
REPAIRS: Minor plate-work and welding can be carried out.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Nearest international airport. Stockholm.
TIME: GMT plus 1. Permanent.
HOLIDAYS: No work on official holidays, but may be possible on special request. New Year's Day (1st January); Twelfth Day (6th January); Good Friday; Easter Sunday and Easter Monday; 1st May; Whit Sunday and Whit Monday; Midsummer Day; All Saints' Day; 25th December and 26th December; New Year's Eve; Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.
POLICE/AMBULANCE/FIRE: Police 90000 or 0270/10020; Ambulance 90000; and Fire 90000 or 0270/12249.
TELEPHONES: In Sandarne, quay telephones can be placed on board. Two telephones.
GENERAL: There is a VHF port radio at the Port Office, Söderhamn. Working time 0800–1700. Channel 16 for call and working channel. During the ice-breaking season the tug may be out even at night. Tug has same channels. Söderhamn custom district includes only Stugsund. Illjungfrun Pilot also serves ports of Ala, Ljusne and Vallvik.
SERVICES: Facilities for discharge of tank-washings max. 20 tons. Tank-cleaning and facilities for discharge of tank-washings of great extent are Stockholm and Sundsvall. Compass adjusting in Stugsund berth.

PORT REGULATIONS: Port regulations available from Agent or Port Office.
DELAYS: Fog, ice and bad weather may delay berthing. Rain and snow can delay loading and discharging of dry cargo.
AUTHORITY: Hamnforvaltningen, Soderhamn, tel. 0270/14828 or 11311.

SÖLVESBORG: 56.03 N. 14.35 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot station at Åhus, tel. 044/240027, needs five hours' notice. Pilot station and pilot boat can be ordered by VHF Channel 16 (156, 80 MHZ). Harbour office in Sölvesborg can be called on same frequency. (Also see "Stockholm".)
ANCHORAGE: Roadstead to S. of harbour 25 ft. deep with good holding ground.
MAX. SIZE: Depth in outer harbour 8·2 metres (27 ft.) and in inner harbour 7·5 metres (25 ft.) Recommended for ships to have 1 ft. 6 in. of water under keel. Maximum length 200 m. (656 ft.) Breadth 30 m. (98 ft.). Draft 7·7 m. (25 ft.) for vessel entering harbour. Largest ship to enter harbour was 20,000 tons oil tanker with load of 9000 tons. That is, however, not the upper limit. Harbour entrance has bottom breadth of 65 metres (213 ft.).
HEALTH: See "Stockholm".
RADIO: Malmö Radio and Gothenburg Radio.
VHF: Harbour Office can be reached by VHF, Channel 16 (156.80 MHZ). Working frequency Channel 14 (15.70 MHZ).
TUGS: Available. Ordered through Agent or directly to Harbour Office.
STEVEDORES: Need notice before 1500 if loading/discharging shall start at 0730 hours following morning, or notice before 1000 hours if loading/discharging shall start 1300 hours the same day.
TANKERS: 3 Shore-lines for oil products from oil jetty to depots. 1. 250 mm. for bunker C (2nd fuel); 2. 200 mm. for paraffin oil; 3. 200 mm. for petrol. For discharge coasters use ship's equipment. Bigger ships discharging bunker C oil use harbour's 8 in. rubber hose.
FRESH WATER: Fresh water available.
FUEL: Ordered from oil companies by ship's Agents.
GANGWAY/DECK WATCHMEN: Watchmen normally not needed. Can be ordered by ship's agents.
OPENING/CLOSING HATCHES: Normally opened/closed by crew.
SHIP CERTIFICATES: See "Stockholm".
TOBACCO ALLOWANCE: Basis for forming an estimate is ship's stay in Swedish ports. Normally 200 cigarettes/week.
WINE/SPIRIT ALLOWANCE: Normally 1 bottle/week.
IDENTIFICATION CARDS: Not needed.
CONSULS: Royal Danish Vice-Consulate. Railway Station Building. Tel. 0456/10115.
REPAIRS: Carried out by Solvesborgs Shipyard. Tel. 0456/10950.
DRY DOCKS: Dry dock in ship yard, 341 ft. long, 51 ft. wide at entrance, 14½ ft. deep on sill HWOST.
REPATRIATION: No facilities.
AIRPORT: 50 km. to Kristianstad Airport and 60 km. to Ronneby Airport. Served by regular inland airlines.
TIME: Local time = GMT plus 1 hour. Permanent.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Dial 90 000 and ask for Police, Ambulance or Fire Department.
TELEPHONES: Telephones available in Agent's offices at quay and telephone boxes.
DELAYS: Normally no delays.
AUTHORITY: Chairman of the Harbour Board, Valjegatan 17, 294 00 Sölvesborg. Tel. 0456/10247. Harbour Office, Box 49, 294 00 Sölvesborg.

STENUNGSUND 58.04 N. 11.49 E.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
1 Tobacco and/or Stores List.
1 Manifest.
1 List of Animals on Board (if any).
Access to the usual ship's papers (measurement, register, certificate, etc.).
If away from Sweden more than 15 days: Bill of Health.
PILOTAGE: Pilots board West of Skallen Lighthouse outside Marstrand. Pilots will not take big ships during darkness. Those ships must anchor and await daylight. Calling for Pilot can be made in usual manner and on VHF, Channel 16. Give twenty-four hours notice of ETA through Agents. (Also see "Stockholm".)
ANCHORAGE: While awaiting berth vessels anchor outside harbour N.W. of jetty. Safe anchorages everywhere, but fairway South of Galterön Lighthouse has to be avoided.
RESTRICTIONS: Large vessels daylight entry only.
MAX. SIZE: 65,000 d.w. Draft at berth is only limit, 12·7 m. at North side, and 11 m. at South side of jetty at mean water level.
HEALTH: No special pratique necessary. If any disease or fever suspected on board, doctor must be called on arrival. Pratique automatically granted when entering from another port in Sweden.
RADIO: Gothenburg radio.
TUGS: Tugs from Gothenburg will join at bridge South of harbour. Ship's lines always used.
STEVEDORES: None. Tanker port only.
VHF: Channel 16.
MEDICAL: Doctors and dentists available at short notice. Hospitals situated at Uddevalla and Kungälv, ambulances at Stenungsund.
TANKERS: 8 in. hoses at jetty. At North side of jetty tankers berth starboard side to, and at South side port side to. 4-ton crane situated on jetty but ship's derrick also used for hoses.
FRESH WATER: Supplied by hose at a rate of 25 tons/hour.
FUEL: Only available by barge from other places (i.e. Gothenburg) Bunkering only during daylight. Can be ordered at short notice.
FIRE PRECAUTIONS: Normal.
GANGWAY/DECK WATCHMEN: Watchmen from ashore necessary when telephone connected.
CUSTOMS ALLOWANCES: 200 cigarettes. One bottle of spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: None at Stenungsund, but at Gothenburg.
REPAIRS: Some minor repairs may be effected.
REPATRIATION: All facilities exist. Consuls at Gothenburg
AIRPORT: Gothenburg 50 km. away. Regular airlines.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Tankers load and discharge all year round.
TELEPHONES: Connected on board if wanted. Watchmen attend calls. Fireman and alarm on jetty during whole operation.
AUTHORITY: Statens Vattenfallsverk, Varmekraftverken, 444–00 Stenungsund, Sweden. Cables "Kraftverket". Tel. 0303–70670.

STOCKHOLM: 59.19 N. 18.03 E.

DOCUMENTS:
(*a*) Crew List; normally 2 copies; for oil harbour at Loudden and Free Port, 3 copies
(*b*) Passenger List: regular passenger services 2 copies; cruise ships (lists for cruise ships must be sent in advance to Agent for forwarding to Immigration Authorities), 2 copies.
(*c*) Customs Documents: arrival report (form can be obtained on arrival), 4 copies.
(*d*) Quarantine Certificate or Bill of Health: Deratisation Certificate not more than six months old to be shown. *Note:* Additional quarantine regulations may be imposed in special circumstances.
(*e*) Manifest: 3 copies.
(*f*) Bills of Lading: 1 copy of each. Liners may be subject to other regulations with regard to (*e*) and (*f*) above.
(*g*) Ship's documents: Tonnage Certificate. Certificate of nationality.
PILOTAGE: (*Sweden general*). Applications for licensed Pilots should be made at least five hours before pilotage is due to commence. When making application specify name of vessel, tonnage, draft and destination. Also give estimated time for taking pilot on board and route. If this procedure not followed, the Maritime Service cannot guarantee to supply a Pilot without considerable delay to vessel.

Preferable make application by telephone, or by radio via a coastal station or by some other method direct to pilot station nearest point where pilotage is to begin. Also possible request Pilot by VHF (ultra shortwave) telephone to any Maritime Service pilot station, Pilot waiting point or lighthouse which is equipped with VHF.

The Maritime Service's network of permanent VHF telephone stations has been extended to give almost complete coverage of all pilot stations and waiting points and is also operative for a number of lighthouses. The radio stations can operate on different channels and are equipped for frequency modulation. During hours when pilot stations are open, a constant watch is kept on frequency 156·80 mc/s (Channel 16). This frequency should be used for all signals and replies – and for distress traffic. Outside these hours, normal traffic transmissions, i.e. applications for Pilots, etc. should be made on frequency of 156·65 mc/s (Channel 13) or on reserve operating frequency of 156·60 mc/s (Channel 12).

When making VHF telephone call, the type of call signal that should be sent is "Lotsarna (or pilot station) plus the name of the pilot station or the pilotage attendance".

	Arholma	*Sandhamn*	*Landsort*
Cable address	Furusund pilot station	Stockholm pilot station	Nynäshamn pilot station
Notice of arrival	5 hours	5 hours	5 hours
VHF channels	6, 12, 13, 16	6, 12, 13, 16	6, 12, 13, 16
Description of pilot boat	Pilot boat on day duty flies international flag "H". Pilot boat on night duty carries lights conforming to International Regulations for Preventing Collisions at Sea, Rule No. 8.		
	33 ft. steel cutter painted red-orange	33 ft. steel cutter painted red-orange	40 ft. steel cutter painted red-orange
Calling Pilot:			
During daylight	Flag G	Flag G	Flag G
At night	International PT with morse lamp	International PT with morse lamp	international PT with morse lamp
Audible signal in reduced visibility	International PT with siren	International PT with siren	International PT with siren
	Pilot may be called by radio or VHF.		

	Arholm	*Sandham*	*Landsort*
Boarding point	At Björkö outside outer Skerries, 2–3 n.m. N.W. or E. of Simpnäsklubb	2 n.m. S.E. of Revengegrund light	2½ n.m. S. of Öja
Anchorage for vessels awaiting Pilot	Near position stated above	Near position stated above	Near position stated above

ANCHORAGES:

	Arholma	*Sandhamn*	*Landsort*
(*a*) Prohibited anchorage	59° 30′ N. 19° 05′ E. 59° 45′ N. 19° 14′ E.	59° 17′ N. 18° 54′ E.	
(*b*) Suitable anchorages	2–4 n.m. N.N.W. of Simpnäsklubb	2–4 n.m. E. and S. of Revengegrund	6–8 n.m. S.S.E. of Landsort
(*c*) Depth	33–38 fathoms	11–22 fathoms	11–16 fathoms

RESTRICTIONS: Very large passenger vessels and fully-loaded tankers of approx. 15,000 tons dwt or over not allowed pass through Skerries during darkness. Via Landsort 40 ft. draft; via Sandhamn 36 ft. draft; via Simpnäs 30 ft. draft.

Ships with gross tonnage exceeding 400 tons must proceed only with an Easterly course in Lindalssundet. Ships with gross tonnage exceeding 400 tons must not proceed through Kodjupet and Sandhamnssundet (between Sandon and Korso).

Tankers with gross tonnage exceeding 22,000 tons must be accompanied by a tug from the narrows at Dalaro and Sandhamn through the Archipelago to Stockholm and nearby ports.

Ships with a gross tonnage exceeding 400 tons, not using a Pilot, must be equipped with VHF telephone which must be continuously watched on Channel 16.

Ships with gross tonnage exceeding 1,000 tons must report entry to and exit out of the Archipelago as well as arrival to, and departure from the port, to the nearest manned pilot station.

Tankships with gross tonnage exceeding 1,200 tons carrying crude oil products, mineral oil and certain chemicals must have licensed Pilot in the passages Arholma–Stockholm; Soderhamn–Stockholm; Sandhamn–Stockholm; Landsort–Stockholm; Landsort–Nynashamn; Landsort–Sodertalje and in the Lake of Malaren.

MAX. SIZE:

Via Sandhamn:
Overall length = approx. 820 ft.
Beam = ,, 100 ft.
Draft = ,, 36 ft.
Via Landsort:
Overall length = approx. 820 ft.
Beam = ,, 100 ft.
Draft = ,, 40 ft.
Via Simpnäs:
Overall length = approx. 650 ft.
Beam = ,, 100 ft.
Draft = ,, 29 ft.
There are no tides.

HEALTH: Vessels arriving from ports outside Europe must for inward clearance provide Customs Office with written declaration of freedom from infection. Further instructions will be issued by Customs Office where such a declaration cannot be given.

RADIO: Stockholm Radio, call sign: SDJ.

RADAR/VHF: All three pilot stations have radar for internal use. No harbour radar service. VHF Channels 16 and 12.

TUGS: Very large vessels may be met by tugs by special arrangement at pilot boarding point. Tugs available to special order to assist with berthing; the rendezvous usually near berth.

Rates: According to fixed tariff.

BERTHING: Special harbour Pilots available round clock to assist arrival, departure and warping. Use of harbour pilot services is optional. Services of boatmen available to order at any time of day or night.

BRIDGES:

RULES CONCERNING VESSELS CROSSING SEALANE AT LIDINGÖ BRIDGE

In force as from 1st May 1970 until further notice. Movable part of Lidingö Bridge is opened after request for letting vessels pass through 5 minutes before full- and half-hour, in accordance with following table.

For vessels in regular traffic: Weekdays excepting day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 18.55–20.55 hrs. Day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 15.55–20.55 hrs.

For pleasure crafts not passing at same time as vessels in regular traffic: Weekdays excepting day before Sunday or Holiday, 5.55–6.55 hrs., 10.25–15.55 hrs. and 19.55–20.55 hrs. Day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 16.55–20.55 hrs.

For all types of vessels: Sundays and Holidays, 5.55–20.55 hrs. If opening of bridge required between 20.55–5.55 hrs., application to be given to bridge watchman stating time for opening, latest 17.00 hrs. previous evening.

HOURS OF OPENING ÅRSTA BRIDGE

Årsta bridge is opened after request to Train Controller, Stockholm Central, tel. 22 60 00, extension 2171, for vessels passing until firther notice on following hours: Monday and day after holiday, 01.09–01.25 hrs., 02,25–02.40, 03.00–03.40 hrs. Other weekday,s Tuesday–Saturday, 02.25–02.40 hrs. Sundays and Holidays, 01.40–03.35, 04.00–04.30 hrs. Applications regarding opening of bridge must be lodged latest 16.00 hrs. (Satirdays 12.00 hrs.) on previous day. Oepning of bridge subject to train traffic condition not causing any obstruction.

HOURS FOR OPENING FOR MOVABLE ROAD BRIDGES OVER HAMMARBY SEALANE

Movable parts of road bridges over sealane of Hammarby opened on request for vessel unable freely to pass under the bridges, all through the year at regular hours.

STEVEDORES: Stevedores available at 7.00, 9.30, 11.00 and 13.30 hrs., Stevedores required for 7.00 hrs. must be booked previous day: otherwise can be booked for next starting time. A pricelist can be obtained from Stockholms Förenade Stuveriaktiebolag, Stockholm.

MEDICAL: Duty medical officer available all hours day or night. Tel. Stockholm 21 55 49, 11 83 31 or 20 30 91. Seamen admitted to hospital with note from Medical Officer for Seamen, but not necessary for emergency admissions. Valid certificates of vaccination must be produced. Any necessary vaccinations carried out by Medical Officer for Seamen.

TANKERS:

Tanker discharge quay	*Diameter of discharge pipelines*	*No. of tanker berths*	*Depth of water at quayside*
Bergs oil harbour	12″–20″	1	40′ 0″
Flaxenvik	12″	1	36′ 0″
Gåshaga	6″–12″	2	34′ 6″–36′ 0″
Kvarnholmen	8″–14″	3	36′ 0″–39′ 6″
Loudden	6″–12″	4	29′ 6″–39′ 4″
Rasta	8″–10″	1	39′ 6″
Stora Höggarn	6″–10″	1	39′ 0″
Telegrafberget	6″–8″	1	40′ 0″
Värtan	8″	4	25′ 0″–35′ 6″

DENSITY: Salt content of 0·5%. No variations.

FRESH WATER: Fresh water may be obtained from quayside as well as from water barges or tugs. 1,000 cu. ft. per hour can be delivered from quayside, but at Loudden maximum 3,500 cu. ft. per hour can be delivered. Water supply capacity of tugs and waterboats varies up to maximum of 1,750–5,250 cu. ft. per hour. Special delivery charges payable for delivery of water to tanker discharge quays outside Port area by water-boat.

FUEL: All grades bunker oil, lubricating oil, etc. can be supplied.

DEVELOPMENTS: Container terminal in Free Port area completed. Depth at quayside = 34 ft. 6 in.

GANGWAY/DECK WATCHMEN: Not essential, but recommended for large tankers.

OPENING/CLOSING HATCHES: If opened and closed by stevedores, subject to extra fee.

CERTIFICATES:

Tonnage Certificate.
Certificate of Nationality.
Deratisation Certificate not more than six months old.
Ship's articles, crew list or similar document listing all persons signed on aboard.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per person per week or 200 g. (7 oz.) of tobacco per person per week. Wine and/or spirit: One bottle of spirits per person per week, one bottle of wines per person per week.

CARGO GEAR: Cargo vessels carrying goods which constitute a fire or explosion hazard or other flammable or otherwise dangerous goods must notify Port Authorities in advance of nature and quantity of goods concerned. In certain cases a red flag or red light must be carried at masthead.

IDENTIFICATION CARDS: Passport or seaman's discharge book with photograph.

CONSULS:

Algerian Embassy	63 66 41, 67 66 22, 67 12 65
Argentinian Embassy	61 77 10
Argentinian Consulate	20 26 85
Australian Embassy	24 46 60
Austrian Consulate-General	23 17 70
Belgian Embassy	11 89 58, 20 26 99
Brazilian Embassy	63 12 85, 61 73 10
British Embassy	67 01 40
Canadian Embassy	23 79 20
Chilean Embassy	62 76 90
Chinese People's Republic, Embassy of the	21 75 39
Colombian Embassy	21 84 89, 21 84 90
Danish Embassy	23 18 60
– Consulate and Visa Office	10 74 80
Dominican Republic Consulate-General	10 42 92
Ecuadorian Embassy and Consulate	10 07 01
Finnish Embassy	23 58 15
Finnish Consulate and Passport Office	10 29 60, 10 29 30
French Embassy	63 02 70
German Embassy (Federal Republic)	63 13 80
Greek Embassy	60 88 60, 61 78 80
Guatemalan Consulate	22 99 20
Haitian Consulate-General	21 34 11
Honduras Consulate, Republic of	23 21 85
Hungarian People's Republic, Embassy of the	61 67 62, 62 56 75
Icelandic Embassy	62 40 16, 67 27 52
Indian Embassy	11 32 37, 11 32 13
Indonesian Embassy	63 54 70
Iranian Embassy and Consulate	62 70 68, 62 73 68

Iraqi Embassy	63 91 10, 63 91 20
Irish Embassy	61 80 05, 61 74 09
Israeli Embassy	63 52 40
Italian Embassy	62 12 69, 61 21 55
Italian Consulate	33 18 00
Japanese Embassy	62 72 10, 62 72 75, 62 77 58
Jugoslav Embassy	10 11 80, 10 11 81
Korean Embassy	62 30 00, 61 86 50
Lebanese Consulate-General	67 08 80
Liberian Embassy	62 20 90, 62 10 40
Luxemburg Consulate-General	22 94 50
Mexican Embassy	61 60 80
Moroccan Embassy	62 06 62, 62 07 58
Netherlands Embassy	24 71 80
Nicaraguan Consulate-General	23 41 95
Norwegian Embassy	76 06 20
Norwegian Consulate-General	10 36 99
Pakistani Embassy	67 87 41, 67 87 42, 67 87 43
Panamanian Consulate-General	63 99 25
Panamanian Consulate	20 99 17
Paraguayan Consulate	67 57 17
Peruvian Embassy	20 32 00
Peruvian Consulate-General	21 35 00
Polish Embassy	11 41 32
Polish Consulate-General	11 63 74
Portuguese Embassy	62 60 28
Portuguese Consulate	67 30 76
Rumanian Embassy	765 90 95
Salvadorian Consulate	23 31 10
Singapore, Republic of	63 74 88
South African Legation	10 71 15, 11 04 70, 21 76 41
Spanish Embassy	62 54 94
Swiss Embassy	23 15 50
Tanzanian Embassy	67 35 51, 67 35 71
Thai Embassy	67 80 90, 67 21 60
Thai Consulate-General	22 05 00
Tunisian Embassy	23 63 70
Turkish Embassy	60 80 66
Turkish Consulate-General	11 96 75
Union of Socialist Soviet Republics, Embassy of the	11 74 94
– Consular Department	20 86 52
United Arab Republic, Embassy of the	62 96 03, 62 96 87
United States Embassy	63 05 20
Uruguayan Embassy	61 56 21
Uruguayan Consulate-General	53 27 55
Venezuelan Embassy	62 93 15, 16 74 58

REPAIRS: All types of deck and machinery repairs can be carried out.
DRY DOCKS: Gustav V Dock, length 598 ft., width 79 ft., depth 31 ft. Also three other dry docks and five floating docks.
REPATRIATION: Crewmen may be signed-on and paid-of. Whether paid-off crewmen will be allowed to remain in the country and seek new employment, depends on existing bilateral agreements between countries. Generally, only a citizen of a Scandinavian country may seek work in Sweden without a special labour permit.
AIRPORT: Arlanda, approx. 22 miles from central Stockholm. Served by regular airlines.
TIME: GMT plus 1 hour. Unchanged throughout year.
HOLIDAYS: New Year's Day (January 1st); Epiphany (January 6th); Good Friday (variable Friday in March/April); Easter Monday (variable Monday in March/April); May 1st; Ascension Day (variable Thursday in May/June); Whit Monday (variable Monday in May/June); Midsummer Day (variable Saturday in June); All Saint's Day (first Saturday in November); Christmas Day (December 25th); Boxing Day (December 26th). No work is normally done on these days.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Ship-to-shore telephone connections can be provided at most quays.
GENERAL: Degaussing station available.
SERVICES: Electric current can be laid on at some quays. Port has a special barge for collection of oil residues. Licensed compass adjusters available.
SHORE LEAVE: No restrictions.
DELAYS: Occasionally shortage of stevedores. Some delay may be caused by ice, but port kept permanently open by ice-breakers.
AUTHORITY: Stockholms Hamn, Sandhamnsgatan 57, S–115 28, Stockholm, Sweden. Tel. 63 55 00 (routing code 08). Telex 10 612. Cables: Capitalport.

STORUGNS, Gotland Is.: 57.50 N. 18.49 E.

Situated on Eastside of Bay of Kappelshamn on the North coast of Gotland and about 18 km. North of Slite.
DOCUMENTS:
Crew Lists.
Customs Documents.
Health Certificate.
Bills of Lading.
Measurement Certificate.
Valid Derat Certificate.
All compulsory. (Also see "Stockholm".)
ANCHORAGE: Good anchorage. N.W. of quays. Sand and clay bottom.
PILOTAGE: Service centralised to main station at Visby. Service day and night. Tel. 0498–10138. 5 hours notice required. VHF Channel 16 (also see "Stockholm").
ANCHORAGE: Good anchorage available.
RESTRICTIONS: None. Entry day or night.
MAX. SIZE: Depth at entrance and at quay 10 m. Vessels up to 20,000 tons have loaded to full draft.
HEALTH: No restrictions provided no disease or fever or board and vessel not arriving from port where disease or fever in existence.
RADIO/VHF: Tingstade Radio Station – SAE. VHF see "Pilotage".
TUGS: None.
BERTHING: Main harbour for loading limestone. Modern loading facilities. Load rate about 500 tons/hour in two shifts. Up to 10 metres depths at quays.
MEDICAL: Central hospital at Visby.
FRESH WATER: Not available.
FUEL: Most grades available from Visby subject prior notice.
WATCHMEN: Not compulsory but available.
HATCHES: Ship's crew open and close.
CUSTOMS ALLOWANCES: Presently 200 cigarettes per head/week. Practically no spirit allowed out of bond.
IDENTITY CARDS: Seamen's book or passport if travelling outside port area.
CONSULS: No consul representations at Slite. Nearest consuls (for Denmark, Norway, Finland, West Germany) at Visby.
REPAIRS: Only minor repairs possible.
DRY DOCKS: None.
REPATRIATION: Good possibilities for changing crew.
AIRPORT: Visby.
TIME: GMT plus 1 hour. Permanent.
SHORE LEAVE: Permitted.
AUTHORITY: AB Gotlands Förenade Kalkbrott.
AGENT: Aktiebolaget Rob. Myrsten, 620 30 Slite. Telex 4137 – A/S Myrsten. Cables "Myrsten – Slite." Tel. 0498/20001/02/03, After hours: 0498/20102/20021/20014.

STROMSTAD: 58.56 N. 11.10 E.

DOCUMENTS/PILOTAGE: See "Stockholm".
ANCHORAGE: Available within port to vessels up to and including 3,000 d.w.
MAX. SIZE: Cargo ships (not tankers), max. 3,000 d.w.
BERTHING: No particular restrictions for berthing within the port.
FRESH WATER: Available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
IDENTIFICATION CARDS: Needed.
CONSULS: Norwegian Consul: Karl Krohn, Adr: Karlsgatan 2.
REPAIRS: No repairs possible.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Torslanda (Gothenburg). Distance: 200 km.
HOLIDAYS: Cargo work can not be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 12530; Ambulance 90000 (ask for ambulance); Fire 11160.
TELEPHONES: Arrangements exist for placing telephones on board.
TIME: GMT plus 1. Permanent.
DELAYS: No delays in load or discharge.
AUTHORITY: Hamnförvaltningen Stromstad.

SUNDSVALL: 62.25 N. 17.20 E.

DOCUMENTS:
2 Crew Lists and/or 2 Passenger Lists, also stating what tobacco, cigarettes or spirits each man has.
Deratification Certificate.
Manifest and/or Bills of Lading.
Register, and if vessel has been before in Sweden same year, bills for light dues paid.
PORT LIMITS: The seaward boundaries of the port is a line between the following points: Kubikenborg (62° 22′ 42″ N. 17° 22′ 30″ E.); Eastern Point of Tjuvholmen Isle; Korsta (62° 23′ 54″ N. 17° 23′ 48″ E.).
PILOTAGE: There are two main entrances to Sundsvall.
From Bremo Island in white sector to Draghallan Light. Depth in the passage 10·4 metres.
From Bremo Island via Gubben Light and Spikarna Light to Draghallan Light. Depth in the passage 14·0 metres. Pilot in both cases obtainable at Gubben Lighthouse.
Pilot station at Spikaren South point of Alnö island. Pilot obtainable at position North 62.21 East 17.39. Pilot VHF frequency 16 but possibility to shift to another wavelength when ships calling on other length. Signals made either by sound or light and by hoisting G or PT flag during daytime. If very bad weather ship can steer from Bremö island on white sector of the Draghällan Lighthouse in entrance of Sundsvall, but only ships less than 25 ft. draft. 5 hours' notice of ETA to ship's Agents and any change of position must be given at least 2 hours before ETA Pilot. (Also see "Stockholm".)
ANCHORAGE: Between islands of Tjufholmen and Alnö and also in Svartvik bay.
MAX. SIZE: There are no restrictions on length and breadth. Maximum draft for vessels bound to Sundsvall is about 12 metres. Depth alongside at the oil terminal is 40 ft.
HEALTH: See "Documents".

RADIO: Cable Agents giving ETA, draft and cash required via either Hernösand Radio SAH or Stockholm Radio SDJ.
TUGS: Must be ordered by Agents in very good time before arrival.
BERTHING: Any time. No restrictions except draft. Sundsvalls Terminalen, 33 ft.; Sundsvalls Town, 27 ft.; Kubikenborg, 32 ft.; Ostrand, 32 ft.; Ortviken, 30 ft.; Stockvik, 22 ft.
Soraker, loading and discharging berths for bulk and general cargo, max. draft 23 ft.
Svartvik, max. draft 24 ft.
Ostrand, max. draft 24 ft.
STEVEDORES: Ordered by Agents, but if vessel to load various parcels for different destinations, this must be stated to Agents, and also if possible to work with trucks on board.
TANKERS: *Essvik*, stern mooring terminal for vessels up to 21 ft. draft.
Wifstavarf, suitable for tankers up to 29 ft. draft.
Fagervik, for tankers up to 22 ft. draft.
Sundsvall Town oil terminal, equipped with marine swinging arm for loading discharging oil products, for vessels up to 39 ft. draft.
DENSITY: Nearly fresh water.
FRESH WATER: Nearly all berths supply water by own installations.
FUEL: All grades, but if delivery on Saturday or holidays, notice must be given in good time, otherwise all installations are closed over weekend.
FIRE PRECAUTIONS: Tankers discharging, smoking only allowed in special rooms on board, not on deck or on quay.
GANGWAY/DECK WATCHMEN: Available for gangway. Not compulsory.
OPENING/CLOSING HATCHES: Normally done by the crew.
MEDICAL: Yellow fever, cholera and smallpox inoculations obtainable only in hospital.
CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle of 75 centilitre per man/week. Extra granted on request.
CERTIFICATES: See "Stockholm".
IDENTIFICATION CARDS: Not necessary.
CONSULS: Finland, Norway, Denmark, Germany, Holland, Belgium, Great Britain, France, Iceland.
CARGO GEAR: No additional requirements.
REPAIRS: Most repairs possible.
TIME: GMT plus 1 Permanent.
DRY DOCK: At Hernösand or Gävle.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Christmas Day; Second Christmas Day. Work ceases at 11.30 on the following eves of holidays and is voluntary and paid with 100% overtime, Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve; and New Year's Eve.
POLICE/AMBULANCE/FIRE: Telephone numbers: Accidents, Police 90000; Fire, ask for alarm 90000. Foreign call 001. Ambulance 12 32 00. Taxi 15 72 00. Pilot station 86000. Board of Trade 11 32 91.
DEVELOPMENTS: Harbour can be closed by ice some time during winter but assistance given by State ice-breakers as long as possible.
AUTHORITY: Sundsvalls Kommun, Hamnforvaltning.

AGENTS: Chartering, Tramp & Liner Agents. Aktiebolaget Emil Bredenberg, Sjögatan 1, 851 02 Sundsvall. Tel. 060/11 11 47. Telex. 710 43. Bankers: Svenska Handelsbanken, Sundsvall, A 0.11 38 11 Sundsvall.

TRELLEBORG: 55.21 N. 13.09 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Available day and night. Meet inward-bound ships on roads with motor boat. Outward-bound pilot obtained from pilot station of Trelleborg. Tel. 10141. Pilots also attend warpings and hawser-moorings. Pilot boats provided with short-wave radio telephone, and in pilot station an up-to-date radar set is installed. Also see "Stockholm".
ANCHORAGE: Recommended West of entrance fairway between fairway buoy and No. 1 light buoy. Depth varies from 23 ft. to 46 ft. Anchor ground good – clay and sand.
RESTRICTIONS: Entrance a straight, perch-buoyed fairway of about 5,415 ft. length, having measured depth of 28 ft., and a bottom width of 328 ft. Distance between moles 282 ft.
HEALTH: See "Stockholm".
TUGS: Tug-boats can be promptly obtained from Malmo.
BERTHING: New Harbour has depth of 26 ft. with quay on Northern side of basin. It is 1,640 ft. long and served by two bridges cranes and two gantry cranes. Western harbour basin has depth of 23 ft. in Western and Northern part and 26 ft. in Eastern Part. Eastern harbour basin has depth of 21 ft. in Eastern and Northern part and 26 ft. in Western part. Oil quay 230 ft. long has depth at quay of 26 ft. is situated on Southern side of New Harbour. Tankers of maximum length 570 ft. can approach this quay. From oil harbour area direct importation of oils is made to Svenska Fina, Statens Järnvagär (the Swedish State's Railway Company), the Trelleborgs Gummifabriks AB (Trelleborg Rubber Factory Ltd.). Five berths equipped for Ro/Ro traffic.
STEVEDORES: Available (tel. 112 66, 112 69).
FRESH WATER: Available on all quays at request in Harbour Office.
FUEL: All grades bunker oils supplied at oil quay through direct pipe-line from sea depot. Orders on phone Trelleborg 107 76. Bunker coal can be ordered.
REPAIRS: Available through private firms. Tel. Trelleborg 150 60, 109 66 or 124 50. Diver available.
TIME: GMT plus 1 hour. Permanent.
TELEPHONES: Ship's telephone available at oil quay, tel. 148 28, and at the Harbour Bridge, tel. 147 67. Order is made through Harbour Administration.
AUTHORITY: Trelleborgs Hamnförvaltning.

UDDEVALLA: 58.21 N. 11.56 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Health document. Derat. Certificate when ship arrives from abroad, except from Denmark and Norway.
8 Manifests.
2 copies of Bills of Lading.
Tonnage Certificate.
Nationality Certificate.
PILOTAGE: Pilotage at Marstrand. Address "Marstrand Pilotstation". Required ETA five hours. VHF 16 and 6. Pilot boat South of Pater Noster Lighthouse. (Also see "Stockholm".)
MAX. SIZE: Draft 10·5 m.
HEALTH: Cable to Agent and he will arrange with health authorities.
RADIO: SAG. Gothenburg Radio (Göteborg radio).
TUGS: Tugs will join in port where otherwise agreed on.
STEVEDORES: Arranged with Agent.
RADAR/VHF: No port radar service, VHF Channels 6 and 16.
TANKERS: Draft in the Skeppsviken Oilport, 10·5 m.; at the Badö Oilport, 9·5 m.
CARGO-HANDLING FACILITIES: The newly completed "Skeppsholmspiren" has 270 metres of wharf with 11 metres depths at MW. Five electric cranes of 12 to 25 tons capacity. This wharf is especially constructed to handle the loading/unloading of bulk cargoes ore, coal, coke, scrap iron, etc. Very large storage areas. Connected to the National Railway System.
Grain Cargoes: Three silos owned by private companies.
FRESH WATER: Available at any quay.
FUEL: All grades available.
FIRE PRECAUTIONS: Only for Benzine tankers, when a fireman shall be on duty as a watchman.
GANGWAY/DECK WATCHMEN: There are watchmen available.
OPENING/CLOSING HATCHES: Preferably by crew. Can be arranged by stevedores.
CERTIFICATES: Tonnage Certificate, Nationality Certificate; Derat Certificate.
TOBACCO/SPIRIT ALLOWANCE: 200 cigarettes and one bottle of spirits for each man as a normal quantity. Possible to be increased for Master.
IDENTIFICATION CARDS: Not required.
CONSULS:
Danish, tel. 10186 — Norway, tel. 10055
Finland, tel. 11631 — Holland, tel. 34430
REPAIRS: Facilities available.
DRY DOCKS: Dock for 20,000 tons d.w.
REPATRIATION: In accordance with instructions of consul.
AIRPORT: Gothenburg, 100 kilometres.
TIME: GMT plus 1. Permanent.
POLICE/AMBULANCE/FIRE: Police, 90 000; Ambulance, 90 000; Fire 90 000.
TELEPHONES: Available for placing on board.
AUTHORITY: Harbour Manager, 451 01 Uddevalla 1. Tel. 149 40.
AGENT: Anders Smith Shipping AB, Bavebacksgatan 19, POB 31, S–451 01 Uddevalla 1. Telex 42044 Smith S. Tel. 0522–36280; 30040; after hours tel. 0522–16729. Cables: "Andsmith Uddevella".

UMEA: 63.49 N. 20.16 E.

DOCUMENTS:
Ship's Documents:
Tonnage Certificate.
Certificate of Nationality.
Deratisation Certificate (not older than six months).
Supplied by Master on arrival:
1 copy of each Manifest.
1 copy of each Bill of Lading.
Supplied by Agent and signed by the Master on arrival from foreign ports:
1 Maritime Declaration of Health.
3 Crew Lists (one set).
2 Passenger Lists (one set).
1 Crew Effects Declaration.
2 Ship's Stores Declarations.
2 Cargo Declarations.
4 Reports of Arrival.
1 Declaration of Living Animals (if any) (supplied by the Customs Officer).
Furthermore on arrival from any port:
1 Report of Arrival, with double net tons, if applicable (Harbour Office).
1 Passenger List (if any in transit).
1 Crew List.

On departure to a Foreign Port:
5 Reports of Departure.

PILOTAGE: Umea Pilot Station: Bredskar. Tel. 090–45021 and 090–45544. Telegraphic address "Pilotstation Umea".

At least 5 hour's advance notice of ETA at pilot station, stating time and pilot station and destination, can be given over any Swedish coastal radio station or free of charge on VHF over any Swedish pilot station and some lighthouses.

Pilot station and pilot boats fitted with VHF Channel 16 – calling and safety; Channel 13 – pilotage and traffic; Channel 12 – spare channel.

All pilot boats orange with flag "H" and equipped with radar.

Boarding point, 63° 36.5′ N. 20° 25.5′ E., 0·5 nautical miles South of Vaktaren Lighthouse. In case of bad weather, in the fairway, closer to the pilot station.

Anchorage for vessels awaiting Pilot: 63° 36′ N. 20° 28′ E., 1·5 nautical miles South East of Vaktaren Lighthouse. Depth 18 to 30 metres.

ANCHORAGES: See "Pilotage".

Osterfjarden roadstead between Umea Uthamn and Obbola. Length about 2,800 metres and about 400 metres wide, midstream in River Umea. To the North and South of 63° 42.3′ N. 20° 21.0′ E. and with a depth of 12 to 22 metres.

Anchorage is forbidden around position 63° 40.5′ N. 20° 20.0′ E.

Cables and fresh water pipe-line on Osterfjarden roadstead passing East–West around lat. 63° 42.5′ N.

RESTRICTIONS: Entry permitted during darkness, for tankers, not more than 13,000 tons dwt. and a maximum draft of 7.62 metres, and dry cargo vessels with a draft not exceeding 8·53 metres.

During unsuitable weather conditions, according to the Pilot on duty.

Tankers, exceeding 1,600 grt., and with a cargo of mineral oil products and other dangerous cargoes, must take a Pilot.

MAX. SIZE: Maximum depth and maximum permissible draft (at MW) in the fairway as follows:

The fairway to:	*Maximum draft metres*
Ferry Station No. 1–2	8·0
Ferry Station No. 3 Oil Berth, Stormskar Berth No. 1–10 and Obbla	10·2
Holmsund Oil Jetty	5·5
Umea Inner Harbour and Gimonas Oil Jetty	3·0

No tide.

PRATIQUE: Free pratique automatically for ships arriving from non-infected areas. In event of any suspected disease or fever on board notify the Agent, who will give necessary directions. It is possible to send a telegraphic message to "Sanitary Authority, Umea" containing state of health on board, in ordinary items or code. (Also see "Documents".)

RADIO: Harnosands Radio (SAH) on 2182 k/Hz or on VHF Channel 23–26 or 28 (depending on ship's position).

Port radio: Umea port radio keeps watch, Monday to Friday, 0830 to 1630 hours on VHF Channel 16. Working Channels 11 and 13. At other times Umea pilot station. No port radar service, but Umea pilot station and the pilot boats are equipped with VHF and can assist on request.

TUGS: Normally necessary only for larger tankers when berthing Tugs join vessels just off the oil jetty. Ship's lines always used.

BERTHING: Depth alongside (at MW) as follows:

Umea Outport:	*Depth in metres*
Ferry Stations:	
No. 1 Hillskar	6·0
No. 2 Hillskar	7·0
No. 3 Truthallan	7·0
No. 4 (see the South Quay)	
Oil Berth, Stormskar	11·0
Pilot Berth	5·3
South Quay, Berth Nos. 9 to 10	9·0
Pier Quay, Berth Nos. 7 to 8	9·0
Pier Quay, Berth No. 7	7·0
North Quay, Berth Nos. 2 to 6	7·0
North Quay, Berth Nos. 1 to 2	6·0

TANKERS: Oil berth at Umea Outport.

Stormskar, depth 11 metres. Reducing pieces for all diameters between 6 in. and 12 in., and all types of flanges available. One crane for handling hoses.

Obbala: Oil Jetty, depth 7·1 metres. Max. draft with one timber raft between 6·7 metres. Max. draft with two timber rafts between 7·1 metres.

Holmsund: Oil Jetty, depth 5·5 metres. Max. draft with two timber rafts between 4·57 metres.

DENSITY: Nearly fresh water.

STEVEDORES: Holmsunds Stuveri AB. Tel. 090–40970. To be ordered before 1300 local time, day before gangs required. For work on Saturdays, Sundays, and holidays, special regulations.

Working hours: Monday–Friday 0600 to 1500, meal hour 1000 to 1100. Coffee breaks 0800–0810; 1300–1310.

MEDICAL: All kinds of medical attention and hospital facilities available. Notify Agent as soon as possible.

FRESH WATER: Delivered from water posts in Umea Outport at Ferry Station No. 1, oil berth, Berth Nos. 1–10 and in Umea Inner Harbour.

FUEL: All kinds and grades of fuel oil available in Umea Outport. Bunkering at Berths 1–10 possible during normal loading or unloading from pipe-line. At ferry station Nos. 1 and 2 and the oil berth also bunkering from pipe-line. Fuel can also be delivered from lorries. Notice as soon as possible.

FIRE PRECAUTIONS: Security watchmen from port of Umea while alongside the oil berth. Alarm regulations in writing will be delivered on arrival.

GANGWAY/DECK WATCHMAN: Available but not compulsory except for tankers.

OPENING HATCHES: Can be done by stevedores if necessary, except patent hatches.

CUSTOMS ALLOWANCES: *Tobacco:* 200 cigarettes or 250 grammes of tobacco (7 oz.)

Spirits and Wine: One bottle of each (75 centilitres), minimum age 21 years.

Above mentioned quantities are per crew member and per week in Sweden. After a week quantities are taken out after request to the Customs Office.

IDENTIFICATION CARDS: Not required, Seaman's book sufficient.

CONSULS: Following countries have representatives in Umea: Denmark, Finland, Netherland, Norway.

REPAIRS: Most deck and engine repairs.

REPATRIATION: Facilities exist for effecting crew changes and arranging repatriations.

AIRPORT: Umea, approx. 20 km. away, served by regulat airlines.

TIME: GMT plus one hour. Permanent.

HOLIDAYS: New Year's Day (1st Jan.);rTwelfth Day (6th Jan.); Good Friday; Easter Monday; May Day (1st May); Whit-Sunday; Whit-Monday; Midsummer's Day (nearest Sat. to 24th June); All Saints' Day (1st Sat. in November); Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Alarm central 90–000 and ask for service required.

TELEPHONES: Available for placing on board at berths 1–10, and oil berth at Stormskar.

AUTHORITY: Port of Umea, Umea uthamn, S 913 00 Holmsund. Tel. 090–41230.

VALLVIK: 61.11 N. 17.10 E.

DOCUMENTS: See "Stockholm".

PILOTAGE: Pilot station at Lilljungfrun. For further information, see "Port of Söderhamn". (Also see "Stockholm".)

ANCHORAGE: (*a*) Ljusne bight sheltering for W., N. to N.E. winds, depths 6 to 8 fathoms. (*b*) North side of Storjungfrun island sheltering for S. to S.W. winds, depths 10 to 12 fathoms.

RESTRICTIONS: No direct restrictions. Ships of about 5,000 tons d.w. or more are recommended not to enter or leave the harbour in darkness (due to pilot and weather conditions).

MAX. SIZE: Maximum draft in fairway 25 ft. 6 in. Loading pier 650 ft., available on both sides (West side up to 320 ft. only). *Depths:* East side, from 28 ft. at the outer end to 18 ft. at the inner, with max. breadth 50 ft., breadths more than 50 ft. allow only 23 ft. 5 in. abreast of the pier. West side, from 28 ft. at the outer end to 20 ft. at the inner, max. breadth 50 ft.

HEALTH: No special action except if suspected disease. In that case contact Agent.

RADIO: Northward bound ships contact Stockholm Radio, Southward bound Härnösand Radio.

RADAR/VHF: No port radar service. There is a radar station at Lilljungfrun. Pilot station and some of the pilot boats are fitted with radar. Master may contact Pilot by means of VHF Channel 16 (frequency 156.8 MHq) and 13 (frequency 156.656 MHq).

TUGS: Usually only needed when ships are leaving. Ship's lines always used.

BERTHING: Ship's Agent keeps contact with port authorities.

STEVEDORES: Agent arranges needed or available gangs according to the Shipmasters wishes.

TANKERS: 10 in. diameter discharging hoses and pipeline. Tanker berth at loading pier, 3 different connecting points.

FRESH WATER: Delivered by hose from quay. Rate about 8 tons per hour.

FUEL: Tanker lorries ordered through Agent, available with a few hours' notice.

GANGWAY/DECK WATCHMEN: Not necessary. If wanted, can be arranged.

OPENING/CLOSING HATCHES: Normally carried out by crew. Can be done by stevedores.

CARGO GEAR: Cargo gear certificates valid.

IDENTIFICATION CARDS: Not needed.

CONSULS: Danish, Dutch, and French Consuls in Söderhamn.

REPAIRS: Machinery repairs, plate-work and welding can be carried out to a certain extent.

DRY DOCKS: None.

REPATRIATION: Facilities for crew changes available.

AIRPORT: Nearest airport Arlanda, about 15 miles North of Stockholm.

TIME: Local time GMT plus 1. Permanent.

HOLIDAYS: See "Söderhamn".

POLICE/AMBULANCE/FIRE: See "Soderhamn".

TELEPHONES: No arrangements for placing telephones on board. Telephone for ship's use, available in Harbourmaster's Office.

PORT AUTHORITY: Hamnkontoret, Vallviks fabriker, 820 21 Vallvik. Tel. 0270/69050. Telex 81011.

VARBERG: 57.07 N. 12.15 E.

DOCUMENTS:
Crew List.
Passenger List.
Maritime Declaration of Health (incl. Certificate of Deratting).
Ship's Certificate of Registry.
Manifests and B/L copies.
PILOTAGE: Application for sea pilot through ship's Agent. Telephone to pilot station 0340/10300. Pilot to board vessel on the road about ½ nautical miles off Varberg. (Also see "Stockholm".)
ANCHORAGE: On the roads 33 ft. depth.
RESTRICTIONS: No tide or other entry restrictions.
MAX. SIZE: Length 170 metres, breadth 25 metres, draft 23 ft. No tide.
HEALTH: Vessel to be kept in quarantine if disease on board suspected.
RADIO: Gothenburg Radio, SAG. VHF Channels 16 and 26.
TUGS: One tug boat of 500 h.p. available. Additional tugs to be ordered 12 hours in advance.
STEVEDORES: Gangs to be ordered in advance through ship's Agent.
MEDICAL: Hospital facilities available. Desirable to give advance notice.
TANKERS: Two tanker berths, maximum draft 23 ft.
FRESH WATER: Available all docks 35 tons/hour.
FUEL OIL: Nr. 1–5 available from tank trucks.
FIRE PRECAUTIONS: Oil no. 1 and petrol to be discharged under supervision of watchman.
DEVELOPMENTS: Planned increases of draft at the entrance to 9 metres = 29 ft. and in the harbour to 8 metres = 26 ft.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Generally done by stevedores.
SHIP'S CERTIFICATES: Certificates of Registry and Deratting and also Crew List.
CUSTOMS ALLOWANCE: (Tobacco), 200 cigarettes per man. (Wine/Spirits), 1 bottle per man.
IDENTIFICATION CARDS: Not needed.
CONSULS:
Vice-Consul of Finland, tel. 0340/16000
Vice-Consul of Netherland, tel. 0340/16270
Vice-Consul of Denmark, tel. 0340/16190
REPAIRS: Only minor repairs.
REPATRIATION: Can be effected.
AIRPORT: Nearest airport with regular airlines, Torslanda/Gothenburg, 50 miles North Varberg.
TIME: Local time GMT plus 1 hour. Permanent.
HOLIDAYS: Principle Swedish Holidays – when no cargo work is obtainable: New Year's Day; Good Friday; Easter Day; 2nd Easter Day; Labour Day (May 1st); Whitsun Day; 2nd Whitsun Day; Midsummer Day; All Saints's Day (November); Christmas Day; 2nd Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Available on dock but not for placing on board.
PORT AUTHORITY: Port Authority of Varberg, Hamnkontoret, S 432 00, Varberg/Sweden. Tel. 0340/10120.

VÄSTERÅS: 59.37 N. 16.33 E.

DOCUMENTS:
Ship's Register.
2 Crew Lists.
1 Tobacco List, signed by all hands on board.
1 Valid Deratting Certificate.
1 copy of Manifest or Bill of Lading for each Swedish port of call.
Light dues receipts, if on board.
PILOTAGE: Incoming ships receive Pilot from Landsort. Pilot ordered by VHF Channel 16 (=165·80 m/c) or by RT. Pilot boats fitted with VHF. Give order 3 hours before Pilot required. Pilots meet ships about 2 nautical miles outside Landsort. Light and signals in accordance with the international rules. (Also see "Stockholm".)
ANCHORAGE: Within harbour area. Depths 9–10 m.
RESTRICTIONS: None. No tides.
MAX. SIZE: Vessels reach port through two deep navigable channels – through Södertälje Ship Channel or via Stockholm through Hammarby Ship Canal. Lowest depth of channels at average water level is 6·2 m. (20 ft. 4 in.).
Sizes of Locks:

	Length	*Width*	*Depth*
Södertälje	136 m.	20 m.	8·3 m.
Hammarby	115 m.	17·4 m.	7·0 m.

HEALTH: No special requirements or health documents, only valid deratting certificate. Disease or fever on board must be declared before entering port.
RADIO: Stockholm Radio.
VHF: The harbour office. VHF Channels 16 and 14.
TUGS: One tug for unberthing. Ship's lines.
BERTHING: *Deep Harbour:* 730 metres quay length, depth alongside 6·5 metres. Roll-on/roll-off ramp. Container handling cranes up to 55 tons.
Old Harbour: 1,100 metres quay length, depth 4·5 metres to 6·5 metres.
Little River Harbour: Quay 120 metres length, 6·5 metres depth alongside.
Power Plant Harbour: Quay 200 metres length, 6·5 metres depth alongside.
Oil Harbour: Quay 125 metres length, 6·5 metres depth alongside.
BRIDGES: Four bridges. All of them to be opened at passage except bridge at Södertälje which closed from 16.30 until 18.30 weekdays and 13.00–15.00 Saturday or day before a holiday.
STEVEDORES: Stevedores for next working day ordered at least 15.00 hours day before and ETA to be given in due time.
MEDICAL: Necessary service given by local hospital and private doctors. Vaccinations carried out.
FRESH WATER: Ordered through port administration.
FUEL: Bunkering of all grades of oil can be carried out at all quays from trucks.
FIRE PRECAUTIONS: Accordance harbour regulations.
DEVELOPMENT: Constant new development and extensions. Additional room for extension in old harbour, deep harbour and oil harbour.
GANGWAY/DECK WATCHMEN: Can be obtained from shorewatch companies at different rates for night/day work.
OPENING/CLOSING HATCHES: Crew. Can be carried out by Stevedores.
SHIP'S CERTIFICATES: Measurement certificate and all gear-test certificates required, if ships gear to be used.
CUSTOMS ALLOWANCES: (Tobacco), 200 cigarettes or 200 gr. tobacco. Additional allowance depending on expected stay in port and size of vessel. (Spirits), 1 bottle of 0·75 c.l. for each crew member over 21. Additional allowance on request.
IDENTIFICATION CARDS: None required.
CONSULS: Norwegian and Danish.
REPAIRS: Most deck and engine repairs, as well as electrical.
DRY DOCKS: None.
REPATRIATION: Yes. Accommodation to be ordered in good time.
AIRPORT: Arlanda, 120 kilometers. International lines.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: In oil and deep-water harbour, most quays fitted with telephones.
SERVICES: Compass adjusting. Small radio repairs by local radio men.
SHORE LEAVE: Crew can leave vessel after customs clearance and immigration control.
AUTHORITY: Västeräs Harbour Board, Sigurdsgatan 2, 722 10 Västeräs. Tel. 021–180100.

VASTERVIK: 57.46 N. 16.38 E.

PILOTAGE: Pilot boards at Ido, available day and night.
BERTHING: *Outer Harbour:* Djuphamnskajen, length 200 metres, depth 8 metres.
Oil Quay: depth 8 metres, equipped with three 8 in. pipe-lines.
Ferry Harbour: quay length 100 metres, depth 5·5 metres.
Inner Harbour: quay length 900 metres, depth alongside from 4 to 6 metres.
Oil berth: depth alongside 6 metres.
FRESH WATER: Can be obtained from all quays.
AUTHORITY: Vasterviks Hamn, Box 73 593 01 Vastervik.

VISBY: 57.38 N. 18. 17 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Tel. 0498–10138 at 0600–2200, if possible five hours before arrival. Pilotage day or night. Embark/disembark outside port entrance. Radar–VHF on pilot station. (Also see "Stockholm".)
ANCHORAGE: Outside harbour, water depth 30 to 50 m. Clay bottom. No mooring buoys anywhere.
RESTRICTIONS: No tide in harbour. Currents outside harbour up to 4–5 knots running along coast. Prevailing winds, Summer time mostly S.W., Winter between N.W. and N.E. Harbour open to winds between S.W.–W., which with strong winds will make swell along the piers.
MAX. SIZE: Largest vessel, 2,500–3,000 d.w. Max. length about 100 m., turning in harbour.
TUGS: None available.
BERTHING: Four roll-off/roll-on berths. Oil Quay. Depth at all quays 5 to 6 metres. No mooring buoys inside harbour. Prohibited anchor in inner basin.
BRIDGES: No bridges or overhead cables.
STEVEDORES: Working hours, Monday–Friday 0700–1700. Overtime possible.
FRESH WATER: Available.
FUEL: Coal, oil.
REPAIRS: Only small repairs are possible.
AUTHORITY: Visby Harbour Office. Tel. 0498–10427, 0498–10162.

WALLHAMN, 50.81 N. 11.42 E.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
1 Tobacco and/or Stores List.
1 Manifest.
PILOTAGE: Pilots board West of Skallen Lighthouse outside Marstrand. No pilotage of big ships during darkness. Big ships will have to anchor and await daylight. Address: "Marstrand Pilot Station", tel. 0303–60004, VHF channel 16. Twenty-four hours' notice to be given through Agents.

ANCHORAGE: Whilst awaiting berth, vessels can anchor South of the entrance.
RESTRICTIONS: Large vessels entry only in daylight.
MAX. SIZE: About 35,000 dwt. Draft not to exceed 25 ft. (20 ft. at the inner quay for stone-loading).
HEALTH: No special action except for suspected disease, in which case Agent should be contacted for further information.
RADIO: Gothenburg Radio.
TUGS: Tugs from Gothenburg will join at entrance.
BERTHING: Two berths for roll-on/roll-off; 200 metres of quay for conventional handling; 50 metres of quay for loading of stone-products.
STEVEDORES: ETA given to Agents is sufficient.
MEDICAL: Doctors and dentists available at short notice. Nearest hospital in Kungaelv, 45 km.
FRESH WATER: Supplied from quay.
FUEL: Most grades of bunker oil available with short notice.
GANGWAY/DECK WATCHMEN: Available and recommended at least when connecting ship's telephone (0304–60383).
OPENING/CLOSING HATCHES: By crew or by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle of spirits allowed each man.
IDENTIFICATION CARDS: Not necessary. Seamen's Book or Passports should be carried.
CONSULS: In Gothenburg, 55 km. away.
REPAIRS: Smaller repairs performed by own workshop. More complicated repairs by experts from Skaerhamn, 30 km. away.
REPATRIATION: All facilities available.
AIRPORT: Torslanda International Airport, Gothenburg, 55 km. away.
TIME: GMT plus 1 hour, all the year round.
HOLIDAYS: Stevedoring and clearance of vessels can be performed every day of the year, 24 hours' service.
TELEPHONE: Connected onboard if wanted.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
SHORE LEAVE: No restrictions.
AUTHORITY: Wallhamn AB Port Authority, S–444 01 Stenungsund, Sweden. Tel. 0304–60250. Cables: "Wallhamn".

AGENTS: Wallhamn AB – Roto Line, POB 103, S–444 01 Stenungsund, Sweden. Tel. 0304–60250. Telex 2429.

YSTAD: 55.26 N. 13.50 E.

DOCUMENTS:
Crew List.
Passenger List.
Custom Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.

PILOTAGE: Vessels approaching Ystad's Harbour must apply for Pilot at Trelleborg at least 5 hours before pilotage due to commence. Tel. 10141 or VHF (Channel 16), stating tonnage, draft and distination. VHF tel. call sign "Lotsarna plus name of pilot's station". (Also see "Stockholm".)
ANCHORAGE: Inner road: 0·5 n.m. S.W. harbour entrance, 7–9 metres depth; sand and clay. Outer road: 1·0 n.m. S.W. harbour entrance, 9–10 metres depth; sand and clay, good anchorage ground. The road is open for winds between S.S.W. Spanska redden: 1·5 n.m. S.W. to S. harbour entrance, 13–16 metres depth. The road is open for winds between S.E. to S.W.
RESTRICTIONS: Vessels draft. 20 ft. can enter harbour during darkness, and during day draft of 22 ft. 6 in.
BERTHING: Vessels of 160 metres length and 20 metres breadth can enter harbour.
MAX. SIZE: Largest fully loaded vessel that can enter harbour about 5,000 d.w.
RADIO: Göteborg, Malmö and Karlskrona.
VHF: Between 0500–1900 possible contact pilot station by VHF Channel 16. Outside these hours frequency 156·65 mc/s (Channel 13) or operating frequency 156·50 mc/s (Channel 12).
TUGS: Tug usually meets vessel about 1 mile S.S.W. harbour entrance. Ship's lines used. Tugs not compulsory.
STEVEDORES: Stevedores must be ordered from Ystads Stuveri AB. working hours Monday–Friday 0700–1630. Meal intervals 0900–0930 and 1200–1300.
MEDICAL: Agents to be notified in advance if medical attention wanted.
TANKERS: Load/discharge lines 8 in. diameter, but reducing pieces for 6 in. and 10 in. diameter.
FRESH WATER: Available from quays. About 20 tons/hour.
FUEL: Coal and oil can be obtained.
GANGWAY/DECK WATCHMEN: Can be arranged.
OPENING/CLOSING HATCHES: Crew.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: (Tobacco), about 200 cigarettes or 200 gram of tobacco for each member of crew. (Spirits), one bottle for each member of crew.
CARGO GEAR: Loading/discharging with shore cranes.
IDENTIFICATION CARDS: Not needed.
CONSULS: Danish Consul, tel. 13800. Finnish Consul, tel. 13940. Norwegian Consul, tel. 13930.
REPAIRS: Slipway for vessels up to about 500 d.w.
AIRPORT: 40 km. distant and served by regular airlines.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Christmas; New Year; Easter; Whitsun and Midsummer. No cargo work.
POLICE/AMBULANCE/FIRE: Police tel. 13620; Ambulance 90000; Fire 96000.
SHORE LEAVE: Permitted.
AUTHORITY: Ystads Hamnförvaltning, Ystad. Tel. 10005, 10389.

Syria

BANIAS 35.14 N. 35.56 E.

PILOTAGE: Pilots board all tankers approaching the Terminals. These Pilots act in the same capacity as Mooring Masters in the berthing of vessels, after which they supervise the raising of the flexible hoses and their connection to the ship's manifold. During loading operation they act as the Company's Representatives. The Company's Mooring Masters will meet tankers in the vicinity of Marqab Light Buoy.

It is requested that tankers of 40,000 dwt. and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft., above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable the Pilot to ascend the pilot ladder clear of the launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules 1965 is relevant.
APPROACHES: Vessels approaching the port should keep to the authorised passsage, defined by the following co-ordinates:
(*a*) Lat. 35° 13′ 00″ N. Long. 35° 42′ 00″ E.
(*b*) Lat. 35° 13′ 00″ N. Long. 35° 56′ 56″ E.
(*c*) Lat. 35° 16′ 00″ N. Long. 35° 55′ 24″ E.
(*d*) Lat. 35° 16′ 00″ N. Long. 35° 40′ 34″ E.
ANCHORAGE: In the event of a berth not being available, or suspension of mooring operations on arrival, a good anchorage is to be used South of the berths in the vicinity of the Marqab Light Buoy.

Shore control will keep you advised of expected time of berthing, etc. It is important and in your own interests to maintain a listening watch on Channel 16 R/T or visual on the shore signal station to avoid delays.

On being advised of expected time Mooring Master will board, heave short your anchor before his arrival.
MAX. SIZE: No. 2 Berth – draft 50 ft.
No. 3 Berth – draft 51 ft.
No. 4 Berth – draft 42 ft.
No. 6 Berth – draft 40 ft.

The approximate draft limits quoted above are based on an underkeel clearance in the berths of 6 ft.

With Master's approval during the period 1st April to 31st October, an underkeel clearance of 4 ft. may be used in berths No. 2 and 3.
NOTICE OF READINESS: Time of your Notice of Readiness tendered will be considered when vessel arrives in the very near vicinity of the Marqab Light Buoy (position Lat. 35° 12′ 7″ N. Long. 35° 54′ 46″ E.), where the Mooring Master, who is the Company's Representative, will board and receive ship and remain on board throughout the entire operation.
HEALTH: Masters of tankers due may obtain free pratique by addressing the usual quarantine message to their Agents through commercial radio channels.
RADIO: The Iraq Petroleum Company Limited must be informed 48 hours prior to arrival of a vessel's ETA, quantity of cargo required if in a state to load and maximum loading rate required. All times to be given in GMT or local time clearly stating which time is being used.

Banias Terminal Radio Station. Call sign: "YKM 5". Frequency: 442 kc/s.

Tanker VHF Radio Communications. Vessels approaching Banias can communicate with the Terminal by FM, VHF, Channel 16. Range 30 to 40 miles. Frequency 156·8 Mc/s. Simplex Operation. Call sign: Banias. On arrival, ships radio installations will be sealed off according to normal practice and the boarding Mooring Master will put his own portable equipment on board. Communications will then be as follows:
Banias. Equipment: Fixed station sited in the Terminal. Call sign: "Banias". Frequency: Transmitting 163·6 Mc/s. Receiving 159·1 Mc/s. Range: 8 miles. Watches: Continuous whilst vessels are in port or immediate vicinity.

Mobile Station. Equipment: Placed aboard vessel on arrival at Banias. Call sign: Ship's name. Frequency: Transmitting 159·1 Mc/s. Receiving 163·6 Mc/s. Range: 5 miles. Watches: Mutually agreed between ship and the Terminal on first establishing contact.

Note: The radio telephone circuit is connected with the main Company Communications network in Banias Terminal.

Communication with the Iraq Petroleum Company should be through the Agent, by cable addressed "Petriraq, Tripoli, Lebanon' or direct to Tripoli Radio Station, ODC–8.

It is essential that tankers bound Banias communicate with station ODC–8 at least 48 hours before arrival and thereafter maintain contact.
MOORING REQUIREMENTS: For tankers loading at Banias are as follows:
Forward
Anchors to be fitted with marker buoys with 20 fathoms of line.

2×120 fathom mooring lines.
2 rope stoppers.
1 suitable wire stopper (preferably carpenter patent) for use with 4¾ in. to 5½ in. mooring lines.
Aft
4 × 120 fathom mooring lines.
4 rope stoppers.
2 suitable wire stoppers (preferably carpenter patent) for use with 4¾ in. to 5½ in. mooring lines.
Boat Ropes
To be rigged on either side of ship, and of not less than 4½ in. circumference.

BERTHING: At all berths vessels moor using both anchors forward, with wires to a buoy on the port bow, one buoy astern and one on each quarter. Hoses are lifted on the port side.
Berth No. 1: Out of commission.
Berth No. 2: depth 56 ft., three 16 in. hoses.
Berth No. 3: ,, 57 ft., three 16 in. hoses.
Berth No. 4: ,, 48 ft., one 16 in., one 12 in. hose.
Berth No. 5: ,, 40 ft., two 12 in. hoses.
Berth No. 6: ,, 46 ft., two 12 in. hoses.
Loading rates up to 8,000 tons per hour.

HOSES: A SWL of 10 tons is recommended. Must be capable of plumbing overside abreast of Loading Manifold.
Loading Manifold: Two suitable reducers already fitted and to be connected to our hose connections (12 in. series 150 flanges).
Two spanners ⅜ in. of non-sparking metal; two spanners ⅞ in. non-sparking metal; two hammers 7 lb. of non-sparking metal. One axe 2½ lb. Four sets of hoses clamps complete with bolts. Gaskets for the 12-in. hose connections. Four slings Terylene rope, 1¾-in. diameter, 9 ft. from end to end. Four stoppers Terylene rope, 1¾-in. diameter, 18 ft. long with one 12-in. eye at the end. Two stop-lines Terylene rope, 2-in. diameter, 50 ft. long, complete with a hook, spliced at one end. Hook tested to 8 tons. Two Terylene ropes, 1¼-in. diameter, 120 ft. long, to be ready on stoppage loading. Two rubber mattresses to be used under stop-lines to protect them from chaffing.
Ship's crew with an officer in charge to assist all operations, as advised by the Mooring Master. This includes lifting, connecting, disconnecting, lowering of hoses and tending anchor cables and moorings.

FRESH WATER: Facilities are not available for the supply of potable or boiler water.

FUEL: Bunkers are not available at Banias.

BALLAST: All tankers should ensure ballast is clean. Authorities are most strict and impose heavy fines for the slightest contravention. Ballast quantity should be kept to the minimum required to ensure safe manoeuvring. No facilities for disposal of ballast ashore.
Banias is an open roadstead and sudden changes in weather can be experienced especially during the winter months. It is good practice to commence loading as soon as hoses are connected and whilst ballast discharge is still in progress, always providing this can be achieved safely and with no danger of contamination.

LOADING: Ships' Personnel are solely responsible for the loading operation, i.e. starting, loading rate, tank switching, topping off, stopping, etc. The Mooring Master will pass requirements to the shore control. It is in vessel's interest to advise loading rate required, also to give 30 minutes' notice of expected time of commencing loading. Order to start will be taken as final.
The Mooring Master must be advised when ship estimates 1,100 tons to go for completion of loading.
Ensure scuppers are effectively plugged. On no account are plugs to be removed.
A complete watch on deck must be maintained throughout the operation, especially towards the shore signal station, to ensure safe loading and avoid delays.

REGULATIONS: *Vessel in berth:* Ships are not allowed to remain in berth for any reason when loading operation stopped. Hoses disconnected and dropped to sea unless stay authorised by Terminal Superintendent.
Lighting: During hours of darkness the manifold and poop mooring area of the sea in vicinity of ship should be adequately lit.
Main Engines: Must be kept on shore notice. Repairs which will immobilise must not be carried out in berth.
Deck Machinery: Must be ready for immediate use at all times.
Whistle or Siren: To be available at all times.
Signalling: An "Aldis" type lamp to be readily available.
Stores, provisions, etc.: It is strictly forbidden for provisions, stores or other items to be received or discharged whilst loading is in progress. Launches or other craft must not lie alongside during the same period.
Tanker Safety Regulations: Tanker Safety Requirements must be strictly adhered to at all times. The Mooring Master is authorised to stop all operations should he consider the safety regulations are not being complied with.
Boarding: The boarding of a vessel whilst in mooring should be restricted to persons holding valid passes which are issued by the IPC on application to ship's Agents and authorised chandlers.
This restriction is carried out in conjunction with the Syrian Harbour and Security Authorities.

SERVICES: In the event of tankers requiring assistance to lift loading hoses, recover lost anchors, and cables, etc., limited aid may be given during normal working hours. Current charges are available on application from Agent.

AUTHORITY: Iraq Petroleum Co. Ltd.

AGENT: Gulf Agency Co. (Syria) Ltd., Banias, Syria. Cables "Gacship", Banias. Tel. 455. Telex 20906 Beirut.

LATTAKIA: 35.31 N. 35.46 E.

PORT LIMITS: *Anchorage:* Within a circle of 1 mile in diameter centred in position 35° 31′ 6″ N. 35° 45′ 0″ E.
A vessel is considered to be an "arrived ship" when moored at anchor in the above-mentioned area, and announced her arrival to the Pilot Station.
Free pratique is granted between 0700 to sunset. Passenger ships at any time.
Laytime commences to count according to Charter Party Terms or Genweight C1 or if not mentioned from the time of nomination to work after granting free pratique.

DOCUMENTS:
4 Arrival Declarations.
4 Crew Lists (with Passports).
4 Lists of Transit Passengers (with Passports).
4 Lists of Landing Passengers (with Passports).
1 List of Cargo in Transit.
2 Cargo Manifests for Discharging.
1 List of Cigarettes and Spirits.
1 Stores List.

APPROACHES: Vessels approaching the port should keep to the authorised passage defined by the following co-ordinates:

Lat. 35° 32′ 30″ N.	Long. 35° 31′ 00″ E.
Lat. 35° 32′ 30″ N.	Long. 35° 45′ 06″ E.
Lat. 35° 30′ 36″ N.	Long. 35° 45′ 24″ E.
Lat. 35° 30′ 36″ N.	Long. 35° 30′ 30″ E.

PILOTAGE: Advise ETA 24 hours in advance. Pilot boards at anchorage.

ANCHORAGE: Within a circle of one mile diameter centred in position 35° 31′ 6″ N., 35° 45′ 0″ E.

MAX. SIZE: Harbour draft maximum 31 ft. for cargo vessels and 23 ft. passenger vessels. Oil terminal draft 52 ft., length 600 ft.

HEALTH: Free pratique granted by Authorities who board vessel at entrance. Certificate of Health signed by Master required. If coming from another port in same country, pratique granted immediately, free of charge.

RADIO: Call sign YKM7 continuous watch on 2182 kc/s and 500 kc/s.

TUGS: 800 h.p. tugs always ready with pilot boat. Ship's lines usually used.

SPECIALIZED CARGO-HANDLING FACILITIES: Silos for grain export capacity 4,500 tons with three loading ways with full capacity of 500 tons per hour.
Silos quay length: 180 metres with 9·5 metres depth. Import of grain only for bagging.
No berths for handling liquid chemicals or LPG carriers only two berths for fuel, benzine and light fuel.
In accordance with the five-year Development Plan (1971 to 1975) the Lattakia Harbour will be enlarged and container quays fully equipped will be constructed.

MEDICAL: Several hospitals available.

TANKERS: One berth, max. size of vessel 600 ft. length, 52 ft. draft. Hose connections 10 in.

DENSITY: 1.025.

FRESH WATER: Available by barge in basin and from pipeline on quay.

GANGWAY/DECK WATCHMEN: Can be supplied at Master's request.

OPENING/CLOSING HATCHES: Performed by crew.

CUSTOMS ALLOWANCES: 2 packets cigarettes per man per day. One bottle of spirits per man. No control on beers or wines.

CREW IDENTIFICATION CARDS: Only Passports required.

REPAIRS: Engine and deck repairs available.

TIME: Local time: GMT plus 2 hours. Summer time (1st May – 30th September): GMT plus 3 hours.

TELEPHONES: At present available only at passengers' quay. Facilities will eventually extend to all ships.

GENERAL: No vessels allowed to cross line from end of breakwater up to shore at following point: 35° 32′ 30″ N. 35° 31′ 30″ E.

SHORE LEAVE: Permitted within regulated limits.

HOLIDAYS: New Year's Day (January 1st); Ramadan; Revolution Day (March 8th); Adha; Mohammedan New Year; Easter Sunday; Evacuation Day (April 17th); Labour Day (May 1st); Birthday of the Prophet; Ramadan; Christmas Day (December 25th).
The dates of the Mohammedan holidays are stated approximately. Friday: weekly day of rest. Arrangements for work on Fridays must be made at least 24 hours in advance. Working hours: 07.00–14.00. With the exception of the first 3 days of both the Ramadan and Adha holidays, May 1st and Revolution Day, the port operates all the year round, weather permitting, against payment of the prescribed overtime fees outside ordinary working hours.

PORT AUTHORITY: Directorate of Lattakia Port.

AGENT: Gulf Agency Co. (Syria) Ltd., POB 210, Lattakia, Syria. Cables "Gacship", Lattakia, Tel. 12214, 12670. Telex 20906 Beirut.

TARTOUS: 34.53 N. 35.45 E.

DOCUMENTS: Bill of Health – The usual International form should be filled in on arrival and the Agent will deliver on board the Bill of Health and Port Clearance upon departure.
Manifests – Should be certified by the Syrian Consulate at port of loading in four copies.
Ship's Registry – To be presented to the Port Authorities upon request.
Crew List – In four copies should be handed over to the Agent along with passenger or transit manifests.

Store List – Two copies required by Customs who will allow 40 cigarettes to be retained by each person on board, the balance of slop chest and stores shall be sealed during ship's stay in port. Customs officers are at liberty to search crew quarters.

Deratisation Certificate – Valid certificate required and no extension can be obtained.

APPROACHES: Vessels approaching the port should keep to the authorised passage defined by the following co-ordinates:

Lat. 34° 56′ 24″ N.	Long. 35° 38′ 00″ E.
Lat. 34° 56′ 24″ N.	Long. 35° 48′ 36″ E.
Lat. 34° 59′ 00″ N.	Long. 35° 50′ 00″ E.
Lat. 34° 59′ 00″ N.	Long. 35° 52′ 36″ E.
Lat. 34° 54′ 24″ N.	Long. 35° 51′ 12″ E.
Lat. 34° 54′ 24″ N.	Long. 35° 37′ 48″ E.

ANCHORAGE: Vessels proceeding to Tartous pick up Pilot at the Anchorage which is ½ mile South-west of the main breakwater. The rocky bottom constitutes good holding ground with a depth of up to 20 metres of water.

MAX. SIZE: At present minimum depths are at the entrance of the harbour about 2 cables seaward of the green light on the South-west Breakwater. Depth about 33 ft. Maximum draft 32 ft. dependent on swell.

Tankers: See below.

RADIO: Tartous Radio, call sign YKO, continuous watch on 2182 kHz from 0600 to 2400.

BERTHING: Mooring Masters are temporarily supplied by Lattakia port and vessels should therefore contact Agents at Lattakia giving them their ETA and requirements. Vessels berth heading to the predominant South-western winds, i.e. stb. side alongside unless contrary winds prevail at the time of the berthing.

Southern breakwater – 2,650 metres long called Main breakwater
Northern breakwater – 1,650 ,, ,, ,, Lee breakwater

The distance between the two heads of these breakwaters is 250 metres with a depth of 10½ metres, which is being dredged in order to bring it up to 13 metres.

The harbour is divided into three basins which are protected by the two breakwaters: (1) The North basin; (2) The Middle basin; (3) The Southern basin. The Southern basin is the only one used presently, for the discharge of cargo.

Twelve vessels can be moored at anchor inside the breakwater of this basin, the depth being between 8–13 metres. The turning circle at the entrance is 450 metres diameter with a depth of 11–13 metres.

The main quay which is 150 metres wide offers on its southern side from the shore side 300 metres of jetty with a depth alongside of 2–4 metres, 300 metres with 8 metres and 200 metres with 9 to 10·5 metres depth. A standard gauge railway line is installed on the entire length of the quay.

TANKERS: Tartous Sealine Terminal:

Maximum safe length of tankers acceptable – 1,500 ft.
Maximum safe draft of tankers acceptable – 68 ft.
Maximum deadweight of tankers acceptable – 100,000 tons.

This is a one-berth Terminal that offers the same approaches used to reach the port of Tartous. Vessels await pilot 1·6 miles West of berth and the loading capacity is 4,000 tons per hour. Mooring, daylight only.

This operation performed without tug assistance but should there be a situation necessitating the help of a tug, same can be ordered from nearby Tartous port where 300 h.p. tugs stationed.

There are two breast buoys, two aft buoys and one astern, the vessel holding on its two anchors forward. In view of the rather sudden South-westerly winds, it may be decided to supplement the mooring lines with steel wires to assist in holding vessel in moorings.

The two flexible 10 in. hoses forming a "Y" will be connected to ship's manifold for side loading and the Terminal will supply the necessary standard flanges for the connection if required.

The Berthing Master will also supervise the loading and will keep in close contact with the control room by portable VHF radio since the vessel's own equipment has to be sealed during the ship's stay in port.

FRESH WATER: Unlimited supplies available to vessels berthed alongside the main pier.

FUEL: Only available in very limited quantities by tanker truck.

MEDICAL: Medical facilities are available, but serious cases may involve transportation to Lattakia or Damascus.

DEVELOPMENTS: A new quay for phosphate is now under construction 300 metres long and 4 metres depth and will be prolonged by a quay of 250 metres long and 11 metres depth for vessels loading phosphate up to 25,000 tons capacity.

A dry dock will be soon under construction for repairing vessels and tankers with a capacity varying between 40 and 60,000 tons. Also two slip-ways for general overhaul for small vessels of 1,000 tons and less.

FLOATING CRANE: A floating crane of 100 tons lifting capacity available.

SHORE LEAVE: No amenities for the crew exist in the town of Tartous but crew may, if required, proceed ashore with a landing permit issued by the local security services.

AUTHORITY: Harbour Master.

AGENT: See Lattakia.

Taiwan

HUALIEN: 23.59 N. 121.38 E.

PORT LIMITS: Radius of 1 mile from the centre of Hualien Kan Breakwater Beacon (23° 59′ 11.3″ N. 121° 38′ 35″ E.).

DOCUMENTS:

Ship's Register.
De-rat Certificate.
Last Port Clearance.
Taiwan Tonnage Dues Certificate.
Pratique.
8 copies Crew List.
1 copy Crew List visaed by office of China Mission (applicable to American and Philippine vessels.)
8 copies Passenger List – Landing and transit.
1 list showing dates of vaccination (within 3 years) of all crew and any landing passengers. WHO "yellow Books" may be examined.
1 Chinese Maritime Customs Stores List.
1 list Foreign Currency in safe.
1 list Narcotics in safe.
1 list Arms and Ammunition.
1 set of copy Bills of Lading.
2 Manifests of Inward Cargo.
3 Manifests of Through Cargo.
2 lists of Unmanifested Inward Parcels.
2 lists of Mail for landing.
Vessel's Log Book.

PILOTAGE: Compulsory. At anchorage hoist G flag.

ANCHORAGE: Bearing of Hualien Kan Lighthouse (23° 58′ 40″ N. 21° 36′ 20″ E. is 315° distant about 3/4 miles.

RESTRICTIONS: Hualien Harbour closed to all ships at 0000 until 0500. Large ships not allowed to enter after sunset.

MAX. SIZE: Draft not exceeding 23 ft. and length 450 ft. may enter Hualien Harbour at present time.

HEALTH: At anchorage hoist Q flag.

RADIO: Hualien Radio XSY; ETA reported 24 hours at least before arrival.

TUGS: Normally used in harbour. Ship's lines should be used.

STEVEDORES: Stevedores will be assessed against ships except otherwise agreed between ships and consignees or shippers.

MEDICAL: Hospitalization can be arranged through Agent.

FRESH WATER: Hoses from water-lines to tanks.

FUEL: Fuel viscosity, SUS at 122°F, max. 225; SUS at 85°F, min. 225; SUS at 122°F, max. 200; Diesel fuel viscosity, SUS, 100°F 35–45. Fuel line 6 in connection, otherwise notify in advance.

DEVELOPMENTS: The second stage of harbour extension will be completed in 1973. This will increase harbour capacity by three ship berths.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES:

Ship's Nationality Certificate.
Load Line Certificate.
Tonnage Certificate.
Certificate of Inspection of Ship.
Ship Safety Equipment Certificates.

IDENTIFICATION CARDS: Required.

AIRPORT: Domestic airport connected to Taipei and Kaohsiung International Airport (4 flights daily).

TIME: GMT plus 8 hours.

AUTHORITY: Hualien Harbour Bureau.

AGENT: (see Keelung). Recommended Owners contact their Taiwan Agents before sending vessel to Hualien as berthing facilities very limited.

KAOHSIUNG: 22.37 N. 120.16 E.

PORT LIMITS: Ship considered to be an "arrived vessel" when anchored at a location within 2 miles distance from the harbour lighthouse.

DOCUMENTS:

10 Crew Lists.
1 Customs Stores List.
1 Narcotic List.
1 Foreign Currency List.
1 Crew's Declaration List.
1 Arms and Ammunition List.
1 Parcel, Passenger and Mail List (all nil items may be put in one statement).
1 set of Bills of Lading and Manifests.

PILOTAGE: Compulsory. Agents will arrange for pilot to board vessel at anchorage outside breakwater about 1½–2 miles West of Kaohsiung Lighthouse. Pilot boat flies code flag "H".

ANCHORAGE: Depth 15 metres, or anywhere clear of dredged channel.

RESTRICTIONS: Port closed for entry after sunset; vessels can sail at 2300 hours latest. Tankers with maximum draft 34 ft. must await high tide.

MAX. SIZE: Length and breadth no restriction (maximum size ever entered: 849′ 08″ loa and 131′ 06″ b). Draft for dry cargo or bulk carriers 32 ft.; tankers 34 ft. during high tide. Tankers with draft over 34 ft. up to 55 ft. discharge at Monobuoy outside main port area, position: 22° 30′ N. 120° 18′ E.

HEALTH: Free pratique granted at anchorage after Master's com-

pleting Quarantine Declaration Form furnished by Quarantine doctors. No quarantine necessary if second port in Taiwan. Quarantine doctor will attend only in case any suspected contagious disease on board.

RADIO: Kaohsiung Radio (XSW). Normally used by Agents when cabling vessels.

Contact with the Agent and Port Authorities may be made via Kaoh Siung Radio on VHF Channel 16.

CARGO-HANDLING FACILITIES: *Container Terminals:* The first container terminal includes the piers No. 40, 41 and 42. The second container terminal includes the piers No. 63, 64 and 65. Container handling equipment includes: two straddle carriers for handling 20 ft. to 24 ft. containers, another seven straddle carriers for 30 ft., 35 ft. and 40 ft. containers. One side loader for handling 20 ft. containers. One lateral straddle carrier for loading 20 ft. containers. One truck weigher, another two weighers for handling 20ft. and 40 ft. containers.

Grain, and other bulk handling equipment: One silo, 40,000 tons capacity, unloading 300 tons per hour. 35 grabs for unloading grain and 15 grabs for other cargo.

Sulphur unloaded by hoist with nets, 25 tons can be discharged per hoist per hour.

TUGS: Harbour tugs usually join vessel after entry and while berthing. Ship's lines always used.

BERTHING: No specific requirement except tankers with maximum draft of 34 ft. must berth high tide. *Wharves:* There are at present 40 wharves (including one shallow water wharf) with a total length of 6,925 metres, capable of accommodating 49 vessels – 32 ships of 10,000 ton or over and 16 of 3,000 ton or over simultaneously. *Buoys:* The harbour has in all 24 mooring buoys, including 4 sets of 20,000–ton class, 15 sets of 10,000 ton class and 5 sets of under 10,000-ton class, capable of berthing 20 vessels.

STEVEDORES: All Government stevedores ordered by Agents as required.

RADAR/VHF: No radar service. VHF will be used soon.

MEDICAL: No advance notice required unless emergency case. Vaccination Certificates against smallpox (3 years) and Cholera inoculation (6 month) required.

TANKERS: Discharge lines at oil terminal inside harbour 8 in. (two berths), and 12 in. at Monobuoy outside with necessary reducers supplied from ashore. In latter case, Master must inform Agents size of ship's manifold.

A single buoy mooring Chinese Petroleum Corp terminal is situated in position 22° 30′ 17″ N. and 120° 17′ 56″ E. A white flashing signal light is mounted at the centre of the buoy with a range in excess of five miles. The light appears for one second and goes off for three, it then appears for one second and goes off for twelve. This cycle is repeated.

The area around the mooring buoy has a depth of 68 feet and can accommodate tankers up to 140,000 dwt. The current runs at a maximum of 2½ knots.

A second monobuoy installed in the position of 22° 29′ 45.1″ N. 120° 16′ 40.8″ E., capable of discharging tankers up to 250,000 dw tons.

The buoy mooring has facilities for two 12″ hose connections and one 10″ bunker line. Fresh water is not obtainable. Stores can be arranged for delivery by boat under police escort. Other services available to tankers at the buoy are confined to those of an emergency nature.

Vessels programmed to use the Talinpou SBM Terminal are required to anchor off Kaoh Siung Harbour for quarantine and immigration clearance, then to proceed to the SBM about 7 miles S.S.E. of the harbour anchorage.

Should the berths be occupied, the vessel is required to anchor 1·5 nautical miles North of the SBM in 14 fathoms. The Pilot/Cargo Supervisor and his hose-handling party board in this vicinity from a tug.

After the discharge of cargo, the vessel is required to return to Kaoh Siung harbour anchorage for inspection and outward clearance.

DENSITY: Average 1015 in summer, 1023 in winter.

FRESH WATER: Most berths supply from shore lines, otherwise from barge.

FUEL: All grades, mostly received from barge. Owners must contact suppliers for nomination through Chinese Petroleum Corp. before ship's arrival.

FIRE PRECAUTIONS: No specific regulations, but routine precautions should be enforced.

DEVELOPMENTS: Three new berths have just been completed. No. 45 will handle general cargo vessels; No. 46 will be specifically for sugar loading; and No. 47 will be equipped with a silo of 40,000 tons capacity as a grain berth. In addition, one berth (Wharf No. 62) to handle chemical liquid cargo is under construction. A second entrance now being cut. When completed 1975, port will accommodate o.b.o. carriers of 75,000 tons, and later 100,000 tons.

GANGWAY/DECK WATCHMEN: Recommended to meet local security requirements.

OPENING/CLOSING HATCHES: Mostly handled by stevedores except steel hinged covers, which are to be done by crew.

CERTIFICATES: Ship's Registry, Load-line Certificate and Safety Equipment Certificate must be inspected by Customs/Harbour Authorities.

CUSTOMS ALLOWANCES: 200 cigarettes or 1 box cigars and 1 bottle of wine or spirit allowed each.

CARGO GEAR: No additional requirements, but Cargo Gear Certificate must be valid.

IDENTIFICATION CARDS: Not required.

CONSULS: Japanese General Consulate, tel. 226620. Others in capital city Taipei, 230 miles North of Kaohsiung.

REPAIRS: Good for minor repairs. The Bureau's two ship repairs yard are separately located at pier No. 10 and Basin No. 6 in Chi-hou. Pier No. 10 yard includes a main office, a dry dock, vehicle repair plant etc. Chi-hou yard: repair workshops, slipways, etc., complete with appliances and equipment. Offers repair service to various types of ships under 4,000 tons.

DRY DOCK: Only small one: 116×17·0 metres takes vessel under 4,000 GT and draft less than 12 ft. 6 in.

REPATRIATION: Crew changes arrangeable.

AIRPORT: 7 miles from main port area. Open for international flights.

TIME: Local: GMT plus 8 hours. No alterations during the year.

HOLIDAYS: New Year's Day (Jan. 1–2); Yough Day (Mar. 29); Labour Day (May 1); Confucius' Birthday (Sept. 28); National Day (Oct. 10); Taiwan Restoration Day (Oct. 25); Dr. Sun's Birthday (Nov. 12); Constitution Day (Dec. 25); and Chinese Lunar New Year's Day (2 days mostly in Feb.). No work on New Year's Day (Jan. 1), Labour Day and Chinese Lunar New Year's Eve and New Year's Day. Double stevedoring rates for rest of holidays.

POLICE/AMBULANCE/FIRE: Police and ambulance: call 555183; Fire: 555183 or 226119.

TELEPHONE: Telephone on board.

SERVICES: Competent technicians available for repairs of radar, radio, compass adjusting and other navigational aids. Tank cleaning equipment and facilities not available.

SHORE LEAVE: Normally granted.

PORT REGULATIONS: A curfew exists in the port area between 0100–0400 hours daily. No traffic is allowed during this period. Anybody going aboard must obtain a boarding pass.

DELAYS: Generally about one day's berthing delay for general cargo liners and 2–3 days for bulk cargo ships, especially during typhoon season in the months of July to Sept.

AUTHORITY: Ministry of Communications, Taipei, Taiwan.

AGENTS: Jardine, Matheson & Co. Ltd., 36 Kwei Teh Street, PO Box 81, Taipei, Taiwan. Shipping Agents, Lloyd's Agents, Cargo Surveyor. Tel. 571281 (10 lines). Telex TP391. Cables: "Jarocean".

Sub-Agent: Loong Gon Co. Ltd., 65 Lin Hai Yit Road, Kaohsiung. Tel. 553757, 555023. Cables "Loonggon", "Jarocean".

KEELUNG: 25.09 N. 121.44 E.

PORT LIMITS: It is considered to be an "arrived vessel" when a vessel is anchored at a location 2 nautical miles distance from the lighthouse of this harbour.

DOCUMENTS:

Ship's Registry.
Last Port Clearance.
Crew List.
Fumigation Certificate.
Import Manifests.
Through Cargo List.
Store List.
Arms and Ammunition List.
Narcotics List.
Foreign Currency List.
Parcel List.
Passenger List.
Yellow-book for every person on board. (Vaccination Certificate).

PILOTAGE: Compulsory from anchorage to dock and any other movements in port. Pilot may also meet ship within one mile outside breakwater upon ship's/Agent's request. VHF and Signal Station 25° 09′ 27″ N. 121° 44′ 23″ E. VHF radio listening on Channel 16, records arrival time and passes information to Agents or Pilots.

ANCHORAGES: Area is in Outer Harbour depth 8 to 16 metres but can only take eight ocean-going vessels, ship may also anchor/remain outside breakwater waiting for Pilot or entry instructions.

RESTRICTIONS: Permission must be granted from Naval Signal Station located at Lat. 25° 09′ 43″ N. Long 121° 45′ 08″ E. for entering breakwater. Ship's agent should declare ship's ETA to Port Authorities 24 hours ahead. Port closes from 0001 to 0500 hours daily.

MAX. SIZE: Maximum draft 35 ft. and length overall preferably less than 700 ft. Navigation Channel-length 2 kilometres, breadth 150 to 350 metres.

HEALTH: Radio pratique not acceptable. Quarantine will clear vessel at anchorage area. Stool test will be conducted if vessel arrives from an affected area within five days.

RADIO: Radio Keelung. Send cables to "Harbour Master Keelung" report ETA, draft, etc. Channel 16–156·8 mc/s for safety and calling purposes. Channel 14–156·7 mc/s for harbour control after contact and identified.

TUGS: Three main tugs with more than 1,000 h.p. each assist mooring and unmooring. Join at any point within breakwater. Ship's lines used.

BERTHING: Docking during day only. Pilot compulsory. Vessels usually anchor in outer harbour first for pratique and inspection.

SPECIALIZED CARGO-HANDLING FACILITIES: *Container Terminals:* The container terminals include wharves No. 21, 22, 23 24, 25 and 26. Handling equipment includes four straddle carriers for handling 20 to 40 ft. containers. One side-loader for handling 30 ft. containers. Two sets of quayside container cranes. One berth is reserved for fuel-oil tankers. One berth is reserved for handling liquid chemicals. Several berths are reserved for handling Bulk cargo.

Sulphur: is unloaded by hoist with nets; 35 tons can be discharged per hoist per hour.

STEVEDORES: Owned and operated by Harbour Bureau, a government organization. Stevedores paid by tonnage instead of hours. Stowage plan and cargo details must be presented to concerned offices 24 hours prior operation.
RADAR/VHF: No radar service to assist navigation in port. VHF only used on ship's arrival. However, pilots carry pocket walky-talky to communicate with tugs and line-men on dock. Also see "Pilotage" and "Radio".
MEDICAL: Clinics with English-speaking doctors available at Keelung and modern hospitals available in Taipei, 30 kilometres from port.
TANKERS: Wharf No. 33 specially reserved for tankers, draft limited to 34 ft. For other procedures in port tankers are treated same as other carriers.
DENSITY: 1002 to 1023.
FRESH WATER: Available subject 24 hours advance notice. Usually delivered by barges. No limitation on quantity.
FUEL: Ordinary bunkers available but require 3–5 days advance notice. Fuel barge operated by C.P.C.
FIRE PRECAUTIONS: Red flags will be flown on dock and fire-fighting automobile and tug will be standing by while tanker in operation.
DEVELOPMENT: A proposed five-year development plan being carried out. After completion, which is expected in 1973, another 10 deep-water berths will be added to this port. Container berth to be completed 1973.
GANGWAY/DECK WATCHMEN: Harbour policeman always assigned by authorities at gangway free of charge. Other gangway/deck watchmen are recommended.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, excepting new designs on modern vessels.
CERTIFICATE: International certificates, Safety Equipment, Load Line, Cargo Gear, etc.
CUSTOMS ALLOWANCES: Each crew member allowed 10 packs cigarettes for own use. Master enjoys some privileges and can keep several cartons if he thinks necessary. Wine and/or Spirit, no restrictions but slopchest will be sealed on arrival.
IDENTIFICATION CARDS: Passport or other identification papers are needed.
CONSULS: None. Mostly stationed at Taipei.
REPAIRS: All types of deck and engine repairs can be carried out in port.
DRY DOCK: One for vessels under 100,000 tons and the other for 25,000 tons.
REPATRIATION: Crew repatriation usually carried out through International Airport in Taipei, and immigration prefer either individual or group visa for landing crew from ship.
AIRPORT: International airport in Taipei only 30 minutes by car.
TIME: GMT plus 8 hours. No alterations.
HOLIDAYS: New Year's Day (1–2 Jan); Lunar New Year's Day (2 days in Feb.); Youth Day (29 Mar.); Labour Day (not a national holiday but only for labourers) (1 May); Confucius Birthday (Teachers' Day) (28th Sept.); National Day (10 Oct.); Taiwan Restoration Day (25 Oct.); Dr. Sun's Birthday (12 Nov.); Constitution Day (25 Dec.).
POLICE/AMBULANCE/FIRE: The gangway guard assigned by Harbour Police or ship's Agent will act in emergencies.
TELEPHONE: Local telephones available to be placed on board,
GENERAL: Shore pass issued by Immigration for each crew member on ship's arrival and will be collected on ship's departure. Any one who loses a shore pass is subject to fine.
SERVICE: Harbour Master prohibits discharge of tank washing, etc., in port.
SHORE-LEAVE: Crew allowed ashore except for crew members from Communist countries.
REGULATIONS: Searching for stowaways is strictly carried out on arrival and departure.
DELAYS: Keelung has rainfall on about 240 days in a year, port is sometimes congested after continuous rain.
AUTHORITY: Ministry of Communications. Taipei, Taiwan.

AGENTS: Jardine Matheson & Co. Ltd., 36 Kwei Teh Street, PO Box 81, Taipei, Taiwan. Shipping Agents, Lloyd's Agents, Cargo Surveyors. Tel. 571281 (10 lines). Telex TP391. Cables: "Jarocean". Sub-Agent: Loong Gon Co. Ltd., 10 Chung Yit Road, Keelung. Tel. 22443, 22444. Cables "Loonggon" "Jarocean".

Tanzania

CHAKE CHAKE: 05.14 S. 39.46 E.

DOCUMENTS, HEALTH: Refer to "Zanzibar", where vessel required call for clearance by Port Officials.
PILOTAGE: Not compulsory, but restricted to daylight only.
RESTRICTIONS: Entrance approached through Owen Channel or through passage between Mesale Island South and Ras Kingojelin. Depths from 10 to 22 fathoms but there are patches of 2½ fathoms. Narrowest part of channel is 1·5 cables wide.

Vessels may enter and leave at any state of the tide, but in daylight hours only.
ANCHORAGE: No mooring buoys. Vessel's work cargo to lighters Depth decreases to 3 fathoms for coastal anchorage off Ras Banani.
MAX. SIZE: 170 ft. length; 15 ft. draft.
TUGS: Not available and not required.
FRESH WATER: Not available.
FUEL: Not available.
AUTHORITY: See Zanzibar.

DAR-ES-SALAAM: 06.50 S. 39.17 E.

PORT LIMITS: The port of Dar-es-Salaam includes all tidal waters enclosed by a boundary which, commencing at high water mark at a point South East of Ras Koronja (approximately 9·66 km. East of the city of Dar-es-Salaam), follows a straight line due North to the West tip of the Outer Sinda Island. Thence a straight line to Makatumbe Lighthouse, thence a straight line drawn to South tip of Mbudya Island, thence a straight line drawn 254° to the high water, mark at a point on the mainland South of the entrance to Mto Peremji. Thence following the high water mark around Msansani Bay, Dar-es-Salaam Inner Harbours to the first point due South of Outer Sinda Island.
DOCUMENTS:
Health Certificates (forms supplied by Pilot).
6 Crew Lists.
10 Passenger lists.
Ships Manifest.
Heavy Lift List.
Dangerous Cargo List.
Ship's Register.
PILOTAGE: Compulsory South of Makatumbe lighthouse, for all vessels over 200 NRT. The pilot launch is painted white and shows the conventional day and night signals. Vessels wishing to enter must await the arrival of the pilot launch at the Outer Anchorage, and, if necessary, must anchor clear of the leading marks. During the hours of darkness ships entering or leaving the port are limited to 485 ft. OA on tides not exceeding 9 ft. range.
RESTRICTIONS: Movements in and out of the basin are subject to restrictions depending on drafts and state of the tide at spring tides. Tankers and vessels carrying explosives are not allowed to leave or enter during hours of darkness.

There is a signal station (with tower, flagstaff and red roof) on East Ferry Point (lat. 6° 50′ S, long 39° 18′ E.). Entry prohibited signals are: day signal – black flag is masthead; night signal – three red lights disposed vertically, and distant signals – black square on white background.

The entrance channel at North end of the basin is about 1¼ miles in length from its outer entrance between the edges of the banks fronting North and South Reefs to the Inner Harbour, South of West Ferry Point.

There is a sharp bend in the channel at West Ferry Point. Minimum depth of 24 ft. LWOST, and minimum width of 420 ft. between the 4 fathoms contour lines. A very strong ebb and flood runs through the channel at periods of spring tides. Maximum current at spring tides – 3½ knots. During period of S.E. monsoon strong winds and heavy seas may make entry difficult, but in Inner Harbour port working is normally unaffected by weather.
MAX. SIZE: Twin-screw vessels not exceeding 600 ft. and single-screw vessels not exceeding 575 ft., 28–33 ft. depending tide. Tankers 575 ft. 32 ft. draft. Also refer to Mjimwema.
HEALTH: Radio Port Health officer giving ETA, name last port and health condition of passengers and crew. Q Flag to be displayed until free pratique given.
BERTHING: In the Inner Harbour there are mooring and anchorage berths for up to 9 deep-sea ships ranging from 350 ft. to 600 ft. in length and from 23 ft. to 30 ft. in draft. Deep-water quays total length 3,024 ft. giving 5×600 ft. (Berths 1 to 8) with 35 ft. depth at LWOST.

In addition there are 2 coaster anchorages. The Southern Creek, at the South-east corner of the basin has a navigable distance of 1¾ miles for ships drawing up to 30 ft. of water.
CARGO-HANDLING FACILITIES: The port has no special facilities for bulk handling cargoes but, subject to advance notice being given, vacuvators and grabs can be made available.

Two berths, Nos. 7 and 8, are capable of accommodating container vessels, but the port has no handling facilities.
TANKERS: Bulk Oil Jetty at which tankers up to 575 ft. OA, and 32 ft. draft can discharge to tanks ashore. Depth alongside of 35 ft. There is a refinery on the opposite side of the creek to the Bulk Oil Jetty; the tankers serving the refinery are not to exceed 20,000 dwt capacity for the time being. Also refer to Mjimwema.
STEVEDORES: Week days (except Saturdays) 0700 – 1500 (45 minutes break, 1500–2200 hours (no break), 2200–0600 hours (no break). Saturdays 0700–1345 hrs. (no break), 1400–2100 hours (no break). Sundays and public holidays 0700–1500 hours (45 minutes break), 1500–2200 hours (no break).
FRESH WATER: Available at deep-water berths, and a water barge supplies water to ships at anchorage. All water is chlorinated but should be boiled and filtered. Water for boiler requires feed treatment (formal solutions adequate).
FUEL: Not generally available.
MEDICAL: Doctors and good modern hospital facilities exist.
DEVELOPMENTS: Three more deep-water berths are under construction with an option of two more.
REPAIRS: Several light engineering workshops. There is an East African Harbours Corporation Dockyard for construction and maintenance of East African Harbours Corporation's lighters and other small craft. This has a slipway for vessels up to 100 ft., lifting power 100 tons. The Port Administration employs a skin diver.
REPATRIATION: Can be arranged.
AIRPORT: International airport with daily connections to all parts of the world.
TIME: GMT plus 3 hours. No alterations.

HOLIDAYS: Christmas Day and International Workers' Day are the only holidays on which no work is performed. Other holidays on which restricted working may be carried out are: Zanzibar Revolutionary Day (12th January); Id-el-Fitr (two days); Id-el-Haj; Good Friday; Easter Monday; Union Day (26th April); Maulidi Day; Saba Saba Day (7th July); Tanganyika Independence and Republic Day (9th December).
SHORE LEAVE: Allowed.
AUTHORITY: East African Harbours Corporation, Port Manager, Box 1130, Dar-es-Salaam. Cables "Harbours Dar-es-Salaam".

AGENT: NOTCO (Tanzania) Ltd., Deep Water Berth Kurasini, PO Box 1683, Dar es Salaam. Tel. 23 815. Telex 41075. Cables: "Notco Dar es Salaam".

MJIMWEMA TERMINAL: 06.49 S. 39.22 E.

DOCUMENTS and all General Information; refer to "Dar-es-Salaam".
LOCATION: The position of the Mono Buoy is Lat. 6° 49′ 20″ South, Long., 39° 22′ 00″ East, lying approximately 1½ miles offshore in Mjimwema Bay. The buoy lies in 24 metres depth of water. The currents are up to about one knot and the direction varies.
PILOTAGE: Mooring Master/Pilot boards in an approximate position Makatumbe Island lighthouse bearing 240°. True distance 3½ miles. Should the Pilot not be available on arrival, vessels are advised to keep underway and await the Pilot rather than anchor.

After mooring operations a Mooring Master/Pilot will remain on board.

Vessels must provide adequate means of boarding for Pilot, Customs and other officials. A pilot ladder with spreaders 4 ft. from the water and manropes are required.

The Mooring Master shall be provided with meals and accommodation comparable to a senior officer on board. The crew of the mooring launch will be provided with food comparable with ratings on board. No special foods need be provided.
RESTRICTIONS: Initially, berthing and unberthing will be in daylight hours only. It is expected after experience is gained that there will be no pilotage restrictions. It is anticipated that after the first few departures, night departures will be allowed and night arrivals may later be allowed at the discretion of the Harbour Master.
MAX. SIZE: The Mono Buoy accommodates tankers up to 100,000 tons dwt. Minimum length allowed, 650ft. Maximum draft allowed, 55 ft.
PRATIQUE: Customs, Port Health and Immigration will board vessels on arrival.
RADIO: Within six hours of clearing the loading port, each tanker shall provide the Agent with the following information:

(*a*) Name of Ship.
(*b*) Name of last port from which the vessel cleared and the loading port if different from above.
(*c*) Estimated date and time of arrival at Dar-es-Salaam (Mjimwema).
(*d*) Cargo loaded.
(*e*) API gravity.
(*f*) Arrival draft, fore and aft.
(*g*) Lifting capacity of derricks.
(*h*) Size of manifolds.
(*i*) Personnel requirements.

72 hours from the pilot station, a second cable should be sent to Agent with following information:

(*a*) Name of ship.
(*b*) Amended time of arrival.
(*c*) Names of crew leaving the vessel (if any).
(*d*) Requirements of doctor and dentist.
(*e*) Any other requirements.

A final cable should be sent about 36 hours from the pilot station giving finally amended ETA.

When within 20 miles of Dar-es-Salaam Signal Station vessel should call the Signal Station on either Channel 12 or 16. A continuous watch is kept on both channels. Call sign is Dar-es-Salaam Signal Station.

VHF Channels 16 calling, 12 berthing. VHF Channel whilst discharging to be decided.

Portable radios can be provided for vessels not having a VHF set and the Agent should be so informed in order to allow time to dispatch a portable radio on arrival. A vessel arriving without suitable means of communication and not having informed the Agent of the fact could occur delays which would be to ship's account.

The Mooring Master will be in direct control of all radio communications on the vessel while in the terminal area. Any unauthorised communications may result in the immediate cessation of all operations and removal from the berth.
READINESS: Notice of readiness will only be accepted by the Pilot/Mooring Master on behalf of the Harbour's Corporation, when the ship is berthed and connected.

Any vessel which is not, in the opinion of the berth controller, ready in all aspects to discharge, may be rejected until corrections are made. The Harbour Master's decisions are final.
BERTH: The Mono Buoy is a single point mooring buoy. The body of the buoy being secured in a fixed position with 6 moorings and the top of the buoy is in the form of a turntable allowing the ship, moorings and hoses to take up the position the vessel lies naturally due to tide, wind and current conditions.
MOORING: The following equipment is required to moor with safety: Two 10-in. nylon circumference ropes. 100 ft. in length. Four end joining shackles.

The vessel approaches the Mono Buoy head to wind and tide or the resultant of these forces, and should have two mooring ropes lowered to the water, each having a 15 ft. lashing of 3-in. rope on it.

As the vessel nears the mooring, a launch will take the port rope from the ship and connect it to the port pick-up rope and return to the ship to take the starboard rope and repeat the operation on that side.

The vessel should heave on the ropes as soon as they are inboard and heave herself to the buoy until the chain is on the fairlead. The ship wire should then be shackled to the chain and turned up on bits. This applies to both sets of moorings.
HOSES: Raising and lowering of, connecting and disconnecting of hoses as well as other shipboard duties will be performed by the ship's crew under the advice of the Mooring Master. The ship should be capable of lifting 10 tons on her derrick, with a minimum of 7½ tons.

When the vessel is securely moored, the launch will bring the hoses alongside on the port side. The vessel will lower the cargo hook to the boatman who will hook it on to the lifting ring on the forward hose. The hose will then be lifted to full height on the boom and secured on the "Hang off Chains" supplied. The hose is then lowered to the deck and the operation repeated with the after hose.

After completion of discharge the hoses will be filled with sea water by the ship. The hoses can then be disconnected from the manifold and lifted over the side of the ship and hung there on the slip ropes to be slipped off simultaneously with the morrings. This last operation will be carried out on the advice of the Mooring Master.
UNMOORING: On sailing, hoses will already have been disconnected and ready to be slipped at the direction of the Mooring Master.

The weight will be taken on the two approach ropes by heaving slowly with the winch. The shackles will then be released and the ropes slacked away until they are finally paid out through the fairlead and dropped into the sea.

The shore equipment should then be collected together under the derrick and returned to the boat.
BALLAST: Ballasting will be allowed during discharge but only with the express permission of the berthing controller, and in the case of ballasting in dirty tanks a dry certificate must be issued. Vessels will not be allowed to tank clean. There are no sludge tanks ashore.
FUEL: No bunkers available.
FRESH WATER: Only very limited quantities of fresh water in the region of about 50 tons can be provided.
STORES: Stores are available in Dar-es-Salaam, but the East African Harbours Corporation cannot undertake to transport stores to the Mono Buoy. Transport of stores to the buoy will be the responsibility of the Agent.
REPAIRS: During periods of calm and the fact that there is little current, it is foreseen that the problem of riding up on the buoy may occur. The vessel's engines shall therefore be available at all times and the telegraph shall be on stand-by while the vessel is in the berth. Engine repairs are not permitted. Should a vessel not be able to use her engines the cargo will be stopped and the vessel towed to a safe anchorage at the vessel's cost, until she can safely return to the berth.
SHORE LEAVE: Shore leave will not be permitted. Should any of the crew require to be landed for medical or relief reasons, the Agent will be responsible for providing transport to the Inner Harbour. East African Harbours Corporation craft will on no account be available to ferry crew members to and from the passenger pontoon. The Mono Buoy lies 4½ miles from the passenger landing pontoon, which is situated in the Inner Harbour.
POLLUTION: It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oily water from bilges, crude residues from the previous voyages or any other matter that may result in the pollution of the area. Owners and Masters should comply with any international regulations and recommendations concerning the prevention of pollution of the sea.

Serious consequences will arise if the above rule is broken. All costs and expenses involved will be for the account of the vessel concerned and the Master may be prosecuted under the Tanzania Merchant Shipping Act.
REGULATIONS: While in the berth the vessel should provide a pilot ladder on the opposite side of the vessel to the gangway, secured at the rail and ready for use.

No boats of any kind shall be lowered without permission from the Customs, Immigration and Harbour Master, except in an emergency.

East African Harbours Corporation maintains vessels to assist in berthing. These vessels are under the direct supervision of the Mooring Master/Pilot. Any service or facility provided by the East African Harbours Corporation, including the services of the Mooring Master/Pilot and boats are the vessel's risk. The furnishing of Mooring Master/Pilot and launches or other services and facilities shall not be construed to be or give rise to a personal contract.
AUTHORITY: Harbour Master, Dar-es-Salaam, for Port Manager.

MKOANI (KOHANI): 05.21 S. 39.38 E.

DOCUMENTS, HEALTH: Refer to "Zanzibar."
PILOTAGE: No pilot available.
RESTRICTIONS: Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.

Entrance through Mkoani leading marks, buoyed and well-lit channel, depth of 11 fathoms. Vessels may enter and sail any time night and day.

ANCHORAGE: No mooring buoys. Minimum depth 6 fathoms. Vessels work cargo to lighters. Sandy bottom with mud close inshore.
MAX. SIZE: Length 250 ft.
TUGS: Not available and not required.
FRESH WATER: Not available.
FUEL: Not available.
AUTHORITY: See Zanzibar.

MTWARA: 10.16 S. 40.12 E.

DOCUMENTS, HEALTH: Refer to "Dar-es-Salaam".
PILOTAGE: Compulsory. Pilot boards half mile North of Shangani Reef buoy. Pilot can be contacted by VHF Channels 16 and 12. Radio operating only between 0800 and 1600 hours.
ANCHORAGE: No safe anchorage outside port. Anchorage for six vessels inside harbour.
RESTRICTIONS: Port closed from 1800 to 0600 hours. Buoyed entrance channel 1·5 cables wide at narrowest point. No tidal restrictions.
MAX. SIZE: Length 575 ft., draft 32 ft.
RADIO: Dar-es-Salaam or Mombasa Radio.
TUGS: Join vessel off Signal Station. Tug's lines used.
BERTHING: Deep-water Quay; 1,248 ft. length; 32 ft. depth alongside. Two berths available at quay.
CARGO GEAR: Vessels load/discharge using ship's gear.
STEVEDORES: Stowage plan required preferably before ship's arrival.
MEDICAL: Doctor available. All crew require valid smallpox vaccination and yellow fever inoculation certificates.
DENSITY: 1025
FRESH WATER: May be available in emergency but only between 2100 and 0500 hours. 20–30 tons per hour.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Arranged by Agents.
IDENTIFICATION CARDS: Required.
REPATRIATION: Possible.
AIRPORT: 7 miles distant. Daily service to international airport.
TIME: GMT plus 3 hours.
HOLIDAYS: All holidays worked as Sunday except following when no work done: Christmas Day and 1st May.
TELEPHONES: Direct connection on board not possible.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: East African Harbours Corporation, PO Box 9184, Dar-es-Salaam.

TANGA: 05.04 S. 39.08 E.

PORT LIMITS: From high water mark at Ras Kwawa 090° to the meridian of 39° 15′ E., thence 180° to the parallel of Lat. 5° 05′ S., thence 270° to the mainland at high water mark. Time of anchorage within port limits to constitute an "arrived vessel".
DOCUMENTS, HEALTH: Refer to Dar-es-Salaam.
PILOTAGE: ETA required via Mombasa Radio, if not given by Agents at previous port of call. Pilot embarks from white launch in vicinity of Ulenge Beacon on Ras Kazone leading line. Pilot ladder required on port side in North-east monsoon, and on starboard side in South-west monsoon.

Vessels wishing to enter must await the arrival of the Pilot at the outer anchorage and, if anchored, must anchor well clear of the leading lines.
APPROACHES: Tanga is approached from the South-east through channel on line of Ulenge leading marks bearing 319° T. A 3-fathom bank to starboard is marked by ship channel buoy. Care should be taken in this vicinity as there is frequently a strong set to the North-east. On the port hand, Niule Reef is marked on Northern tip by a buoy. After passing Niule Reef Beacon it is necessary to turn to port on to Ras Kazone leading marks bearing 266° T. until Ulenge Beacon is sighted.

A signal Station is situated immediately below Ras Kazone High light. Signals are exhibited to indicate if inner channel to harbour is clear. Morse lamp messages may be exchanged with incoming vessels.

Late afternoon arrivals to Tanga may encounter poor visibility of land marks due to haze from setting sun, but a chimney on the fertiliser factory site on Ras Kazone with three vertical red lights at a height of 100 metres is conspicuous.
RADIO: Mombasa Radio. Ras Kazone Signal Station keeps 24-hour VHF watch on Channel 16, working on Channel 12.
ANCHORAGES: Inner Harbour provides safe anchorage for seven vessels up to 600 ft. length and 27 ft. maximum draft. In addition there are six anchorages in Outer Harbour for vessels of draft greater than 27 ft., least depth of water being 45 ft. LWOST. Incoming vessels without Pilot should not anchor within one mile of Ras Kazone.
BERTHING: All except bulk cargo work is carried out at anchor. Vessels are not berthed in Inner Harbour during hours of darkness except by special request in cases of urgency. 30 lighters available, capacity up to 250 tons each.
CARGO-HANDLING FACILITIES: One 20-ton fixed crane is available on lighterage wharf for heavy lifts. A jetty on the Eastern side of Ras Kazone provides one berth for vessels of 20,000 dwt. equipped for the discharge of bulk cargoes and liquid ammonia. Two portal cranes of 7 tons capacity fitted with grabs. Jetty currently handling bulk products for fertiliser factory.
PASSENGER FACILITIES: All passengers and visitors to ships pass through the customs passenger terminal at the Eastern end of the new lighter wharf, and embark or disembark from the pontoon landing stage. Private hire launches available.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: Refer to "Dar-es-Salaam" for all general information.
AUTHORITY: Tanga Port Manager.

WETE (Pemba): 05.14 S. 39.43 E.

DOCUMENTS, HEALTH: Refer to Zanzibar.
PILOTAGE: Not compulsory, but restricted to daylight only. Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.
RESTRICTIONS: Entrance through Uvinje Cap, channel depth decreasing to 11 fathoms, with shallow patches to be avoided, Narrowest part of channel is 1·5 cables wide. Vessels may enter and leave at any state of tide but in daylight only.
ANCHORAGE: No mooring buoys. Vessels work cargo to lighters. Depth decreases to $2\frac{1}{2}$ fathoms. Mud bottom.
MAX. SIZE: 240 ft. length; 25 ft. draft.
TUGS: Not available and not required.
FRESH WATER: Not available.
FUEL: Not available.
AUTHORITY: See Zanzibar.

ZANZIBAR: 06.09 S. 39.11 E.

DOCUMENTS:
Bill of Health.
3 Crew Lists.
6 Passenger Lists.
3 Cargo Manifests.
3 Customs Manifests.
PILOTAGE: Compulsory. Vessels approaching from English pass embark Pilot at Seagull Buoy, and vessels approaching from South pass meet Pilot at Penford Buoys. Pilot takes vessel in and out, day and night. Notice of ETA required 6 hours in advance.
ANCHORAGE: Six anchorages to accommodate vessels drawing up to 32 ft. Additional anchorage provided for vessels carrying explosives.
RESTRICTIONS: Two entrances, English pass and South pass. The former is approximately 1 mile wide and has minimum depth of 6 fathoms and 4 ft. and a very narrow angular turning corner of 1·7 cables width. South pass wider and deeper than English pass. Passes are well buoyed and lighted. In English pass, tidal stream runs North and is stronger on ebb than on rising tide. South pass, tidal stream runs N.N.W. and stronger on flood than on ebb-tide. Vessel may enter or leave at any state of tide at any time.
MAX. SIZE: (Anchorage) Length 1100 ft., beam 110 ft., draft 32 ft.
HEALTH: Pratique given by Quarantine Officer who boards on arrival. All crew required to be in possession of valid smallpox vaccination and yellow fever inoculation certificates.
TUGS: Two tugs of 88 h.p. and one of 176 h.p. employed for towage of lighters. No tugs for berthing vessels.
BERTHING: Concrete pile wharf 800 ft. long to North of Ras Shangani used mainly for lighterage purposes and for berthing Government coasters. Under special circumstances, upon prior request to Port Officer, vessels of less than 375 ft. length and drawing less than 20 ft. may be permitted to berth alongside, but due prevailing onshore winds this practice not encouraged.
STEVEDORES: Normal working hours 0700 to 1500 Monday to Friday, and 0700 to 1200 Saturdays. Overtime may be worked up to 2200 on Mondays to Saturdays with one hour extension to 2300 for finishing ships only. All work on Sundays and public holidays is overtime, and may be either from 0700 to 1600 with two hours extension to 1800 for finishing ship, or 1200 to 2000 with 2 hours extension to 2200 for finishing ship.

Average rates: bagged cargoes 15 tons per gang hour, general cargo 8 tons per gang hour.
LIGHTERS: 18 lighters, capacities from 150 tons to 261 tons, total capacity 3,674.
FRESH WATER: Water at wharf, and can also be supplied to vessels at anchorage by one water boat total capacity 240 tons.
FUEL: Not available.
AUTHORITY: Serikali ya Zanzibar, Port and Marine Dept., Sanduku la Posta, 263, Zanzibar.

Territoire Francaise d'Afars et Issas

DJIBOUTI: 11.36 N. 43.08 E.

DOCUMENTS: Crew List for ship's agent. Crew Manifests and Manifests of Passengers in transit or for disembarkation, for whom disembarkation cards are to be completed. Presentation of Health Declaration and verification of compulsory immunisations by the health representative. Cargo Manifest, required in five copies prior to any discharging operations, also deposit of one copy at port operation office.
PILOTAGE: Is compulsory. Pilot boards in vicinity of buoy No. 2 of the Heron Bank, where all vessels must wait. Call signals are

regulated by International Code. Vessels at the quay wishing to put to sea must call Pilot half an hour beforehand by three long blasts (in addition to the "G" flag). VHF radiotelephony station to liaise with ships. Ships must ensure a permanent watch on Channel 12, at the latest after clearing parallel of Muskali beacon.

MAX. SIZE: Entrance to inner roads dredged to 11 metres depth.

ANCHORAGE: Anchorage zone is within following limits:

1. Eastern limit: a line parallel to and 0·25 miles West of the North passage.
2. Southern limit: Latitude 11° 37′ N.
3. Western limit: a bearing with the Western extremities of Penguin and Ambouli Banks in alignment.

It is forbidden to anchor within 5 miles on each side of the alignment of Ambouli and d'Ayabele lights.

Average depth is of 15 to 20 metres. Anchor hold is excellent, even with a strong South-west monsoon when there is often a heavy swell.

RESTRICTIONS: Entry during the day or night. Highest tide 2 metres 90. Mean tide is approximately 1 metre 60, and lowest are 0 metre 20. Tidal currents are very weak in bay and rarely exceed 1 knot.

HEALTH: Generally free pratique by radio can be granted to all ships applying through Coastwise Station Djibouti Radio. Ships must radio in plain or international code, a maximum of 12 hours and a minimum of 4 hours prior to arrival in port. In all cases, when Pilot boards vessel he gives Captain a copy of Maritime Health Declaration which must be filled in by Captain and countersigned by ship's doctor, if the crew includes one. An examining official comes on board when vessel arrives to receive the Maritime Health Declaration. Smallpox certificate required from all travellers coming from all countries. Cholera certificate required from all travellers coming from an infected area, excepting children of under six months of age.

RADIO: For short distance communications, ships contact shore by radio telephone VHF through Harbour Master's office. Port office is equipped with a VHF station transmission and reception: Channel 12 (156·6 MHz). For medium or long distance communications, ships contact shore by radiotelegraphy and radiotelephony through Djibouti coastwise station, call sign: TXZ; call frequency: 8·682 and 500 kc/s; working frequency 8·682 and 464 kc/s.

TUGS: In winter (slight Easterly monsoon), a single tug is generally sufficient for manoeuvring. In summer during the Khamsin period, berthing or sailing often requires two tugs. There is a 1,320 h.p. diesel tug "Henri Lambert", a 1,000 h.p. tug "Administrateur Bernard" and two auxiliary 600 h.p. tugs.

BERTHING: Exterior docks comprise:

Dock 11	depth of 11 m.
Dock 12	depth of 12 m.
Dock 10	depth of 11 m.
Dock 13	depth of 10.80 m.
Dock 9	depth of 9 m.

Average depth of remaining roadstead is between 15 and 20 m.

STEVEDORES: Available three companies, hours from 7 to 17.30 hours.

MEDICAL: Port Medical Service directed by medical practitioner specialised in industrial medicine is situated in a building neighbouring the port offices. It operates a dispensary. Passengers and sailors in transit are treated by private doctors from town who may visit the ships. Serious cases can be hospitalised in Djibouti's civil or military hospitals.

TANKERS: Reception lines: berths 12 to 13 specially equipped for reception of bunkering products are linked with installations of the petroleum companies by a 16-in. dock-line and 12-in. (FO) and another of 12-in. (DO). Pier No. 10 is connected to the installation with a dock-line of 12-in. Rate of discharging can reach between 2,000 and 2,500 tons per hour. Reception of white products is assured from quay No. 13 by an 8-in. line; for gas there is a 4-in. line.

FRESH WATER: Each quay provided with three to five 200 mm. water-hydrants. Delivery of 40 cubic metres of water per hour. Regardless of the season, there is never any shortage of fresh water.

FUEL: A complete range of different viscosities and products is available. Meet all the usual requirement of bunkering vessels. Ample supplies of fuel and diesel oil are always available.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS:

Belgium	Rue de Bruxelles	Tel. 360
Ethiopia	Rue Clochette	,, 318
Germany	23, Avenue Maréchal Foch	,, 421, 207
Holland	Rue de la Jetée (Vice-Consulate)	,, 822
India	Place Lagarde	,, 119
Italy	Avenue Saint-Laurent du Var (Vice-Consulate)	,, 462
Norway	Place Lagarde	,, 128
Sweden	Rue de la Jetée	,, 822
United States of America	Place Lagarde (Correspondance Ets Condayan)	,, 126
Yemen	Rue du Ras-Makonnen	,, 181

REPAIRS: Small repairs available.

REPATRIATION: Good facilities exist.

AIRPORT: Local airport with regular flights.

HOLIDAYS: *Section A:* New Year's Day (1 January); Aid Seghir (El Fithir) and the following day; Labour Day (1 May); Ascension Day; Aid El Kebir and the following day; Muslim New Year (1st Mouharam); National Holiday (14 July); Mouloud El Nabi; Armistice Day (11 November); Christmas Day (25 December).

Section B: Easter Sunday; Easter Monday; Whit Sunday; Whit Monday; Assumption (15 August); All Saints (1 November).

Dates referring to religious holidays vary every year, particularly where Muslim holidays are concerned. Loading and discharging operations as well as bunkering can be carried out during all of above holidays when other services are also available. Where loading and discharging are concerned, days in Section B are paid as ordinary working days but if work is carried out on days in Section A then special tariffs will apply to hourly and daily wages which are increased by 100%.

TELEPHONES: Available on every berth.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Directeur, Port de Commerce de Djibouti, P.O.B. 7, Djibouti. T.F.A.I.

Thailand

BANGKOK: 13.42 N. 100.34 E.

KOHSICHANG:

North-east Monsoon 13.09 N. 100.50 E.
South-west Monsoon 13.11 N. 100.50 E.

SATTAHIP: 12.36 N. 100.55 E.

PORT LIMITS: A vessel is normally considered to be an "arrived ship" on passing the Paknam Customs Station.

DOCUMENTS: Ship's forms: Crew List; Passenger List; Store List; List of arms and ammunitions for ship's use; List of Arms and Ammunitions in possession of passengers; List of opium and harmful habit-forming drugs; List of crew private belongings (cigarettes, radio, gramophone, camera, etc., including foreign currencies and liquors); Dangerous Cargo List; List of heavy lifts; Stowage plan; Inward cargo manifest; Transit cargo manifest; Through Cargo manifest.

Documents to obtain from officials and agents: Immigration forms No. 3, 4 and 35, obtainable from Agents. International Maritime Declaration, obtainable from Quarantine Officer.

PILOTAGE: Compulsory at Bangkok; Kohsichang and Sattahip not required; however recommended at Sattahip. Advance notice required 48 hours prior to arrival.

Location pilot vessel Bangkok: lat. 13° 23′ 33″ N., long. 100° 35′ 12″ E. Area waiting pick-up Pilot will be anchorage close to pilot vessel, preferably 500 to 600 metres from pilot vessel, enabling pilot boat to get alongside safely. Pilot vessel marked by white flashing light, every two seconds. Area awaiting pilot at Sattahip will be lat. 12° 25′ N., long. 100° 52′ 55″ E.

ANCHORAGE: (Map/DeLong Pier site). Capacity – Ten deep draft ships. Location – North-east of Ko Khram Yai Island between 12. 43 N. and 12. 44 N. Minimum depth 7½ fathoms. Good holding ground. (Deep water port site.) Capacity unlimited. Location – South and South-west of Channel entrance between 12. 34 N. and 12. 35 N. Minimum depth 9 fathoms. Good holding ground. No protection from weather.

RESTRICTIONS: *Bangkok:* No restrictions, able enter day and night, dependent tide at Bar Channel. *Sattahip:* Day time only. *Kohsichang:* No restrictions, able enter day and night.

MAX. SIZE: Bangkok: not exceeding 565 ft. LOA. Kohsichang/Sittahip: See "Berthing".

HEALTH: If vessel arriving from foreign port, cable required 48 hours prior to arrival of Quarantine Bangkok stating, number of crew and passengers, ETA, last port of call and date of sailing, any sickness or death arising during the voyage, otherwise confirming all well.

Vessel shall have deratting certificates valid on arrival as well as all passengers and crew members valid vaccination certificates against cholera and smallpox.

RADIO:

Name of Station	*Frequencies*	*Remarks*
Bangkok Radio:		
HSA Long Wave	500 kc/s (for calling) 554,512 480,468 (for traffic)	operate 24 hours
HSA Short Wave	8686 kc/s (for calling) 8450, 8420, 8400, 8380, 8360, 8330, 8320 kc/s (for traffic)	operate 5 times a day every day beginning hours of 0900, 1200, 1500, 1800 and 2100.

in addition to above, communication can be made through the Port Radio and Pilot Radio; however these two stations can be reached within steaming time of less than 24 hours prior to arrival at Bangkok, their particulars as follows:

Port Radio		
HSC 61	500 kc/s	operate 24 hours
Port Radio		
HSC 60	500 kc/s	operate during office hours

VHF: VHF communication with port radio and pilot radio through Channel 16 (24 hours service). Also VHF communication with shore for International Maritime Mobile Service under following:

Channel 24
For ship transmitting frequencies 157.20) } (for calling)
For shore " " 161.80) }
Channel 26
For ship transmitting frequencies 157.30) } (for traffic) service 24 hours
For shore " " 161.90) }
Channel 28
For ship transmitting frequencies 157.40) } (for traffic)
For shore " " 162.00) }

TUGS: Will join when vessel approaches berth, using tug's line without extra charges.

BERTHING: No difficulties in approaching berth. Agents will cable to Master to inform when Pilot has been ordered to board vessel.

Number of Berths	*Max. LOA* (ft.)	*Draft at LW* (ft.)	*Remarks*
Bangkok			
9	565	26	For discharging only
2	400	25	"
2	565	27	For loading only
1	470	27	"
1	490	27	For loading and discharging iron scraps
1	532	27	For loading and discharging bulk flour
3	565	27	For loading only
1	565	26	For tanker only
Anchorage mid-stream			
5	565	26	
3	2 at 565, 1 at 500	27	Also for explosive
6	1 at 400, 5 at 450	25	
3	400	25	
Kohsichang			
About 7	No Limit	35–47	
Sattahip			
4	600	27	Military cargo
1	600	31	Ammunitions
1	600	34	"
1	600	27	For tankers

BRIDGES: Bangkok port has one bridge only. However, as bridge up river, vessel permitted to pass bridge with LOA not exceeding 280 ft.

STEVEDORES: Vessel to advise Agents 48 hours prior arrival, text required in this cable to be ETA, Drafts, Tonnage of cargo aboard for Bangkok, number of Crew/passengers, Dangerous cargo/Heavy lifts, Gangs required.

MEDICAL: Hospital facilities available, advance notice of ETA required.

TANKERS: Diameter of shore line various from 6 in. to 20 in. All terminals able provide reducers.

DENSITY: Bangkok: Minimum 1000, maximum 1011; Kohsichang/Sattahip: 1021.

FRESH WATER: Available, supply can be made through barges and shore line, capacity of barges from 120 to 250 tons, rate of supply approximately 30 tons per hour. Advance notice 24 hours.

FUEL: Available. Supply can be made by barge and alongside terminals, no delay on bunkering, advance notice 48 hours.

DEVELOPMENTS: *East Quay wall expansion at Klongtoi Wharf:* This project will provide 6 more berths for ocean-going vessels, consisting of 4 berths for conventional freighters, 2 berths for special container ships. The construction work is now being carried out and expected to be completed in 1976.

New alignment for Bangkok Bar Channel: This project is the result of a study on the siltation in the Bangkok Bar Channel aimed at reducing the expensive maintenance dredging cost. It is also proposed to widen the existing channel from 100 m. to 150 m. for safety of Navigation. A project for the new alignment of the Bangkok Bar Channel is now under consideration.

Laem Krabang deep sea port: The location of this deep sea port is expected to be at Laem Krabang on the Eastern side of the Gulf of Thailand near the town of Sriracha and about 120 kilometres South East of Bangkok. A Dutch engineering firm has been appointed to make the initial survey and final design under the financial assistance of the Dutch Government.

GANGWAY/DECK WATCHMEN: Necessary.

OPENING/CLOSING HATCHES: In general carried out by stevedores without extra charges. (Ordinary hatch covers, not new hatch cover system.)

TOBACCO ALLOWANCE: 200 cigarettes for officers, while crew member only 100 for 3 days.

WINE/SPIRIT ALLOWANCE: One bottle each, opened.

CARGO GEAR: Supplied by stevedores except cargo tent and fork-lift truck.

IDENTIFICATION CARDS: Required for all crew and officers.

CONSULS:

Argentina	36911–3	Korea	31940
Australia	35970	Laos	32010
Austria	58327	Malaysia	36927
Belgium	30840	Netherlands	53368
Brazil	59070	New Zealand	31318
Britain	53291	Norway	31889
Burma	30237	Pakistan	57006
Canada	32956	Panama	911938
Ceylon	913758	Philippines	910008
China	58051–4	Portugal	30372
Denmark	33931–3	Saudi Arabia	37941
Germany	55315	Singapore	30509
Greece	32235	USSR	31824
India	35062	Spain	56502
Indonesia	54085–7	Sweden	36906
Iran	32650	Turkey	37999
Israel	53371	United Arab Republic	53358
Italy	34508	United States of America	59800
Japan	53300	Vietnam	815355

REPAIRS: Only minor repairs.

DRY DOCKS: One for vessels up to 360 ft. LOA.

REPATRIATION: Possible; however, no facilities for crew changes.

AIRPORT: About 25 kms. from Bangkok, regular services by airlines.

TIME: GMT plus 7. No change of clock during the year.

HOLIDAYS: Able work all around the year except December 31st and January 1st.

POLICE/AMBULANCE/FIRE: Police 810810; Ambulance 811544; Fire 816666.

TELEPHONE: Available when alongside PAT berths.

SERVICES: No tank cleaning equipment. No facilities for discharge of tank washings. Compass adjusting, but spare parts unavailable. Radar/VHF/radio repairs. Lloyd's/ABS/Veritas/Nippon Kaiji Kentei Kyokai, Surveyors available.

SHORE LEAVE: Permitted.

DELAYS: Occasionally congestion, delay 1 to 2 days.

AUTHORITY: Director General, Maj. Gen. Prachuab Suntharangkul. 861021 912229; Deputy Director, Capt. Lapoh Israngkul Na Ayudhya, 861021 72306.

SRIRACHA: 13.07 N. 100.51 E.

DOCUMENTS: *Ship's forms:*
Crew List.
Passenger List.
Store List.
List of arms and ammunition for the ship's use.
List of arms and ammunition in possession of passengers.
List of opium and harmful habit-forming drugs.
List of crew private belongings (cigarettes, radio, gramophone, camera, etc., including foreign currencies and liquors).
Dangerous Cargo List.
List of heavy lifts.
Stowage plan.
Inward Cargo Manifest.
Transit Cargo Manifest.
Through Cargo Manifest.
Documents to obtain from officials and agents:
Immigration forms No. 3, 4, and 35, obtainable from Agent.
International Maritime Declaration, obtainable from Quarantine Officer.

PILOTAGE: Not compulsory. The terminal will provide a Mooring Master to give assistance in berthing. Advance notice required 48 hours prior to arrival. No VHF communications between ship and terminal.

The Mooring Master boards off the berth in approx. position 13° 07′ N., 100° 50.5′ E.

It is reported that, when crossing the Bar with Ko Nok Islet abeam, distance 1·5 miles, vessel steering 048T, least recorded depth approximately 56 ft. LW.

The Mooring Master acts as supervisor and liaison between ship and shore and remains on board until clear of berth.

Accommodation ladder required.

RESTRICTIONS: Tankers berth in daytime only.

MAX. SIZE: Length 900 ft., max. draft 50 ft.

HEALTH: If vessel arriving from foreign port, cable required 48 hours prior to arrival at Quarantine Bangkok, stating number of crew and passengers, ETA, last port of call and date of sailing, any sickness or death arising during the voyage, otherwise confirming all well.

Vessels shall have deratting certificates valid on arrival as well as all passengers' and crew members' valid vaccination certificates against cholera and smallpox.

RADIO:

Name of Station	*Frequencies*	*Remarks*
Bangkok Radio:		
HSA Long Wave	500 kc/s (for calling) 554, 512 480,468 (for traffic)	operate 24 hours.
HSA Short Wave	8686 kc/s (for calling) 8450,8420,8400 8380,8360,8330, 8320 kc/s (for traffic)	operate 5 times a day every day beginning hours of 0900, 1200, 1500, 1800 and 2100.

BERTHING: One buoy berth for tankers up to 50 ft. draft. Other berths where draft 43 ft. 6 ins. and 32 ft. 6 ins. Reducers available. No facilities for discharge of tank washing.

Each berth consists of six buoys – one at either bow and quarters, and inshore beam buoys abreast of focsle and poop breaks. The main berth is arranged to accommodate a tanker of 90,000 dwt. The required moorings are two ropes and a wire to each bow and quarter buoy, and one wire to each breast buoy. The offshore anchor is

used (1½ to 2 shackles) but only for purposes of dredging in to the berth, and holding the vessel's bow whilst moorings are run out.

The discharge hoses connected to the vessels manifold are 2×12 in. being in turn connected to 2×16 in. hoses which leads into a common manifold on the sea bed. The submarine line to the shore is of 32 in. diameter and of about 1 mile in length.

Maximum permissible discharge pressure at ships rail, approx. 110 PSI.

Upon completion of discharge and clearing berth, vessels proceed to an anchorage off the berths, in order to carry out the Immigration Clearance, which necessitates the signing of an Immigration Form by every crew member in the presence of the Immigration Officer. After signing the form the vessel is free to sail.

MEDICAL: Hospital facilities available, advance notice of ETA preferred.

DENSITY: About 1021.

FRESH WATER: Can be supplied by barge. 24 hours notice required.

FUEL: Can be supplied by barge. 48 hours notice required.

DEVELOPMENTS: A project for a new deep-sea port at Sriracha has been approved and is under survey.

CUSTOMS ALLOWANCES: 200 cigarettes for each officer, 100 for each crew member for three days.

Each man allowed one opened bottle wine/spirits.

IDENTIFICATION CARDS: Required for all officers and crew.

CONSULS: At Bangkok:

Argentina	36911–3	Korea	31940
Australia	35970	Laos	32010
Austria	58327	Malaysia	36927
Belgium	30840	Netherlands	53368
Brazil	59070	New Zealand	31318

AIRPORT: Situated about 25 km. from Bangkok, regular international services.

TIME: GMT plus 7 hours. No changes during the year.

AUTHORITY: Director General, Maj. Gen. Prachuab Suntharangkul. 861021 912229. Deputy Director, Captain Lapoh Israngkul Na Audhya, 862021 72306.

Togo Republic

KPEME: 06.12 N. 01.30 E.

DOCUMENTS:

2 Crew Lists.
2 Stores Lists.
2 Private Property Declaration Lists.
2 Lists of last two Ports of Call.
2 Passenger Lists (if no passengers, 2 lists stating same).
2 Cargo Manifests (if no cargo for Kpeme, 2 lists stating same).

PILOTAGE: The limits of the port of Kpeme are fixed at 1 mile from all points of the jetty. Pilot boards out of the above limits. The Company Pilot remains on board while ship is berthed and disembarks when vessel cleared port limits. International code pilot signal used. At night, vessel should anchor between 110° and 180° at least 1 mile from the end of jetty.

RESTRICTIONS: Vessels should signal twice the date and probable time of her arrival. The first time 72 hours and the second time 24 hours prior arrival. Vessels berth in daylight only from 0530 to 1530 GMT. Unmooring can be effected day and night. Water approaches are clear. Any ship should have both fore anchor cables in perfect order and capable of being used in their entirety. Any ship should be able to leave immediately if she receives order to do so from Harbour Master. With this in mind, engines must be on standby. Ships are not authorised to cross port entrance without a Pilot on board.

MAX. SIZE: Tankers up to 31 ft. draft on arrival. Bulk carriers up to 38 ft. draft on sailing.

PRATIQUE: Send message for free pratique within 24 hours of arrival to Port Health Officer, Kpeme.

RADIO: Until vessel within 600 miles, communicate through Portishead. Within 500 to 300 miles via Abidjan Radio TUA 487 kHz. and within 300 miles via Lome Radio 5VA 472 kHz.

VHF: VHF radio station, call "Kpeme Port" on Channel 16.

TUGS: No tugs available. Two mooring launches of 150 h.p. each are at vessel's disposal.

BERTHING: Loading facility comprised of three artificial islands carrying conveyor belts for loading phosphate only. They are breasted by a row of four dolphins. Vessel moors using port anchor and wires to four buoys which hold the ship parallel to the dolphins and about 20 metres off. Springs are run to the dolphins. Each loader delivers at a rate of 1,250 tons per hour and two holds can be loaded at same time.

TANKERS: Moor at a special berth situated to the East at 0·4 miles away from the extremity of the phosphate pier. Submarine lines 12½ in. diameter, hose connections 8 in. diameter.

FRESH WATER: Not available.

FUEL: Not available.

MEDICAL: No facilities at Kpeme. In emergency, doctor obtained from Lome, about 25 miles away, or from Anecho, 7 miles away.

CONSULS: Nearest at Lomé.

REPAIRS: No facilities available.

CUSTOMS ALLOWANCES: 200 cigarettes or 2 oz. tobacco; one bottle of spirits. No Customs Authorities board the vessels or seal bonded stores.

REPATRIATION: No facilities exist for effecting crew changes. However, in emergencies repatriation can be arranged.

AIRPORT: Nearest Lome – four flights a week to Europe.

TIME: GMT.

TELEPHONES: Placed on board, charges included in stay-in-port tax.

SHORE LEAVE: Not allowed.

GENERAL: In the rainy season, high winds and swell may delay berthing operation.

AUTHORITY: Compagnie Togolaise des Mines du Benin, PO Box 379, Lome. Telex Phosphates Lome 5214. Cables: Phosphat Lome Togo.

LOME: 06.08 N. 01.17 E.

DOCUMENTS:

5 Crew Lists.
5 Kru-boy Lists.
5 Passenger Lists.
4 lists Previous Port of Call.
1 Maritime Declaration of Health.
1 List of arms and ammunition.

APPROACH: The approach to the port, by night, is assisted by three lights:

(1) *Baguida* (pos. 06° 09·5′ N. and 01° 19·5′ E.), occulting white and red. Lt. 2·5 sec., occ. 0·5 sec., period 3 sec. Vis. 17 miles. Sector: red 042°, covers the breakwater as well as the old Lomé Wharf (pos. 6° 07′ N. and 1° 13·5′ E.).

(2) *Lomé Togo-Port* situated on head of West breakwater (pos. 06° 08′ N. and 01° 17·5′ E.). Qk. Fl. (4) white and red every 10 sec. Vis. 5 miles. Red light sector covers only old wharf and is not visible seawards.

(3) *Lomé Light* situated near town of Lomé (pos. 06° 07′ N. and 01° 13′ E.). Group Fl. (2) white every 10 sec. Vis. 15 miles all around horizon.

By day, large, light-coloured transit sheds and a high, grey water tower (pos. 06° 08·5′ N. and 01° 16·5′ E.) are the first indications of port from seawards.

PILOTAGE: Pilots available seven days a week from 0600 to 1800 only. Pilot station equipped VHF radio and works 24 hours per day on Channel 16. Pilot boat green motorboat with orange superstructure and international flag "H". Pilot boards half a mile to one mile South-east of breakwater.

ANCHORAGE: Vessels which arrive during darkness should anchor about a half to one mile South to South-east of breakwater, in white sector of Baguida light in 8 fathoms, where good holding ground (sand) obtained. Northern boundary of anchorage is red sector of Baguida light.

MAX. SIZE: Maximum length 900 ft. (270 m.) and max. draft 31 ft. (9·5 m.).

HEALTH: Health Inspector will board on arrival alongside and examine for cases of infectious diseases, after which will declare vessel free or not. Vessels entering must fly international quarantine signal "Q". Large hospital situated in Lomé with European doctors in attendance.

RADIO: Lomé radio station can be contacted on 472 and 500 kHz, call sign "5VA". Port operations carried out on VHF Channel 16, with range of approximately 30 miles. Aero beacon (pos. 06° 10·7′ N. and 01° 16·3′ E.) call sign "LME" on 379 kHz.

TUGS: One tug 960 h.p. available. For vessels of more than 500 GRT tug is obligatory when berthing or unberthing.

STEVEDORES: Agent should be informed as soon as possible of ships' ETA, length, maximum draught, tonnage to load and/or discharge and number of gangs required. Agents should advise pilot station of vessel's ETA.

TANKERS: Togo-Port has sea pipe-line belonging to the Société Togolaise d'Entreposage. Tankers should moor at three large mooring buoys inside breakwater. Diameter of pipeline 8 in. Discharging about 230 tons per hour (depending on ship-pumps). Maximum length which can be handled at buoys is 720 ft. (220 m.) maximum draught 31 ft. (9·5 m.).

DENSITY: Density 1025. Harbour open to sea.

FRESH WATER: Available at every berth except tanker berth Delivery rate 45 tons/hour. Fresh water examined monthly for purity by Sanitary Authority.

FUEL: Diesel fuel only available for small craft, such as fishing vessels, small motor-ships and tugs.

FIRE PRECAUTIONS: No extraordinary precautions are required. Vessels with hazardous cargo should declare this on ETA telegram to Agent. During time in port these vessels should take necessary precautions themselves, and all fire hoses should be ready rigged on deck. By day international code signal "B" should be displayed and by night a red light should be shown at masthead or at an all-round visible place.

Smoking on berths and within sheds *strictly* prohibited. Infringements of fire regulations punishable by fine.

DEVELOPMENTS: A second quay, a fishing harbour, a slip for small vessels and a tanker berth are projected for the Eastern section.

GANGWAY/DECK WATCHMEN: Gangway watchmen and hatch security watchmen available; they wear a distinctive uniform.

OPENING/CLOSING HATCHES: Either ship's crew or dockworkers.

CERTIFICATES: All normal ship certificates should be available for inspection.

CUSTOMS ALLOWANCES: Because Togo-Port is a Free Port, no individual declaration by crew members necessary.

CARGO GEAR: No extraordinary regulations. No cranes available and ships' own gear used for discharging and loading.
IDENTIFICATION CARDS: Shore landing passes issued by port police and should be supplemented by personal ID-Cards.
CONSULS: Ambassadors or Consuls from nearly all major maritime nations at Lomé
REPAIRS: Minor repairs only.
DRY DOCKS: Not available at present, but a slip for small vessels is included in future development.
AIRPORT: Lomé airport with daily flights to Europe.
SEAMEN'S CLUB: A modern Seamen's Club with swimming-pool, bar and library situated ½ mile from port.
LOCAL TIME: GMT throughout year.
PUBLIC HOLIDAYS: New Year's Day (1 January); Independence Day (27 April); Labour Day (1 May); Christmas Day (25 December). All other holidays will be worked in port with supplementary labour charges.
POLICE/AMBULANCE/FIRE: Push-button fire alarms situated in every shed and on exterior South wall of shed "B". Telephone for contacting Police, Fire-Station or Hospital available day and night in Harbour Masters office.
TELEPHONES: Three public telephones within the port limits. No telephones on board.
SERVICES: No tank cleaning or compass adjusting available.
DELAYS: Ships berth in rotation of arrival at anchorage. Priority given to passenger ships as well as to vessels having less than 50 tons of cargo for discharge.
GENERAL: Distance from port to Lomé city-centre is 4 miles. Taxis available at entrance of port.
AUTHORITY: Port Autonome de Lomé, BP 1225, Lomé/Togo, West Africa. Cables: "Togoport". Telex. 243.
AGENT: Socopao Togo, B.P. 821, Lome. Tel. 55 88/89; Telex 205. Cables, "Freight Lome".

Tonga (Friendly Islands)

NUKU'ALOFA: 21.08 S. 175.12 W.

DOCUMENTS: *Immigration Dept.*
2 Crew Lists.
2 Passenger Lists.
Customs Dept.
2 Crew Lists.
2 Passenger Lists.
1 Bond List.
3 Cargo Manifests.
Agents
1 Crew List.
1 Passenger List.
3 Cargo Manifests.
PILOTAGE: Order through Agents at least 24 hours prior to arrival. Pilot boat may be contacted on R/T one hour before arrival at pilot station. This position is indicated on B.A. Chart (approaches to Nuku'alofa). There are two approaches, namely the Ava Lahi Passage and the Piha Passage.
Vessels may anchor in the vicinity of No. 1 Buoy if required to await Pilot, but this is not normally necessary as the Pilot is available as requested. Pilot boat carries usual signals.
ANCHORAGES: Vessels may anchor wherever they wish within the port, subject to the approval of the Harbour Master.
MAX. SIZE: length unlimited, beam unlimited, draft 40 ft.
HEALTH: Radio pratique may be requested from Tongamed, Nuku'alofa. Any suspected disease or fever must be reported by radio.
TUGS: No tug is required for berthing, but a tug is available in case of breakdown.
STEVEDORES: There is a Master Porter employed by the Queen Salote Wharf Administration, who will supply whatever gangs are required. The number of hatches to be worked and the tonnage of cargo must be passed by the Agent to the Harbour Master at least 24 hours before vessel arrives.
MEDICAL: It is advisable to inform Agent in advance should medical attention be required. Hospital facilities are available. Vaccination certificates are required for visitors who are staying. Ship's crew do not require them generally.
DENSITY: 1025 at all states of tide.
FRESH WATER: Available ex Queen Salote Wharf at 25 tons per hour delivery.
FUEL: A small quantity of light diesel fuel could be supplied, sufficient to enable a vessel to make the port of Suva.
DEVELOPMENTS: Will be of minor nature only during the next 5 years.
GANGWAY/DECK WATCHMEN: Not necessary as entry to wharf is restricted.
OPENING/CLOSING HATCHES: This work is completely optional.
CERTIFICATES: Normal requirements. Harbour Master may require to inspect cargo gear record.
CUSTOMS ALLOWANCE: A reasonable quantity is allowed by Customs according to expected stay in port. There are heavy penalties for smuggling.
CARGO GEAR: Valid certificates issued by competent authorities are recognised.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None.
REPAIRS: Repairs can be carried out in the Marine workshop.
REPATRIATION: No facilities.
AIRPORT: 14 miles from town. Flights to and from Suva on Tuesdays, Thursdays and Saturdays.
TIME: Local time 13 hours fast on Greenwich.
HOLIDAYS: *No work of any description is permitted on the Sabbath. This is strictly enforced.* Official Holidays are: Christmas Day; Boxing Day; Good Friday; New Year's Day; Easter Monday; Anzac Day; Emancipation Day (June 4th); Constitution Day (4th November); H.M. Queen Elizabeth Birthday; King's Birthday (July 4th).
POLICE/AMBULANCE/FIRE: Telephone numbers not necessary. Just ask for the Department required.
AUTHORITY: Harbour Master, Queen Salote Wharf, Nuku'alofa. Tel. 264. Telegraphic address: "Marine, Nuku'alofa."
OTHER PORTS: Panga, Ha'api Group; Neiafu, Vava'u Group; both these ports are suitable for any size of vessel at anchor. Service is by lighter. Vessels of 400 ft. in length with a maximum draft of 22 ft. may berth at Neiafu.

Trinidad

BRIGHTON: (Texaco Oil Terminal): 10.15 N. 61.38 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory.
ANCHORAGE: Good holding ground in roadstead. Loading pier situated 10° 15′ N. – 61° 38′ W., extending in a N.W. direction for 2010′.
RESTRICTIONS/MAX. SIZE: Outer Berth East, 29 ft. 6 in. MLWST; Outer Berth West, 24 ft. 6 in. MLWST; Centre Berth East, 21 ft. 6 in. MLWST; Centre Berth West, 21 ft. 6 in. MLWST; Inner Berth West, 21 ft. 6 in. MLWST.
TUGS: Not used. Launch assists with lines.
STEVEDORES: Supplied by Agent if necessary for loading Asphalt in drums only.
FRESH WATER: Available only at berth. Pumping rate 15 to 20 tons per hour.
FUEL: All grades of fuel alongside or by barge. Fresh water.
WATCHMEN: Customs guard on 24 hours duty at ship's side.
CUSTOMS ALLOWANCES: 200 cigarettes and moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS AND DRY DOCKS: At Chaguaramas.
MEDICAL: All facilities available.
REPATRIATIONS: Can be arranged.
AIRPORT: See Port of Spain.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
DELAYS: Not usual.
AGENT: See "Port of Spain".

CHAGUARAMAS (Bauxite Transhipment Station): 10.40 N. 61.39 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory. Pilots board in Chaguaramas Bay – 10° 46′ N. – 61° 43′ W.
ANCHORAGE: Safe anchorage in Chaguaramas Bay between mainland and Gaspar Grande Island about ½ mile off the dock.
RESTRICTIONS/MAX. SIZE: No restrictions night operation. Two docks – main wharf with overhead cranes for loading and discharging bauxite – 960 ft. long, maximum draft 32 ft. Smaller wharf – 400 ft., draft 25 ft.
TUGS: Not used. Launch assists in mooring.
STEVEDORES: Not necessary. All loading/discharging done by Chaguaramas Terminals employees.
FRESH WATER: Available from dock, 40 tons per hour. Also supplied by barge.
FUEL: Can be delivered from dock or supplied by barge.
WATCHMEN: Customs guards on duty at ships side.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
CARGO GEAR: Loading – carried out with travelling tower rate 1,000 tons per hour. Conveyor system. Discharging – carried out with travelling rig of two 4 ton grabs. Conveyor system.
REPAIRS/FLOATING DOCK: Operated by Furness Smiths Dock (Trinidad) Ltd. Displacing up to 11,380 tons, 560 ft. long vessels. Also good berthing alongside, draft to 35 ft., and a safe close anchorage, draft 50 ft. General extensive repairs undertaken.
MEDICAL: All facilities available.
REPATRIATION: Can be arranged.
AIRPORT: See Port of Spain.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
AGENT: See "Port of Spain".

CRONSTADT ISLAND: 10.39 N. 61.38 W.

Terminal owned and operated by Barytes and Minerals Ltd., handling bulk barytes.

Vessels from abroad calling at Cronstadt are required to proceed first to Chaguaramas for clearance formalities.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".

PILOTAGE: Compulsory.

TUGS: One tug used for berthing if required.

RESTRICTIONS: Berthing/unberthing in daylight only.

MAX. SIZE: 400 ft. length. This size vessel would overhang wharf approx. 100 ft. fore and aft. Draft not limited as depth of water alongside is 60 ft.

BERTHING: Vessel moored with 2 springs, 3 head and stern lines to dock. Discharging carried out with shore crane grab bucket 3 tons capacity.

FRESH WATER: available by barge.

FUEL: Available by barge.

AGENT: See "Port of Spain".

GALEOTA POINT: 10.05 N. 61.00 W.

LOCATION: Galeota Single Buoy Mooring Terminal is located 3 miles on a bearing of 192° from Galeota Point Lighthouse, and is an open, unsheltered roadstead. Galeota Point is a narrow headland about 210 ft. high and located in lat. 10° 08′ 00″ N. and long. 60° 59′ 30″ W. The lighthouse, situated on top of the point, exhibits a light 240 ft. above sea level which flashes white every five seconds, and is seen for 22 miles. The buoy itself exhibits a quick flashing (one flash per second) red light, 10 ft. high, and visible for four miles through 360°.

DOCUMENTS:

Health Declaration, International Health Form to be filled out by Master on arrival.
De-rat Certificate/De-rat Exemption.
4 Crew Lists.
Ship's Register.
2 Stores Lists, signed by Master.
2 Passenger Manifests, if any passengers on board.
Bonded-stores List, each crew member is allowed to retain in his possession 200 cigarettes and one bottle of spirits. The balance must be listed and will be sealed in a locker by the Customs.
Clearance from last port of call.
Manifest, or if no cargo a statement that vessel is in ballast.

PILOTAGE: Vessels arriving should approach to within three to four miles of Galeota lighthouse, on a bearing of 220/230° and will be met by the Amoco Mooring Master and a Trinidad/Tobago Pilot. The Pilot will be stationed on the bridge and will advise the vessel on the approach to the buoy. The Amoco Representative will be positioned in the bow to advise the ship's crew in picking-up and making fast the floating nylon mooring lines.

Vessels are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch. If at night, adequate lighting must be rigged overside for the Mooring Master to approach the side of the ship and climb the safety ladder.

ANCHORAGE: Approaching vessels should never anchor to the East or North-east of Galeota Point. A submarine pipe-line from a platform in lat. 10° 10′ 24″ N. and long. 60° 39′ 56″ W. enters the Galeota Point area about ½ mile Northward of the lighthouse. Vessels should approach from the South-westward, and never anchor in the vicinity of the SBM or between the buoy and the coastline.

RESTRICTIONS: The Galeota Terminal operates twenty-four hours per day, seven days a week. Ships are loaded and unmoored at any hour, weather and other circumstances permitting. Vessels are moored during daylight hours only; however an exception to this rule may be made at the discretion of the Terminal.

NOTICE OF READINESS: The company will make every effort to load vessels upon arrival or as promptly as berth is available, weather permitting.

Notice of Readiness will not be accepted as at time of arrival, unless the vessel is in all respects ready to load. Arrival time will be considered as the time the Mooring Master boards the vessel or the time that the vessel anchor, whichever occurs first.

In the event that the berthing is delayed on account of weather, vessels will keep their position in line. Vessels required to leave the port area on account of weather (port closed) should keep in contact with the Terminal via radio in order that they will be available when the weather moderates.

RADIO: Incoming tankers must send ETA via commercial radio station 9YL three days before arrival, on the marine HF frequencies. Galeota Point listens on 2182 kc/s and operates with Amoco's marine units on 2398 kc/s.

Ships equipped with FM/VHF radio may call Galeota Point on 156·8 Mc/s, Channel 16.

The first ETA messages should also include a definite statement of the details of any equipment required from shore for connecting submarine hoses to ship's manifold. Further ETA messages should be sent to Amoco when the vessel is 24 and 12 hours distant from Galeota Point and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hours ETA should include a positive statement regarding ship's readiness to load on arrival and the number of hours that will be required to discharge ballast after ship is berthed in mooring.

Ship-to-shore communications while ships are in moorings will be by portable VHF radio telephone units. The Mooring Master will advise Masters and Officers regarding the emergency whistle signals set up for use in event VHF radio telephone units become inoperative. The use of the ship's radio station and/or battery-charging equipment is prohibited during cargo transfer operations.

CLEARANCE: Trinidad and Tobago Customs Officials will be stationed at Galeota and in most instances the Customs Officer will also handle the duties of the Quarantine and Immigration Officers. Should Customs guards be stationed on board vessel while in the moorings, it is expected that ship will provide foods for these guards and other officials. All vessels calling at Galeota Terminal must provide an accommodation ladder for the officials.

SINGLE-BUOY MOORING: The tankers load by means of a 42-in. pipe-line from shore to SBM which is 3 miles offshore. The ballast water is pumped ashore through a 16-in. submarine line. The buoy piping consists of two 20-in. diameter for crude and one 16-in. diameter for deballasting with a by-pass. The loading hoses from the buoy to the tanker consist of two 20-in. floating hoses, 770 ft. long ending in 12-in. hoses of 105 ft. length.

This SBM is designed for maximum tanker size of 250,000 dwt. and is located in 95 ft. water depth. Amoco maintains launches to assist in mooring and unmooring vessel.

Tankers to have ready two nylon or manila messenger lines of not less than 6 in. circumference and at least 300 ft. long.

HOSE CONNECTIONS: After the tanker is securely moored the floating loading/deballasting hoses must be lifted to the rail with ship's equipment. The two 12-in. hose lifts weigh about 5 tons each. The flange connection on each hose is for a 12-in. manifold. Hoses are lifted individually by the ship's gear, and may be connected on either the port or starboard side. The 12-in. hoses are connected direct to the manifold and tankers should have their manifold fittings available.

The Mooring Master and the hose crew will sling and connect the hoses to the vessel's manifold. The ship's personnel are expected to operate the winch and assist where necessary. A deck officer should be present at all times.

BALLAST: No dirty ballast will be pumped overboard. A separate ballast disposal line (16 in.) is available at the terminal to pump ballast to a pit on shore where oil and water can be separated, and disposal made.

A vessel must have sufficient ballast for safe manoeuvring, and usually one-third of its tonnage is adequate. However, by a careful watch of the weather information and berthing instructions and by a knowledge of the behaviour of his own vessel a Master may desire to come to the terminal with minimum ballast.

In addition to the lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate the area around the ship to the satisfaction of the Mooring Master, in order that any oil on the surface of the sea may readily be detected, and appropriate action taken. Vessels unable to illuminate the sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable flood-lights for working on deck during night operation.

Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, providing approval is received from the Terminal Superintendent.

All precautions shall be taken to prevent any loss of oil overboard, drip pans must be in place, and used when disconnecting oil hose from manifold. The waters in and adjacent to the Galeota Terminal must never be polluted.

LOADING: Maximum crude oil loading rate through two 12-in. deck hoses is about 25,000 b.h.b. The flow is by pump and the line pressure will not exceed 60 psi.

Tankers valves must not be closed against incoming oil stream. At least three minutes is required to shut down pumps and stop flow of oil.

If ship-to-shore communications fail, the emergency signal is a continuous blast on the tanker's whistle.

MEDICAL: Vessels requiring emergency medical assistance should immediately contact the terminal by Marine VHF radio, and supply the necessary pertinent information which will be passed to the Agent.

Neither medical nor hospital facilities are available at Galeota or provided by Amoco. Limited facilities are available in Mayaro, which is about 30 min. drive, and unlimited service is available in Port of Spain, which is 2 hours drive.

FRESH WATER: Only available by barge from Port of Spain.

FUEL: Only available by barge from Port of Spain.

REPAIRS: Masters of vessels loading or discharging at Galeota Terminal are advised that this port is considered an "open roadstead" and under no circumstances may engines be shut down for repairs while their ships are moored in the SBM system. There are no facilities for making vessel repairs, but arrangements may be made through vessel's Agent to utilize the Port of Spain facilities.

It is emphasized that all vessels in the SBM system must be in readiness to clear immediately on instructions to do so.

CONSULS: Nearest at Port of Spain.

TIME: GMT minus 4 hours, and daylight saving (summer time) is not applicable.

SHORE LEAVE: Shore leave for personnel of vessels loading or unloading at the terminal arranged through the vessel's Agent. All personnel going ashore must land at the Amoco small-boat harbour. Sufficient crew must be aboard at all times for letting go lines in order to clear the mooring immediately if necessary.

All vessels are required to fly the Trinidad and Tobago ensign on the foremast during daylight hours. Flags may be obtained from Agent.

The presence of unauthorized craft alongside is extremely hazardous. Ship's Masters are requested to require all non-Amoco craft to clear ship's side as soon as personnel have been embarked or disembarked.

No stores may be handled on the weather deck while ship is loading cargo, discharging dirty ballast, or while any ullage hatches, loading hose, or tank tops open.

A safety check-off list and terminal rules for safety will be delivered by the Mooring Master.

TERMINAL OPERATORS: Amoco Trinidad Company, POB 714, Trinidad, West Indies. Cables "Amocotri Trinidad". Telex "Amoco WG 287.

POINTE-A-PIERRE (Texaco Oil Terminal and Refinery): 10.19 N. 61.28 W.

DOCUMENTS/HEALTH, etc.: As for "Port of Spain".

Officials require accommodation ladder to be rigged, usually on port side, for boarding and clearance.

PILOTAGE: Compulsory. Pilot ordered by Agent after receipt of ETA. Pilot ladder conforming to International Safety Regulations to be supplied by vessel.

ANCHORAGE: Safe anchorage and good holding ground in the roadstead. On account of Pierre Shoal, a 21 ft. patch about 1¾ cables South-west of the head of the main viaduct, vessels of moderate draft should approach with the main viaduct bearing more than 075°. The main viaduct consists of pipe-lines supported by reinforced concrete piling, located at 10° 20′ N. – 61° 30′ W. and extends in a W.S.W. direction for 6,190 ft.

RADIO: Texaco Trinidad Inc. maintains their own radio station on frequency 2638 Mc/s. and VHF Channels 16, 13, 12, 11, 8 and 6.

MAX. SIZE:

No. 1 berth North: 40 ft. MLWST; 720 ft. LOA.
No. 2 Berth North: 40 ft. MLWST; 775 ft. LOA.
No. 2 berth South: 35 ft. MLWSTe 330 ft. LOA.
No. 3 berth North: 35 ft. MLWST; 640 ft. LOA.
No. 3 berth South: 20½ ft. MLWST; 350 ft. LOA.
No. 4 berth North: 21 ft. MLWST; 350 ft. LOA.
No. 5 sea berth: 40 ft. MLWST; 900 ft. LOA.
No. 6 sea berth North: 48 ft. MLWST; no limit.
No. 6 sea berth South: 48 ft. MLWST; no limit.
No. 7 berth: 35 ft. MLWST; 700 ft. LOA.
No. 8 berth: 33 ft. MLWST; 570 ft. LOA.

TUGS: Texaco Trinidad Inc. maintains three tugs to assist in berthing.

FRESH WATER: Available alongside or by barge (if available and adequate notice given prior arrival).

FUEL: All grades supplied alongside or by barge.

SPECIAL PRECAUTIONS: Tankers loading or discharging.

Bonding: When a ship has docked, the bonding cable and hose shall be connected.

Weather: Loading and discharging of dangerous petroleum may be stopped during an electrical storm and ullage screens or ullage plugs must be put in place.

Emergency alarm: This safety device is conveniently placed on all docks and is under the control of the jetty personnel. This is used only in cases of emergency and has the effect of stopping all shore pumps immediately it is used. Owing to the size of vessels using No. 6 Berths, loud-sounding horns are situated on the hose structures and are sounded by the jetty attendant when urgent attention from the ship is required.

Hose pressure: The maximum discharge pressure allowed on the jetty hose is 130 pounds. Pressure of jetty hose for loading shall not exceed 130 pounds.

Hot work: No burning, welding or major repairs can be carried out in the harbour without permission. Repairs involving hot work may be started only if a permit has been issued and the necessary gas-free certificate granted by the Company's qualified inspector.

Hoses: Loading hoses are connected up by dock personnel, but must be supported by ship's tackle at the rail during loading or discharging. Ship's officers should keep a close watch on the hose during operations and stop loading and/or discharging operations if anything untoward happens to the hoses. A drip pan is to be placed under all hose connections in use. After loading fuel oil, Marine diesel or NOR, air is used for displacing hose contents into the vessel before being disconnected. For all other products the hose is drained into ship's tanks or jetty slop tank.

Towing wires: On completion of mooring on arrival, a suitable wire shall be hung over the bow and stern on the side away from the dock so that, in an emergency a tug can tow the ship off. The wire should be properly secured on board and it should be long enough to reach the water's edge at the ship's lightest draft.

No Smoking: Smoking is prohibited on all the piers and launches. Smoking on board ship is permitted only in those enclosed spaces that are specifically designated by the Master as "Smoking Areas".

Tank lids: Tank lids must be closed while handling cargo, and at all other times if tanks are not free of gas. Flame screens must be in position on all open ullage plug holes.

GANGWAY/DECK WATCHMEN: An efficient watch must be maintained on deck and in the engine room of all ships in port, and a sufficient number of men must be on board at all times to move the vessel either for harbour operations or in emergency situations.

CUSTOMS ALLOWANCES: 200 cigarettes and moderate amount of spirits.

IDENTIFICATION CARDS: Not required.

MEDICAL: Advance notice of medical attention preferred. Modern hospital facilities.

TELEPHONES: On dockside and at all sea berths.

SHORE LEAVE: Crew not allowed ashore at Pointe a Pierre. Regular launch service from ship to San Fernando, 3 miles away.

AGENT: See "Port of Spain"

POINT FORTIN (Shell Oil Terminal): 10.12 N. 61.42 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".

PILOTAGE: Pilotage is compulsory. Pilots board ½ mile off main jetty (Lat. 10° 12′ N. – Long. 61° 42′ W.).

ANCHORAGE: There is safe anchorage ½ mile off the head of the jetty.

MAX. SIZE: Jetty 2 miles long with "T" head providing two outer berths of 700 ft. length and a depth of 38 ft. One inner berth of 300 ft. length and a depth of 35 ft. and other inner berths of 300 ft. length with a depth of 15 ft. 6 in.

One conventional buoy mooring (six-buoy mooring) of 850 ft. length and a depth of 53 ft. situated 4,819 ft. North off jetty head.

TUGS: Required for berthing at outer berths for vessels of 30,000 dwt. and over and for unberthing vessels with a draft of 36 ft. or deeper. Also required for berthing and unberthing at conventional buoy mooring. Launch assists in berthing and unberthing.

BERTHING: Bottom alongside, mud; back pressure (hose), 100 lb; Current, flood South-westerly, ebb North-easterly 2 to 5 knots; rise and fall tide, 4 ft.

FRESH WATER: Not available at CBM.

FUEL: Not available at CBM.

DIRTY BALLAST: No facilities available. Only small amount (approx. 200 tons) tank drainings acceptable on jetty and only if fluid at ambient temperature.

PRECAUTIONS: Normal oil terminal safety precautions applicable.

WATCHMEN: Customs guards on duty at ship's side.

CUSTOMS ALLOWANCES: 200 cigarettes, and a moderate amount of spirits.

IDENTIFICATION CARDS: Not required.

REPAIRS AND DRY DOCKS: At Chaguaramas.

MEDICAL: All facilities available.

REPATRIATIONS: Can be arranged.

AIRPORT: See Port of Spain.

TIME: GMT minus 4 hours.

TELEPHONES: No facilities for telephones on board.

SHORE LEAVE: No restrictions.

AGENT: See "Port of Spain".

POINT LISAS: 10.22 N. 61.29 W.

DOCUMENTS:

7 Copies Crew List.
2 Copies Ship's Stores List.
1 Copy Crew Stores List.
4 Copies Immigration arrival Report (supplied on arrival).
1 Declaration of Health (supplied on arrival)
Ship's Register.

PILOTAGE: Pilots ordered through Agent; 48/24/12 hour ETA needed. Pilotage is compulsory. Pilots board at Head of Pt. Lisas Channel (10° 22′ 37″ N., 61° 39′ 38″ W.); Pilot ladder conforming to International Safety Regulations to be supplied by vessel.

Launch hire arranged by Dock Master to take out Pilot to vessels on arrival, and again take off Pilots from vessels on departure.

CLEARANCE: Point Lisas being a port of entry is equipped with resident Customs Officer and Guard. Ships arriving from abroad could proceed directly to Point Lisas as Customs officer acts for Harbour Master/Immigration/Port Health. Tel. 659 2221.

ANCHORAGE: Safe anchorage ¼ mile off head of channel. On occasions, when port congested, vessels may be requested to anchor Port of Spain Roads (10° 41′ N. – 61° 33′ W.) before proceeding Pt. Lisas.

RESTRICTIONS: No restrictions on night entry – departure.

MAX. SIZE: Point Lisas "Liquid Pier" (vessels handling bulk sugar, molasses and liquid petroleum gases). Maximum LOA: 600 ft. Maximum draft: 28 ft. LW.

Point Lisas "Solids Pier" (vessels discharging sulphur, and loading bagged and bulk fertiliser). Maximum LOA: 280 ft. Maximum draft: 18 ft. LW.

HEALTH: Crews of vessels arriving must have valid Vaccination Certificates, covering smallpox. If not in possession, Master should advise when giving ETA and Port Health Officer will vaccinate on arrival.

For quarantine if required, or authentication of vaccination certificate, Honorary Port Health Officer could be in attendance at short notice. Tel. 656 2311.

TUGS: Molasses, bulk sugar and LPG carriers use a tug to assist in berthing and unberthing at Pt. Lisas "Liquid Pier". Tug will be ordered by the Agent.

STEVEDORES: If necessary will be ordered by Agents. No ETA to stevedores necessary.

FRESH WATER: Supplied at both piers. Also by barge.

FUEL: All grades supplied by barge. At "Solids Pier" gas oil only can be supplied ex shore installation.

PRECAUTIONS: When loading LPG – no smoking on pier or on ship's deck.

WATCHMEN: Customs guards on 24 hours duty at ship's side.
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: At Port of Spain.
REPAIRS AND DRY DOCKS: At Chaguaramas, 20 miles North of Pt. Lisas.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; May Day (May 1st); Whit Monday; Corpus Christi; Discovery Day (August 5th); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st–22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th). Work is possible, except for May Day, on these holidays.
POLICE/FIRE/AMBULANCE: Accidents – Police – Help, 62999; Fire – First Aid, 62998; Foreign Calls, 6216.
VHF SERVICE: Pt. Lisas Dockmaster can be contacted on VHF Channels 16, 14 and 12.
MEDICAL: Advance notice of attention required will assist. Modern hospital facilities available.
REPATRIATIONS: Crew changes and repatriation can be arranged.
AIRPORT: Piarco International Airport – 30 miles from Point Lisas. Daily flights to world-wide destinations.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SERVICES: Efficient maintenance gang available for normal work, tank cleaning, painting, etc.
SHORE LEAVE: No restrictions.
DELAYS: Due to congestion, sometimes delays are unavoidable, usually not more than 24 hours.
AUTHORITY: Federation Chemicals Ltd.

AGENT: Melville Shipping and Trading Ltd., Steamship Operators and Agents, 72/74 South Quay, Port of Spain. Tel. 34365, 38972, 32174, 32175. Telex: POS 36395. Cables: MELTRA. Code: New Boe. Bankers: Royal Bank of Canada. AO Tel. 43149, 44119, 41950, 22212.

PORT OF SPAIN: 10.39 N. 61.32 W.

DOCUMENTS:
For Immigration. On boarding, 3 Crew Lists and 3 Passengers Lists if passengers on board. Inspection of Derat. Certificate. Health Declaration and arrival report forms supplied by Immigration on boarding to be made up. Passengers and Crew must have valid smallpox certificates.
For Customs. 2 Crew Lists and 1 Passengers List if passengers on board, 2 Customs Ship's Stores Lists, 1 Crew's Stores List. Forms supplied on boarding.
Port doctor will board if calling from quarantine port. No forms required other than inspecting smallpox certificates of crew and passengers.
PILOTAGE: Not compulsory to Port of Spain anchorage but if required will attend from outside Bocas or where required through Agents in ETA message. Calling Pilot International Code Flag "H" by day and white light over red at night or International Code signal "G" on whistle.
Gangway or standard type pilot ladder with spreaders about 10 ft. apart. Ladder must be clean. It is desirable that 1 stanchion be securely fitted in the bulwark at the top of the ladder.
Pilot station is situated on Port of Spain Wharf.
ANCHORAGE: Depends entirely on draft but should not be nearer than ½ mile from Grier Channel entrance. except in cases of vessels loaded with explosives; this anchorage is clearly defined on Chart.
Open roadstead in Gulf of Paria but can be considered as sheltered with choppy seas at times. Bottom shelves gradually from shoreline to 7 fathoms at Western end of harbour limits, increasing to 20 fathoms outside harbour limits Westward. Type of bottom, mud. Swinging area unlimited. No mooring buoy. Distance from anchorage to shore 2¼ miles at 5 fathoms to 5 miles at 7 fathoms, vessel will swing to the tide if loaded, and to the wind if light.
Currents ½ to 1½ knots flood and ebb rise and fall of tides, variable minimum 1 ft. 5 in. maximum 4 ft. Rainy season June–December. Dry season December–June not always predictable. Rain squalls occur during months of July, August and September up to 30 to 40 knots unpredictable hurricane most unusual. Prevailing winds are mostly Easterly. Normally stronger during daylight.
RADIO: Advise through North Post wireless or telephone, call sign 9 YL. ETA 48 hours and 24 hours with other requirements.
RESTRICTIONS/MAX. SIZE: The Grier Channel, 350 ft. wide, leads to a dredged basin in which are the docks. No restrictions length, but maximum draft in channel, in basin and alongside is 30 ft. There is 4,600 ft. of docking area.
HEALTH: Crews of vessels arriving must have valid Vaccination Certificates, covering smallpox. If not in possession, Master should advise when giving ETA and Port Health Officer will vaccinate on arrival.
TUGS: There are 3 tugs in Port of Spain to assist in docking operations.
BERTHING: Eight berths with 32 ft. depth. Length of wharf 4,500 ft. Width of apron: King's Wharf 50 ft., extension 75 ft. Warehouses: Seven on wharf face, 254,250 sq. ft. Nine other warehouses, 136,147 sq. ft.
STEVEDORES: Labour on Docks and labour on ships: Controlled by Port Contractors Ltd. Ordered by Agents. Gang size on Docks: 14 to 18 men. Gang size on vessels: 13 men, 1 gangman, 2 winch drivers, 8 hold men, 1 cooper, and 1 hatch foreman.
CARGO HANDLING: One berth on the Eastern side is an open wharf without a seafront warehouse. This berth is strictly used for containerised and passenger (cruise) vessels. The Eastern wharf is 3,300 ft. with five seafront warehouses. On the Western side the wharf is 1,200 ft. long with two seafront warehouses for general cargo, but at these two berths there are also facilities for receiving bulk cargo, i.e. grain, liquid oil, fats and molasses. These cargoes are usually discharged by vessel's equipment, but grain can be discharged by shore equipment at a slower rate.
There are now one floating crane, 60 tons capacity, one crawler crane of 160 tons capacity and also one 125-ton fork lift for handling 20 ft. containers. There is also a trailer service for 20 ft. containers from dock to consignee's warehouse.
FRESH WATER: Supplied alongside all berths.
FUEL: All grades supplied by barge.
WATCHMEN: Customs guards on 24 hours duty at ship's side.
OPENING/CLOSING HATCHES: This is handled by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
CARGO GEAR: Vessels normally load and discharge with their own gear but shore cranes and heavy lift cranes available on the dock.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	6238711	Italy	6236255
Bolivia	6254123	Japan	6232866
Columbia	6236601	Lebanon	6231652
Costa Rica	6254123	Liberia	6222322
Denmark	6251901	Mexico	6254040
Dominican Republic	6241217	Norway	6236871
El Salvador	6226247	Panama	6223497
Greece	6232186	Portugal	6234930
Guatemala	6252441	Spain	6238851
Haiti	6232876	Sweden	6232166

EMBASSIES:

Argentina	6254069	India	6231276
Brazil	6225779	Jamaica	6224995
Britain	6252861	Netherlands	6251722
Canada	6234787	U.S.A.	6226471
France	6251437	Venezuela	6253872
Germany	6251898		

REPAIRS AND DRY DOCKS: See "Chaguaramas".
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; Labour Day (June 19th); Whit Monday; Corpus Christi; Discovery Day (August 5th); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st/22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th).
POLICE/FIRE/AMBULANCE: Accidents – Police, 62999; Fire – First Aid, 62998.
MEDICAL: Advance notice of attention required will assist. Modern hospital facilities available.
REPATRIATIONS: Crew changes and repatriation can be arranged.
AIRPORT: Piarco International Airport – 17 miles from Port of Spain. Daily flights to world-wide destinations.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SERVICES: Efficient maintenance gang available for normal work, tank cleaning, painting, etc.
Shipping Service: Two government-owned vessels, *Scarlet Ibis* and *Bird of Paradise* operate a regular passenger and cargo service between Trinidad and Tobago.
SHORE LEAVE: No restrictions.
AUTHORITY: Port Authority of Trinidad and Tobago.

AGENT: Sprostons (Trinidad) Ltd., 17 Chacon Street, P.O. Box 8, Port of Spain. Tel. 34121–9 (nine lines). Telex SPROS WG286. Cables: "Sprostons", Port of Spain, Trinidad.

SOBO (Pitch Point): 10.15 N. 61.37 W.

Crude Oil Terminal operated by B.P. Trinidad Limited. Vessels from abroad calling at Sobo are required to proceed first to Brighton for clearance formalities.
DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory.
TUGS: Not used. Launch assists berthing.
RESTRICTIONS: Berthing/unberthing only on flood tide.
MAX. SIZE: Controlled by depth alongside jetty – 29 ft.
BERTHING: Vessel moored with springs on jetty. Other lines to buoys.
FRESH WATER: Not available.
FUEL: Available by barge.

AGENT: See "Port of Spain".

TEMBLADORA (Alcoa Bauxite Terminal): 10.41 N. 61.35 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Pilotage is compulsory. Pilots board ½ mile off installation.
ANCHORAGE: Safe anchorage ½–¾ mile off head of jetty.
RESTRICTIONS/MAX. SIZE: There are two wharves: No. 1 with a length of 976 ft. and No. 2 with a length of 675 ft. Both are dredged to 36 ft.
TUGS: Alcoa maintain their own tug to assist in docking operations.
STEVEDORES: Not necessary.
FRESH WATER: Supplied at both piers, also by barge.
FUEL: All grades by barge.
WATCHMEN: Customs guards on duty at ship's side.
OPENING/CLOSING HATCHES: Handled by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits per man.
CARGO GEAR: As "Port of Spain". Loading: Carried out with travelling tower conveyor system, rate 1,200 tons per hour. Discharging: With travelling towers grabs two each 5 tons capacity rate 800 tons per hour.
IDENTIFICATION CARDS: Not required.
REPAIRS AND DRY DOCKS: At Chaguaramas.
MEDICAL: All facilities available. Advance notice of requirements should be given.
REPATRIATIONS: Can be arranged.
AIRPORT: See Port of Spain.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
AGENT: See "Port of Spain".

Tunisia

BIZERTE: 37.17 N. 09.54 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of provisions on board.
2 copies vessel's particulars declaration.
PILOTAGE: International Code signals are used to call Pilot. The pilot station can be contacted by VHF or radio/telephone via. Goulette Radio, call sign 3VW. Pilot's telephone number 02.31.139. Vessels awaiting Pilot may anchor outside the port entrance 50 m. from the breakwaters in depths of 13 m.
RESTRICTIONS: Entry at night is forbidden for tankers, which must complete their berthing operations one hour before sunset.
MAX. SIZE:

Petrol Harbour	Berth A maximum length 225 m., Draft 40 ft.
	Berth B maximum length 130 m., Draft 27 ft.
Commercial Harbour	3 berths maximum length 220 m. Draft 30 ft.
Cement Wharf	Maximum length 150 m., draft 25 ft.
Douaria Quay	Maximum length 150 m., draft 27 ft. 6 in.
Melasse Pier	Maximum length 130 m., draft 30 ft.
Coal Quay	Maximum length 150 m., draft 16 ft.

HEALTH: Free pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.
RADIO: Messages for the port authorities can be sent by VHF Bizerte Radio call sign 3 VW 3. Other messages to Agent should be sent through Tunis Radio call sign 3 VT.
TUGS: Tugs normally join vessel about 100 m. outside the entrance channel and if requested will come further out. Ship's lines always used.
BERTHING: Can be carried out at any time.
STEVEDORES: Minimum of 24 hours advance notice of ETA to Agent is required.
MEDICAL: Doctor available to board vessel. Hospital, private clinics and all facilities available. 48 Hours notice required for Smallpox, Cholera, and Yellow Fever inoculations.
TANKERS: *Berth A.* Loading arms for fuel, gas-oil and petroleum products all 10 in. diameter. Ballast line 12 in. diameter.
Berth B. Loading arms for all products except LPG are 8 in. dia. L.P.G. two loading arms of 4 in. diameter.
S.I.T.R. are equipped with an oil/water separator for ballast only. They are not able to accept residues from tankers.
FRESH WATER: Available from the quay at most berths. Rate 10/15 cubic metres per hour.
FUEL: Can be supplied subject to 48 hours notice.
FIRE PRECAUTIONS: The Petrol Harbour is equipped with fire hydrants. A tug of 1,200 h.p. is required to be permanently standing by when tankers are moored alongside the quay.
WATCHMEN: It is recommended to employ shore watchmen.
OPENING/CLOSING HATCHES: Carried out by stevedores at the request of Masters.
CUSTOMS ALLOWANCES: Each crew member is allowed one carton of cigarettes and one opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.
IDENTIFICATION CARDS: Crew members' identification cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.
CONSULS: France Tel 02.31.466. Italy Tel. 02.31.747.
REPAIRS: All hull, deck and engine repairs can be effected.
DRY DOCKS: 4 dry docks available the largest of which has a length of 247/50 m. and is 40/60 m. wide.
REPATRIATION: Can be arranged.
AIRPORT: Tunis and Carthage airport is situated 70 km. from Bizerte. Served by international airlines.
TIME: GMT plus 1 hour all year round.
HOLIDAYS: There are 17 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.
POLICE/FIRE/AMBULANCE: Police Tel. 02.31.200; Fire 02.31.022; Ambulance 02.31.422.
SHORE LEAVE: Allowed.
AUTHORITY: Direction du Port de Bizerte, Rue Tanak bn Ziada, Bizerte. Tel. 02.31.139–02.31.412.

LA GOULETTE (including Tunis): 36.49 N. 10.18 E.

DOCUMENTS: *Required by Police:*
2 Crew Lists.
2 Passenger Lists.
Required by Customs:
1 Crew List.
2 Passenger Lists.
2 Crew Manifests.
Required by Port Health:
1 Crew List.
1 Passenger List.
PILOTAGE: To call Pilot contact Goulette Radio station, call sign 3VW, 24 hour watch on 2182 kc/s. Pilot boats are in permanent direct contact with Goulette Radio. International code visual and sound pilot signals may be used on arrival at the sea buoy.
Pilot launches are stationed inside the port, and proceed on call to meet vessels about a ¼ mile beyond the sea buoy, i.e. the buoy No. 1 in the entrance channel to the port.
ANCHORAGE: Anchorages in the port roads are safe except during strong winds and heavy seas from the North or North-east; good holding ground.
Larger vessels anchor about ½ mile North-east of the sea buoy in depths of 12–14 m. Small vessels may anchor either North or South of the approach channel in depths of 7–9 m. in the vicinity of buoys Nos. 4 and 5 provided that they do not obstruct navigation in the entrance channel.
RESTRICTIONS: Tankers and ore carriers are not allowed to enter and leave port during the hours of darkness. Depth of water at low water is 27 ft. 6 in.
MAX. SIZE: *La Goulette:* up to maximum draft 27 ft. 6 in. Max. length 200 m. *Tunis:* up to maximum draft 21 ft. 6 in.
HEALTH: Master is required to complete Declaration of Health on arrival. Vessels which have previously called at another Tunisian port are given automatic free pratique except in time of epidemic.
RADIO: Tunis Radio 24 hour watch on 2182 kc/s, radio-telephone watch from 0600 to 2200 on 500 kc/s. Goulette Radio call sign 3VW 24 hour watch on 2182 kc/s.
TUGS: Are available to assist berthing as directed by the Pilot. Tugs join vessels in the vicinity of buoys Nos. 4 and 6, that is 400 or 500 m. from the berths. Vessels lines always used.
STEVEDORES: Gangs are ordered before 0600 for morning work; before 1300 for the afternoon and before 2000 for night work.
MEDICAL: Preferable to advise Agent in advance if doctor required on board. Crew members should possess international vaccination certificates.
TANKERS: One berth is reserved for tankers with a maximum draft of 27 ft. 6 in.
FRESH WATER: Hydrants are situated on the quays supplying fresh water at a rate of 12–15 cub. metres per hour. A water barge of 50 tons capacity can supply vessels at anchor.
FIRE PRECAUTIONS: A watchman has to be permanently employed on board tankers when alongside. A tug equipped with fire-fighting equipment is required to stand by tankers discharging.
DEVELOPMENTS: Dredging is being carried out to provide a depth of 11.60 m. in the entrance channel, and a depth of 11 m. at the oil berth. When dredging is completed the maximum allowable draft will be 32 ft.
WATCHMEN: The employment of gangway watchmen is necessary.
OPENING/CLOSING HATCHES: Are performed by ship's crew.
CUSTOMS ALLOWANCES: Each crewman is allowed two packets of cigarettes or 4 cigars or 50 gr. of tobacco and one opened bottle of alcohol.
CONSULS: Following countries are represented in Tunisia:

Australia	Italy	Panama
Denmark	Morocco	Algeria
France	Norway	Venezuela

REPAIRS: Machinery and boiler repairs can be effected on board. For large repairs it is necessary to send part to the Shipyards of Soconema at Menzel Bourguiba – 70 miles away.
DRY DOCKS: at Menzel Bourguiba 4 dry docks, the largest of which is 253 m. long 41 m. wide, 10.5 m. depth.
REPATRIATION: Can be arranged.

AIRPORT: Situated 10 km. from the port. Regular daily flights to Europe and N. Africa.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: 20th March (Independence Day); 1st May (Labour Day); 25th July (Republic Day); 15th October(Evacuation Day). In addition there are 13 other holidays on which work is carried out on payment of overtime.
POLICE/FIRE/AMBULANCE: Tunis Police, tel. 5389; Goulette Police, tel. 275.028; Fire. 198; Ambulance 260.022.
Telephones can be connected on board vessels and are compulsory for tankers.
SHORE LEAVE: Crew members are permitted to go ashore obtaining a pass from the Port Police.
AUTHORITY: Office des Ports Nationaux Tunisiens, Port de la Goulette. Tel. 275.300. Telegram "Ofpornatu". Telex 386.

AGENT: Compagnie Tunisienne de Navigation, Head Office: 5, Avenue Dag Hammarskjoeld, Tunis/Tunisia. Cables "Cotunav-Tunis"; Teleprinter 475 & 479. Tel. 242.999.

LA SKHIRRA: 34.17 N. 10.05 E.

DOCUMENTS:
5 Crew Lists.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 Passenger Lists, if passengers carried.
Manifest of cargo on board.
Manifest of cargo in transit.
PILOTAGE: Compulsory for berthing alongside. Pilot employed by TRAPSA. ETA required 48 hours and 24 hours before arrival. Call pilot by international code signals on arrival, or by VHF Channel 16. TRAPSA will advise if vessel required to anchor, or berth immediately. Pilot boards one mile off the terminal by black and white motor launch.
ANCHORAGE: Vessels should anchor outside the prohibited zone which is limited to the South by the parallel of Buoy No. 5 and to the East by bearing 350° from the terminal platform light.
MAX. SIZE: Length 300 metres. Draft 47 ft. 6 in. or up to 51 ft. at high water.
HEALTH: International Quarantine signals to be shown on arrival. Vessels normally receive free pratique at the quay after berthing. Suspect vessels must wait at anchor until pratique is given.
RADIO: TRAPSA operate coastal station Laskhirra Radio, (3VP). Messages for TRAPSA passed by other stations should be addressed Rapetrol Laskhirra.
VHF: The harbour office and loading terminal are equipped with VHF on the following channels: 156.8 Mc/s (calling), 156.6 Mc/s. 156.7 Mc/s. 156.55 Mc/s. Contact with tugs can be made on all four channels.
TUGS: Two tugs normally used for berthing. Lines provided by tugs.
BERTHING: Two loading berths situated one each side of terminal platform connected by a jetty to the shore. For safe manoeuvring tankers are recommended to arrive with ballast up to 30% of summer deadweight. Mooring may need to be doubled during months of December to April, when sudden violent squalls sometimes occur. A vessel alongside requiring tug assistance may sound one long blast at frequent short intervals.
Depth alongside loading berths is 15 to 16 metres. Loading platform is served by three 30 in. oil pipe-lines and two 24 in. ballast lines. Each berth equipped with four 12 in. flexible hoses.
MEDICAL: Advance notice required of any medical assistance needed. Hospital facilities available. Crew members require valid vaccination certificates.
BALLAST: Facilities available for reception of dirty ballast.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: Two packets cigarettes allowed each crew man. No alcohol allowed.
CONSULS: Following countries are represented at Sfax: France, Sweden, Great Britain, Netherlands and Italy.
REPAIRS: There are no facilities for repairs. Nearest at Sfax.
REPATRIATION: Can be arranged.
AIRPORT: Nearest at Tunis 350 km. away.
TIME: GMT plus 1 hour all year round.
SHORE LEAVE: Not allowed.
AUTHORITY: T.R.A.P.S.A., BP B, Sfax. Telex 511, La Skhirra. Cables "Rapetrol Laskhirra".

SFAX: 34.44 N. 10.46 E.

DOCUMENTS: Within 24 hours of arrival Masters must submit a written declaration giving the name of ship and of the Master, Owner or Charterer, vessel's tonnage, draft, cargo, port of origin and destination, number of crew on board. Also required:
Customs Manifest.
Crew List for Police.
List of Dangerous Cargo.
Health Declaration.
PILOTAGE: Compulsory for all vessels over 100 gross tons. Pilotage commences at the outer buoys of the entrance channel. Day signals for Pilot, International Code Signal "P.T." or Code flag "S" hoisted alone or below code pennant. Night signals according to international rules. For entry at night, vessels must radio Harbour Master at the latest one hour before sunset to confirm their intention. Before boarding, Pilot will check that vessel does not exceed the maximum authorised draft. If the "Entry Prohibited" signal is not hoisted at the port signal mast, vessel may await Pilot in the channel axis about 1 mile off the outer buoys. Pilot boards from a launch 11 metres long, displaying international pilot signals. Pilot may be contacted by radio through Radio Port de Sfax. Agent must give advance notice of vessels arrival to Harbour Master 24 or 48 hours beforehand.
ANCHORAGE: In immediate vicinity of the port, depths up to 15 metres, good holding ground.
MAX. SIZE: Length 192 metres, beam 26 metres, draft 33 ft.
HEALTH: To request free pratique, hoist "Q" flag on arrival, or radio to Port Health Service. Pratique normally given at the berth after mooring. Suspect vessels are required to wait at anchor until pratique is given.
RADIO: Sfax Port Call—call sign 3VW2, operating from 05.00–09.00 and 15.00–19.00. GMT.
Calling frequency 2182 kc/s., working frequency 1743 kc/s. CR3. Used only for communications with port services. Meteorological information provided on request.
TUGS: Join vessel at outer buoys or according to circumstances in the outer port.
BERTHING: North-east Quay 820 m. long phosphate berth.
West Quay 150 m. long phosphate berth.
Petrol Pier 180 m. long depth alongside 33 ft.
Salicole Pier salt loading berth.
STEVEDORES: Available, arranged by Agent basis vessel's ETA.
MEDICAL: Advance notice preferred if medical attention required. Hospital facilities available. Vaccination certificates required for all crew.
DENSITY: 1025.
FRESH WATER: Hydrants fitted on all quays. Written request for replenishing water is required by Harbour Master.
FUEL: Available by barge.
DEVELOPMENTS: Entrance channel to be widened to 60 metres. Dredging to 12·50 metres of channel and principal quays. These projects are under study.
WATCHMEN: Normally ship's crew. Available from shore if required.
OPENING/CLOSING HATCHES: Normally performed by stevedores.
IDENTIFICATION CARDS: Required by all crew.
CONSULS: Local representatives for France, Great Britain, Netherlands, Norway, Sweden, Denmark, Spain, Italy, Greece, Portugal and Belgium.
REPAIRS: Small engine repairs can be effected. Floating dock for vessels up to 500 tons.
REPATRIATION: Can be arranged.
AIRPORT: There is an airfield 7 km. from the city. No regular services.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 18th January; Aid El Kebir; Hegirian New Year; 20th March; 9th April; 1st May; Mouled; 1st and 2nd June; 25th July; 3rd August; 13th August; 3rd September; 15th October; Aid Es Seghir.
POLICE: Tel. 21–700.
SHORE LEAVE: Allowed.
AUTHORITY: Direction du Port de Sfax. Tel. 21644, 21532, 21486.

SOUSSE (Suza): 35.50 N. 10.38 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of Provisions on Board.
2 copies vessel's particulars declaration.
PILOTAGE: Contact Pilot Station. Tel. 03.20.401.
RESTRICTIONS: Entrance to the port coming from the sea is East to West. Channel 820 m. long, dredged to 10 m. depth. Depth in port area 9·50 m., height of tide 0·60 m.
BERTHING: One basin for ocean-going ships, yacht basin and fishing vessel harbour.
Length of quays 830 m. 8 berths.
HEALTH: Free pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.
STEVEDORES: Minimum of 24 hours advance notice of ETA to Agent is required.
MEDICAL: Doctor available to board vessel. Hospital, private clinics and all facilities available.
REPAIRS: No facilities.
WATCHMEN: It is recommended to employ shore watchmen.
OPENING/CLOSING HATCHES: Carried out by stevedores at the request of Masters.
CUSTOMS ALLOWANCES: Each crew member is allowed one carton of cigarettes and one opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.
IDENTIFICATION CARDS: Crew member's identification cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.

TIME: GMT plus 1 hour all year round.
HOLIDAYS: There are 17 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.
AIRPORT: Skanes Monastir – 13 km. from the port.
AUTHORITY: Direction du Port, Rue Assad Ibn. E. Fourst, Sousse Tunisia.

Turkey

ALIAGA: 38.50 N. 26.57 E.

Aliaga Refinery Terminal.
LOCATION: *Northern Point:* Lat. 38° 50′ N. Long. 26° 57′ 36″ E.
Southern Point: Lat. 38° 50′ 10″ N. Long. 26° 46′ 33″ E.
DOCUMENTS: See "Izmir".
PILOTAGE: Pilot boards 1 to 2 miles N.W. of Tasli Burnu Light.
ANCHORAGE: The port itself is situated about 40 miles N.N.W. of Izmir on the Southern arm of the Gulf of Candarli and the anchorage is considered safe for large ships.
RESTRICTIONS: Water depth at entrance about 14 fathoms. Water depth at crude oil wharf 15 metres.
MAX. SIZE: Crude oil berth designed for up to 100,000 dwt. Products berth designed for up to 40,000 dwt.
PRATIQUE: *Customs:* Customs post at refinery.
Immigration: None locally. Incoming and outgoing personnel have to be processed at Izmir and escorted under guard to and fro.
Health: No office locally. Officials have to be brought from Izmir.
RADIO: Cable address of Aliaga Refinery: "Petrol Izmir".
Four days prior arrival, Agents require notice of ETA (time and date) followed by any subsequent change.
TUGS: Two 2,000 h.p. tugs are on order. Meanwhile tug can be obtained, if free, from Port Monopoly Izmir at additional cost. Mooring boat also on order, meanwhile local boat available for hire.
BERTHING: Incoming tankers discharge at a "T"-type oil jetty just South of Tasli Burnu Light. The jetty runs parallel to the coastline and is situated 39° 49′ 30″ N. 26° 57′ 30″ E. approximately. The outer arm of the jetty, 317 metres long, is designed for crude oil tankers of 75/100,000 dwt. on the outer side and for tankers of 40,000 dwt. on the inner. The outer S.E. arm is designed for products tankers of up to 22,000 dwt. and the inner berth for small tankers of up to 8,000 dwt.
The crude oil berth is roughly in the centre of the N.W. arm and has four loading arms. The jetty is protected by four pivotal concrete buffers.
The products berth is similarly in the centre of the arm and is equipped with flexible hoses. Crude oil pumping rate up to about 3,000 tons per hour.
FRESH WATER: Not available.
FUEL: Not available.
AIRPORT: Izmir is not an international airport and cargo is nearly always transhipped leading to unforeseen delays.
SUPPLIES: From local towns; adequate fresh fruit and vegetables and meat.
AUTHORITY: See "Izmir".
AGENT: See "Izmir".

CANAKKALE 40.08 N. 26.24 E.

DOCUMENTS: Vessels in transit through the Dardanelles must stop at Canakkale and produce following documents to boarding Officer:
Certificate of Registry.
Derat. Certificate.
Crew List.
Name of Agent in Istanbul.
Vessels proceeding to a Turkish port will require in addition:
4 Crew Lists.
2 Personal Effects Lists.
2 Currency Lists.
2 Stores Lists.
PILOTAGE: Not compulsory for vessels proceeding to Istanbul. Compulsory for vessels over 1,500 GRT proceeding to Canakkale. Vessels requiring a Pilot use International Code signals, or signal "G" by light or whistle. No advance notice required. Telegraphic address of Pilot Station, Kilavuzluk Canakkale, via radio station TAM 7. Pilot boards off Khepez lighthouse, where vessel should slow down but no need to anchor. In bad weather pilot boat will anchor in Gulf of Kilya.
ANCHORAGE: Vessels may anchor in position 40° 09′ 00″ N., 26° 23′ 09″ E. in depths of 12 to 16 fathoms.
MAX. SIZE: Vessels of any size may navigate Canakkale Strait.
HEALTH: All vessels bound for a Turkish port must stop for Sanitary Clearance at Canakkale. Any suspected disease on board must be declared. Sick crew members may be landed for hospitalisation.
RADIO: Radio Station TAM 7 situated at local Post Office.
TUGS: One tug available, belonging to pilot station. Ship's tow lines always used.
BERTHING: Agents require at least 24 hours notice to arrange berthing at Canakkale Pier. Vessel may be required to shift to anchorage to give place to Turkish passenger vessels which have priority.
STEVEDORES: Arranged by Agent on basis of Master's ETA.
MEDICAL: 12 hours notice required to arrange medical assistance. Hospital facilities available.
DENSITY: Salt water. No tide.
FRESH WATER: Only available from the pier, rate approx. 10 tons per hour.
FUEL: Marine grades not available.
DEVELOPMENTS: New installations and berths under construction.
WATCHMEN: Customs guard compulsory for vessels at the pier.
HATCHES: May be operated by crew or stevedores according to Charter Party.
CUSTOMS ALLOWANCES: Crew allowed retain only quantities for personal consumption.
IDENTIFICATION CARDS: Required for crew members going ashore.
CONSULS: Italy, tel. 1008.
REPAIRS: Minor repairs can be effected.
REPATRIATION: Can be arranged if visa requirements are satisfactory.
AIRPORT: Situated 2 km. from Canakkale, internal services only.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays by agreement.
POLICE/FIRE/AMBULANCE: Police tel. 1181; Fire 00; Ambulance 1098.
SHORE LEAVE: Allowed at all times.
AUTHORITY: Canakkale Liman Baskanligi, Tel. 1121.

DERINCE: 40.45 N. 24.49 E.

PILOTAGE: Pilotage in the Gulf of Izmit is compulsory for foreign flag vessels. The Izmit Gulf Pilot will disembark at harbour limits. Harbour Pilot also compulsory for all foreign flag vessels.
ANCHORAGE: Suitable anchorage at harbour entrance.
TUGS: Tugs are available.
BERTHING: Pier length 280 metres, depths alongside vary from 2·5 metres up to 7·35 metres.
BULK HANDLING FACILITIES: Two silos with storage capacity 8,500 tons. Loading capacity 160 tons per hour, discharging capacity 120 tons per hour.
AUTHORITY: General Directorate of Turkish State Railways.

EREGLI (Karadeniz Eregli), including Usunkum: 41.18 N. 31.27 E.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
3 Provisions Lists, including Bonded Stores.
3 Cargo Manifests.
3 sets Bills of Lading.
PILOTAGE: Pilotage available night and day for use in port under all weather conditions. Pilotage is carried out by qualified and experienced Pilots.
Compulsory for ships over 500 tons to have pilot service, and for ships over 1,000 gross tons to have pilot and tug-boat service.
Ships will take Pilots on board at a reasonable distance off the breakwater's red light. It is strongly advised that ships awaiting Pilot should avoid drifting South of the transit line of the green light on the breakwater ruin (Boshane Mendiregi) and the Citadel ruin which can be seen on top of the hill. (Transit direction is approximately 041° true.) The distance from the entrance of the port to the dock is approximately 4·6 cables, and the depth gradually decreases from 10 fathoms to 5 fathoms at the dock side.
In stormy weather, if the Pilots are unable to board, ships will proceed to a point in the Inner Port enabling the Pilots to board.
ANCHORAGE: Vessel waiting Pilot may anchor about 1 mile West of breakwater red light. The bottom of the port is muddy and sandy, and therefore ships can lay at anchor in any weather without fear of drifting.
RESTRICTIONS: *Eregli:* The depth of water in Outer Harbour is 15 metres (49·2 ft.) and Inner Harbour has 10 metres (35 ft.)
Usunkum: The length of Usunkum breakwater is 1,250 metres. The depth of water is 42 ft. Under normal weather conditions ships up to 34 ft. (inclusive) can enter into the Inner Harbour and berth alongside the dock safely. Average tide is about 1 ft. The width of channel is 200 metres but safe lane is 144 metres wide.
MAX. SIZE: *Eregli:* Under normal weather conditions ships up to 28 ft. draft can enter Inner Harbour and dock safely.
Usunkum: Up to 34 ft. draft can be berthed.
HEALTH: Pratique given after port doctor's visit on vessel's arrival. Crew vaccination certificates should be presented if required. Sanitary certificate required for any live animals on board.
RADIO: Istanbul Radio, TAH.
TUGS: Available. Normally join vessel outside the breakwater. Ships lines always used. Towing is done by one or two 600 h.p. diesel tugs. Towage is required for entering, leaving, berthing and shifting according to the size of the ship. Ships having a draft of over 20 ft. shall not use their own propellers in the Inner Harbour except in case of danger or absolute necessity.
BERTHING: *Eregli:* Inner quay is about 400 metres long for general cargo and 135 metres for coal loading.
The normal depth alongside quay is 30 ft. The docks have loading and unloading facilities, a railway track and open and closed warehouses at a very short distance. The railroad is a local system and

is not connected to the Turkish railroad network. It has a length of approximately 16 km. for coalmine operations.

Buoys: There are four mooring buoys in the port 105 metres apart and at a distance of 170 metres from the breakwater at an average depth of 8 fathoms, buoys anchored with 50 tons concrete blocks and marked I, II, III and IV starting from the main breakwater head.

It is possible and safe to moor to the buoys with or without anchor and to moor to the breakwater by the stern (if the ship's length is adequate).

Usunkum: Usunkum has one loadout dock of about 172 metres length and one ore unloading dock about 195 metres length and a small general-purpose quay for small ships.

STEVEDORES: At least 24 hours notice required to order gangs.
MEDICAL: All details of any medical assistance required to be given to Agent with one hours notice. Hospital facilities available. Vaccinations can be arranged.
FRESH WATER: Can be delivered at 40 tons per hour.
REPAIRS: Small repairs such as lathing, levelling, welding, blacksmith work and woodwork can be effected ashore.
HATCHES: Opened and closed by either stevedores or crew according to Charter Party.
CUSTOMS ALLOWANCES: 200 grams tobacco and two bottles wine/spirits allowed each man per week.
IDENTIFICATION CARDS: Needed for crew going ashore.
CONSULS: No local representatives.
REPATRIATION: No facilities exist.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays.
POLICE/FIRE/AMBULANCE: Police tel. 28; Fire tel. 00; Ambulance tel. 500.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Crew permitted to go ashore at all times.
AUTHORITY: Karadeniz Eregli Liman Baskanligi, Eregli-Karadeniz. Tel. 7.

GIRESUN (KERASUNDA): 40.56 N. 38.24 E.

PILOTAGE: Pilot ordered by Agent who requires 24 hours notice in advance of vessel's arrival. Compulsory for all foreign flag vessels.
ANCHORAGE: Good anchorage in Outer Harbour. Vessels should keep the entrance channel clear.
TUGS: Available in the harbour, but normally not required for vessels entering and leaving.
BERTHING: Entrance between breakwaters with width 275 metres depth 14 metres.

Berth A for passenger vessels, berth length 150 metres, depth alongside up to 8·5 metres.

Berth B for cargo vessels, berth length 275 metres, depth alongside up to 8·5 metres.

Berth C length 135 metres, depth alongside up to 8 metres.
Other berths for Port Administration vessels.
STEVEDORES: Working hours normally from 0800 to 1200 and from 1300 to 1700.
FRESH WATER: Not available.
FUEL: Not available.
REPAIRS: No repairing facilities.

GOLLUK: 37.14 N. 27.38 E.

DOCUMENTS: The following documents have to be prepared by Masters before arrival:
4 copies of Crew Lists.
2 copies of Store Lists.
1 copy Health Document.
4 copies of Passenger Lists.
3 copies of Customs Documents.
3 copies of Manifests for cargo destined to port.
1 copy of Manifest for all transit cargo aboard.
N.B. Ship's particulars Form is to be filled by Masters upon arrival and remitted to the Port Authorities.
RESTRICTIONS: Golluk is a well-protected natural harbour, not affected by winds from any direction. Deep water approaches to pier.
PILOTAGE: Pilot unavailable.
HEALTH: Vessels to show their Sanitary Certificate if available aboard and also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard.
RADIO: Izmir radio station, call letters TAN2. Istanbul radio station, call letters TAH.
TUGS: Not available.
BERTHING: One pier 170 metres long used for handling emery ore in bulk. Depths alongside 39 ft. shelving to 20 ft. at ninety metres from seaward end.
CUSTOMS ALLOWANCES: 50 cigarettes for each member of crew going ashore. Aboard the vessel each member of the crew is permitted to have one carton out of Bond. One litre wine/spirits for each member of the crew in opened bottle is permitted out of Bond. However, this allowance is to be kept aboard the vessel.
TIME: Local time GMT plus 2 hours. No alterations during the year.
HOLIDAYS: New Year's Day (from December 31st 1200 hrs. to January 1st 2400 hours); National Sovereignty Day (from April 22nd 1200 hrs. to April 23rd 2400 hours); Spring Day (1st May); Constitution Day (27th May); Sports Day (19th May); Victory Day (30th August); National Holiday (28th October 1200 hrs. to 30th October 2400 hrs.); Sheker Bayram (3 days movable); Kurban Bayram (4 days, movable).

ISKENDERUN: 36.35 N. 36.10 E.

DOCUMENTS:
5 Crew Lists.
4 Passenger Lists.
2 copies Transit Cargo Manifest.
3 copies Inward Cargo Manifest, of which one must be legalised by Turkish Consulate at loading port. If no consulate existing same to be certified by local Customs Officer or Authorities.
1 set Bills of Lading.
2 copies Cargo Stowage Plans.
Health Documents.
2 Stores Lists.
Ship's Certificates.
PILOTAGE: Compulsory. Ordered by Agent on basis of Master's ETA. International Code signals used to call Pilot who boards at harbour entrance. Two pilot boats available.
ANCHORAGE: Safe anchorage in open roadstead at ½ to ¾ mile from shore. Vessels over 30,000 tons dwt. work cargo at anchorage using ship's gear to lighters and pontoons. Vessels loading/discharging to lighter should anchor as close as possible to harbour entrance but not less than 800 metres from the pier.
MAX. SIZE: At anchorage, no limitations. Alongside pier, length 166 metres, draft up to 30 ft. Also see 'Tankers'.
HEALTH: Pratique obtained on arrival. Master required to show vessel's Health Declaration and Certificate of Registry. Crew vaccination certificates to be produced if required. Sanitary certificate required if live animals on board.
RADIO: Istanbul Radio, call sign TAH. Izmir Radio, call sign TAN2.
TUGS: Four tugs available of 300, 700, 970, and 1,200 h.p. respectively.
BERTHING: Jetty 509 metres long can accommodate two large vessels and several small vessels simultaneously.
Berth No. 1 at jetty head, 48 metres length, 35 ft. depth.
Berth No. 2, South side, 166 metres length, 28–32 ft. depth.
Berths 3 and 4, suitable only for tugs and small vessels.
Berth No. 5, North side, 166 metres length, 29–34 ft. depth.
Due to shelving depths vessels of 20,000 to 30,000 dwt. berth partly alongside and lighten cargo then shift once or twice further in.

The T.M.O. have a silo of 20,000 tons capacity which can deliver up to 300 tons per hour. Loading capacity of ore, 200 tons per hour, Unloading capacity for coal, 150 tons per hour.

Inner Port, used only by pontoons, lighters and tugs.
Priority given to Army, food relief and passenger ships.
STEVEDORES: Two consecutive shifts of 8 hours each day. At anchor, approximately 100 tons can be handled each shift, for general cargo. Baled cargo, 125 tons per shift. Bagged cargo, 150 tons per shift.

Gangs secured by Agent through the Port Monopoly, 24 hours prior arrival.
MEDICAL: Master to inform Agent by cable if urgent medical assistance required on arrival, also indicating, if possible, seriousness of case in order to take adequate steps.
TANKERS: Two buoy mooring berths operated by Mobil Oil and Petrol Ofisi, suitable for vessels up to 50,000 tons dwt.

No slop reception facilities.
FRESH WATER: Supplied only by barge, two available each of 250 tons capacity.
FUEL: Not available.
DEVELOPMENTS: A new port complex is under construction in prolongation of the inner port area. Quays to be completed 1973.
WATCHMEN: Services of watchmen recommended. Three shifts of 8 hours each. Extra tariff for Sundays and holidays.
HATCHES: May be opened/closed by ship's crew. May be performed by stevedores at tariff rates.
CUSTOMS ALLOWANCES: 50 cigarettes for each man going ashore. On board the vessel each man may hold 200 cigarettes and one open bottle wine/spirits out of bond.
IDENTIFICATION CARDS: Seamen's Book is sufficient.
CONSULS: Vice-consulates of Sweden, Norway, Netherlands, France, Greece, Great Britain, Italy, and Iran.
REPAIRS: Welding and other minor types of repairs are possible.
REPATRIATION: Can be arranged.
AIRPORT: Adana Airport, served only by domestic lines with routes to Beirut and Istanbul. Airport situated 140 km. from Iskenderun. Twice daily service to international airport Istanbul.
POLICE/AMBULANCE/FIRE: Police 1044; Ambulance 1443; Fire 1000.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: New Year's Day (commencing 1200 Dec. 31st); National Sovereignty Day (April 23rd, half day April 22nd); Spring Day (May 1st); Constitution Day (May 27th); Sports Day (May 19th); Victory Day (August 30th); October 28th (half day); October 29th and 30th; Sheker Bayram (3 days, movable); Kurban Bayram (4 days, movable).
AUTHORITY: Harbour Master, Iskenderun.

AGENT: Gulf Agency Company (Turkey) Limited, POB 277, Iskenderun. Tel. 1277, 2277, 3290. Telex 4 ISK MAKZUME. Cables: "GACSHIP Iskenderun."

ISTANBUL: 41.01 N. 28.58 E.

DOCUMENTS: *Operating Vessels*

5 Crew Lists.
6 Passenger Lists.
3 Stores Lists.
1 Transit Cargo Manifest.
2 Inward Freighted Manifests.
2 Inward Non-freighted Manifests.
Copies of relevant Bills of Lading accompanying Inward Manifests, Ship's Certificates (Deratisation, Tonnage, Safety, Safety Radio, Class or Freeboard).
3 ships safe money lists. (If there is no money on board, please issue three lists as follows: THERE IS NO MONEY ON BOARD).
Harbour Masters Sailing Permit (which must be exchanged at each Turkish port and kept on board).

Transiting Vessels

Master to present only Tonnage and Deratisation Certificates during Sanitary Control at both Straits (Canakkale and Buyukdere).

PILOTAGE: For both operating and transiting vessels, Pilot secured by the Agent through the Port Monopoly Administration. Master to wire ETA notices 48 and 24 hours prior to arrival. Pilot boarding vessel with service boat hoisting red and white flag. Pilot boarding vessel off Haydarpasa and Seraglio or off Kavak. Pilotage for entering and berthing in harbour areas is compulsory. Pilotage through Bosphorus is optional. All Pilots can be contacted by VHF Channel 16.

ANCHORAGE: Free and safe anchorage in roads off Marmara coast approach to Instanbul. It is however recommended to anchor the nearest possible to the harbour. Anchoring at other anchorage areas is subject to special permission via Harbour Mastorate. Good anchorage off Haydarpasa and off Yenikapi, Ahirkapi for large vessels and for smaller vessels there is a good anchorage between Dolmabahce Palace and Kurucesme.

RESTRICTIONS: Ships carrying hazardous cargoes (inflammable, explosives, corrosives, etc.) are not allowed to enter the harbours. Ships can anchor in roads outside the harbour at any time without Pilot. Ships to operate upon arrival at night can enter the harbours with Pilot and with special permission through the Port Monopoly Administration. Forty-eight hours' notice has to be given to the Harbour Master of Istanbul for vessels calling at Istanbul and/or passing in transit through Bosphorus.

Vessels entering the Black Sea must keep to the European side and those leaving the Black Sea must keep to the Asiatic side of the fairway.

MAX. SIZE: No limitation of draft in open roadstead, at anchor. Maximum draft in port alongside quay: 10 metres for dry cargo ships. Tankers up to 48 ft. draft can berth at Haramidere oil port.

HEALTH: Sanitary control of both transiting and operating vessels performed at the Straits entrance (Canakkale and Buyukdere). Ships entering from South must slow down at Canakkale and ships arriving from North must slow down at Buyukdere for Sanitary Control. In case of non-performance of such control due to bad weather, Master has to inform Agent in time and have to stop and wait at South Entrance of the Bosphorus until Sanitary Control is performed otherwise heavy fine would be levied.

RADIO: Wirelesses to be routed to Agent via Istanbul Radio. Call sign ot Istanbul Radio Station is THA. Frequency MW 500 m. Ships can also communicate with Agent by radio telephone on frequency 2182 kc/s. It is recommended that ships be on watch for any radio telephone call by Agent for any berthing and operation arrangement.

TUGS: Many available up to 1,200 h.p. Arranged by Agent. Tugboat compulsory for vessels over 2,000 grt, charged per hour or fraction of each operation.

BERTHING: Priority to Army, food relief and passenger ships. If no berth available then ships to wait for turn in roads at anchor.

WHARVES:	*Length in metres*	*Depth of Water in metres*
Karakoy (ex Galata) exclusively for passenger vessels	520	7–10
Salipazari	600	10
Sarayburnu	240	6
Camialti and Haskoy (Golden Horn)	168	3–7

Haydarpasa. This port, protected by two breakwaters of an overall length of 1,709 metres, has quays of 1,200 metres total length, that simultaneously may accommodate six medium-sized vessels and where cargo operations may be made direct to and from wharves or railway trucks.

The depth of water at the quays varies between 6 and 10 metres.

BULK HANDLING: Three grain silos are available:

One of 34,500 ton capacity with 200 ton delivery/100 ton intake per hour.

One of 10,800 ton capacity with 120–150 ton delivery, 90–100 ton intake per hour.

One of 5,280 ton capacity with 120–150 ton delivery, 90–100 ton intake per hour.

TANKERS: The oil port called Haramidere is a small bay open to Southern winds and 60 km. distant from Istanbul in the Sea of Marmara. There are buoys and oil pumping platform in this bay. Tankers can berth by dropping two anchors and mooring by stern at these buoys or at platform. Average sea depth is 48 ft.

BRIDGES: There are two bridges: Galata Bridge is between Eminonu and Karakoy: Ataturk bridge is between Unkapani and Azapkapi. Both bridges are opened in the morning for vessels entering the Inner Harbour (Golden Horn). Vessels wanting to pass through the bridges have to give notice in due time to the Harbour Master of Istanbul.

STEVEDORES: Gangs of stevedores secured by the Agent through the Port Monopoly, 24 hours prior arrival. Average loading and discharging rates of about 150–200 tons per gang per shift depending also on the kind of goods. Discharging operations are generally performed alongside the wharves and loading operations at buoys; however, as stated above, can also be effected alongside simultaneously with discharging. Working hours: Monday to Friday 0800/1200 and 1300/1700 hours; Saturday 0800/1200 hours.

MEDICAL: Master to inform Agent by cable if urgent medical assistance is required upon arrival, also indicating if possible seriousness of case in order to take adequate steps.

DENSITY: Always variable due to strong currents, however, can be reckoned as 1015.

FRESH WATER: Supplied by barge and shore installation at the rate of 30–60 tons per hour.

FUEL: Diesel oil, gas oil and bunker fuel can be supplied by barge at transit cost, subject 48 hours pre-advice. Fuel supplied only against advance payment in foreign exchange (dollars, sterling or Swiss francs).

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Owners or Master to decide whether this work should be undertaken by the stevedores or by the crew.

CERTIFICATES: Safety, Safety Equipment, Safety Radio, Class and Freeboard documents.

CUSTOMS ALLOWANCE: 40 cigarettes and one bottle wine/spirits per crew member.

CARGO GEAR: Generally shore cranes operating. However, ship using own means when such cranes are not available. Full lights to be supplied by ship.

IDENTIFICATION CARDS: Seaman's book is sufficient.

CONSULS:

Argentina	Greece	Pakistan
Austria	Holland	Panama
Belgium	Hungary	Poland
Brazil	Iceland	Portugal
Bulgaria	India	Romania
Czechoslavakia	Iraq	Spain
Chile	Iran	Sweden
Denmark	Israel	Switzerland
Dominican Rep.	Italy	Syria
Finland	Japan	Tunisia
France	Yugoslavia	U.A.R.
West Germany	Lebanon	U.S.A.
Great Britain	Mexico	U.S.S.R.
	Norway	

REPAIRS: At the Golden Horn are three graving-docks:

One	388 ft.	length,	72 ft.	width at entrance
Two	279 ft.	,,	62 ft.	,,
Three	600 ft.	,,	63 ft.	,,

At Istinye (in the Bosphorus) are:
1 floating dock 137·50 m. length, 21·25 m. width with 8,500 tons lifting capacity. 1 floating dock 67·82 m. length, 30·40 m. width with 5,000 tons lifting capacity. 1 floating dock 126·14 m. length, 34·0 m. width with 10,000 tons lifting capacity. In cases of necessity floating docks of 5,000 and 10,000 tons capacity can be united and be put in operation as single floating dock with 15,000 tons lifting capacity. Every kind of repair can be effected at Istinye docks.

At Fener (Golden Horn) is a dry dock for vessels up to 600 tons, and at Kaskoy (Golden Horn) is a dry dock for vessels up to 176 tons, length 176 ft. and 176 ft. respectively. There are also some privately owned. All kinds of repairs can be effected.

REPATRIATION: Crew exchange and repatriation is possible for citizens of Italy, Great Britain, Benelux, Sweden, Norway, West Germany, Austria, Switzerland, France, Ireland, U.S.A., Iceland, Pakistan, Monaco, Australia, Canada, Japan, New Zealand, Spain, Cyprus, Portugal, Tunis, Kenya, Iran, Yugoslavia, Romania, Morocco. Citizens of other states not specified above are subject to a Turkish visa.

AIRPORT: Yesilkoy Airport is an international airport with daily connection to everywhere. Airport distant 15 km. from Istanbul.

TIME: GMT plus 2 hours all year round.

HOLIDAYS: New Year's Day (Dec. 31st p.m. and January 1st); National Sovereignty (April 22nd p.m. and April 23rd); Spring Day (May 1st); Sports and Youth Day (May 19th); Sheker Bayram (3 days) (movable); Courban Bayram (4 days) (movable); Liberty/Constitution Day (May 26th p.m. and May 27th); Victory Day (August 30th); Proclamation of the Republic (Oct. 28th p.m. to Oct. 30th).
In the event of a holiday ending on a Friday, the Saturday that follows is considered also as a holiday in full, and normal working starts as of Monday morning 0800 hours.

POLICE/AMBULANCE/FIRE: Fire Istanbul 21 42 22, Uskudar 33 20 30; Police 27 45 00; Ambulance Istanbul 21 15 95, Beyoglu 44 49 98, Uskudar 33 04 01.

TELEPHONES: No installation for connection facility on board.

SERVICES: Tank cleaning (gas-free service), deratisation, compass adjusting carried out by experts of shipyards or Turkish Maritime Lines.

SHORE LEAVE: Crew members are allowed ashore at all times.

AUTHORITY: Marmara Bulgesi Liman ve Denizisleri Mudurlugu. Tel. 44.21.97; Director 44.23.91; Harbour Master 44.23.74.

AGENT: Gulf Agency Co. (Turkey) Ltd., POB 1230–Karakoy,

Istanbul/Turkey. Cables: "Gacshipping – Istanbul". Telex 213 1st Mayou. Tel. 44 29 80.

IZMIR: 38.25 N. 27.09 E.

DOCUMENTS:
5 Crew Lists.
4 Passenger Lists.
2 Manifests of Transit Cargo.
3 Manifests of Inward Cargo, one of which must be legalized before arrival by Turkish Consulate at loading port.
1 set Bills of Lading.
2 sets Cargo Stowage Plans.
2 Stores Lists.
Health Documents.
Ships Certificates.

N.B. Ship's particulars form is to be filled in by Masters upon arrival at Izmir, and remitted to the Port Authorities.

PILOTAGE: Vessels are permitted to arrive and sail from Izmir by day and night. After entering the Gulf of Izmir, Masters who are not familiar with the waters, require a pilot at Pelican Spit. The pilotage from Pelican Spit to Izmir is not compulsory and Masters must notify their Agents at least 12 hours in advance giving their ETA at Pelican Spit and ask for a Pilot.

Pilot can be contacted on VHF Channel 16.

ANCHORAGE: In the Outer Harbour, 300 metres outside Old Port breakwater, ample space for vessels to anchor. Cargo operations cannot be performed at anchor unless vessels have red label cargoes aboard for Izmir or in transit.

RESTRICTIONS: Docking of ships at the old port is not permitted during night, but ships can sail any time during night. At the new port, docking is permitted during night (weather permitting) also ships can sail any time during night. There are no tides at Izmir.

MAX. SIZE: Vessels of any size with a maximum of 33 ft. draft can operate at Izmir. There is a pipe-line for oil-carriers in the Gulf of Izmir where tankers with a maximum draft of 33 ft. can operate.

In Old Port, length restricted to 165 metres, max. draft 8 metres.

HEALTH: Vessels to show their Sanitary Certificate – if available aboard – also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if the vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard. If quarantine (fumigation) of the vessel is necessary, very considerable time is lost for vessel to proceed to Fumigation Station at Klazomene, located at about 20 miles from Izmir (in the Gulf of Izmir) where fumigation can be effected and bad cases hospitalised. Very costly and loss of time caused.

RADIO: Izmir Radio Station: call letters TAN2. Istanbul Radio Station: call letters TAH.

TUGS: Tugs are compulsory for vessels of more than 2,000 GRT. At Harbour's Master's estimation, two tugs will be used for vessels over 4,000 GRT in case of bad weather. Dues will be collected for each tug.

Four tugs of 200, 300, 970 and 1200 h.p. continuously available.

BERTHING: *Old Port:* Location Lat. 38° 25′ N. Long. 27° 10′ E. Harbour entrance to port 130 ft. wide, depth 40 ft., harbour length 1,200 metres, harbour width 700 metres. (Pilot boards $\frac{1}{4}$ mile off entrance).

Precaution to be taken against North-east and South winds. Mooring stern to quay. Operations effected by means of lighters. Altogether 8 vessels can berth in Inner Harbour with a draft of 24 to 30 ft.

Alsancak – New Port: Located at a distance of about 2 miles from the old port. Depth alongside berths 22 to 33 ft. Pilot's boarding vessels outside breakwater of old port. Presently 9 cargo vessels of various sizes (mainly medium and small sizes) otherwise 5 to 6 vessels of big size can operate at the new port. There is also a berth for one big size passenger vessel or 2 small size vessels.

BULK HANDLING FACILITIES: Grain silo has capacity 40,000 tons. The conveyor can deliver between 2,500 and 3,000 tons in 24 hours

Bulk ore loaded by grabs. Daily loading capacity per shift of 8 hours is between 750 to 1,000 tons.

STEVEDORES: Straight time 08.00/12.00, 13.00/17.00. Overtime 18.00/02.00, 13.00/17.00 (Saturdays). Sundays and holidays as well as Saturdays from 13.00: overtime changes 50% increase on S.T. charges.

For overtime discharging operations at the new port handling charges (overtime) from ship's tackle to the Custom's warehouse, are for account of the ship.

9 men per gang aboard (6 labourers, 2 winchmen, 1 hatch tender) 3 lightermen or men on the Dock.

Extra men used to reinforce regular gangs and in hatches congested with cargo to be discharged thus securing a quick despatch.

MEDICAL: Advance notice optional. There is a local English-speaking doctor for service on board vessels.

Hospitals: U.S. Military Hospital, French Hospital, Government Hospital (Memleket). Doctors available to board ships or patient to proceed to their clinics.

U.S. Military Hospital for emergency cases but not accepting regular patients.

TANKERS: Izmir is a discharging port for tankers. Socony Mobil Oil receives petroleum products in bulk through a pipeline at a distance of about 1 mile from their shore installations. Depth at the end of the pipeline is 33 ft. The pipeline is of 12 in. and the pumping is effected through a flexible of 10 in. at an average of about 450/500 tons per hour.

British Petroleum, receives petroleum products at a Jetty where the tankers berth stern to with a draft of maximum 23 ft. Pumping is effected by the vessel from her stern with a flexible hose of 6 in.

Petrol Ofisi receives petroleum products at their jetty. Vessels berthed stern to with a draft of 17 ft. Same procedure for pumping as for British Petroleum. The above three installations are located in the Gulf of Izmir opposite to the new port of Alsancak.

FRESH WATER: Fresh water is available for drinking. The water is given both from dock or by barge. Water is supplied by Port Monopoly. Delivery at the dock about 20 tons per hour. By barge about 40 tons per hour.

Two barges each of 200 tons capacity available.

FUEL: All kinds of fuel available subject to 24 hours' advance notice. Fuel supplied only against advance payment in free foreign exchange direct to Agent of the vessel.

DEVELOPMENTS: New port of Alsancak to be extended during the next five years by the construction of a breakwater, docks, warehouses totalling a berthing capacity of additional 5 to 6 cargo vessels.

GANGWAY/DECK WATCHMEN: Services of watchmen recommended. Three shifts of 8 hours per day.

OPENING/CLOSING HATCHES: This work can be carried out by crew. If carried out by stevedores the cost is charged to vessel.

CERTIFICATES:
Deratisation Certificate.
Registry.
Vaccination Certificates (if required).
Health Certificate.

CUSTOMS ALLOWANCES: 50 cigarettes for each member of the crew going ashore. Aboard the vessel each member of the crew is permitted to have one carton out of Bond. Wine and/or spirits: One litre for each member of the crew in an open bottle is permitted out of Bond. However, this allowance is to be kept aboard the vessel.

IDENTIFICATION CARDS: Seamen's Book is sufficient.

CONSULS:

U.K. General Consulate	tel. 32501
West Germany Consulate	,, 34916
U.S. Consulate General	,, 32137
Italian Consulate	,, 33882
Greek Consulate	,, 32622
Belgian Consulate (Hononary)	,, 24110
Danish Consulate (Honorary)	,, 24018
Norwegian Consulate (Honorary)	,, 32066
French Consulate General	,, 23116
Luxemburg Consulate (Hononary)	,, 35737
Swedish Consulate (Hononary)	,, 24878
Netherlands Consulate (Honorary)	,, 32064
Finland Consulate (Hononary)	,, 24930
Spanish Consulate (Honorary)	,, 33689

REPAIRS: Ship's repair shops available: Denizcilik Bankasi (Turkish State-owned), Lui Tius (private). Deck and engine repairs are possible.

DRY DOCKS: No dry docks available.

REPATRIATION: All facilities available for crew changes and arranging necessary repatriations.

AIRPORT: Airport from dock – distance 30 kilometres. Airport is served by Turkish Airlines with 5 flights per day (local flights in connection with Istanbul International flights). Also one daily flight from Izmir to Athens (Greece) and back by Turkish Airlines.

TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during the year.

HOLIDAYS: New Year's Day (from December 31st 12.00 hrs. to January 1st, 24.00 hours); National Sovereignty Day (from 22nd April, 12.00 hours to April 23rd, 24.00 hours); Spring Day (May 1st); Constitution Day (May 27th); Sports Day (May 19th); Victory Day (August 30th); National Holiday (October 28th, 12.00 hours to October 30th, 24.00 hours); Sheker Bayram (3 days) movable; Kurban Bayram (4 days) movable.

On these days offices are closed. Work in port is allowed by paying 50% overtime to the S.T. wages. The overtime for the National Holiday (Oct. 29th) is paid 100% on the total regular overtime, which makes 300%. On the first days for Sheker and Kurban Bayram work aboard is doubtful.

POLICE/AMBULANCE/FIRE: Police, tel. 22771; Ambulance, tel. 22319; Fire, tel. 22222.

TELEPHONES: It is possible to place telephones aboard vessels at the new port of Alsancak.

SHORE LEAVE: Crew members are allowed to go ashore.

REGULATIONS: Berths at the new port of Alsancak are obtained on basis of the time and date of arrival of each vessel. If the port is congested, vessels wait for their turn at anchor.

DELAYS: During the active export season, some delays occur varying one or two days.

AUTHORITY: Izmir Harbour Master, Ataturk Caddesi 178, Izmir, Turkey. Tel. 23693.

AGENT: Gulf Agency Company (Turkey) Limited, POB 857, Izmir. Tel. 32755 and 32864. Telex 71 IZR Makzume. Cables: "GACSHIP Izmir."

MERSIN: 36.47 N. 34.38 E.

DOCUMENTS:
5 Crew Lists.
4 Passenger Lists.
2 Transit Cargo Manifests.
3 Inward Cargo Manifests, one of which must be legalised prior arrival by Turkish Consulate at loading port; if no Turkish Consulate, same to be certified by local Customs Authorities.
1 eaoh of the Bills of Lading accompanying Manifests.
2 Cargo Stowage Plans.
Health Documents.
Ship's Certificates (Safety Equipment, Safety Radio, Class and Freeboard Documents).
2 Store Lists.

PILOTAGE: Agent orders Pilot through Port Monopoly Administration. Master to wire ETA notices 48 and 24 hours prior to arrival. Pilot boards vessel with service boat hoisting red and white flag. Sound signals: two long and one short blast. Pilot boards vessel outside main breakwater. Shipmaster can use VHF station according existing international frequencies.
ANCHORAGE: Safe anchorage in open roads outside main breakwater.
RESTRICTIONS: No particular restrictions. Ships can anchor in roads outside main breakwater at any time without Pilot.
MAX. SIZE: No limitation of draft in open roadstead, at anchor. Maximum draft in port alongside quay: 14 metres for tankers, 10 metres for other ships.
HEALTH: Clearance is effected on arrival. Vaccination Certificates to be presented if required. If suspected disease on board radio Agents full details before arrival.
RADIO: Istanbul Radio, call sign TAH, Izmir Radio, call sign TAN2, Mersin Radio TAM5. Wireless messages to be routed to Agent, preferably via Istanbul Radio. Port VHF service in operation.
TUGS: Tug boat compulsory for vessels over 1,000 grt. charged per hour or fraction of each operation. Four tugs available up to 1,200 h.p.
BERTHING: Priority to Army, food relief and passenger ships. If no berth available then ships to wait for turn in roads at anchor.

	Length metres	*Depth metres*
Quay No. 1 (Passenger Quay)	175	10
Quay Nos. 2 and 3	274	10
Quay No. 4	150	10
Quay Nos. 5, 6 and 7	493	10
Quay Nos. 8 and 9	275 each side	10
Quay Nos. 10, 11, 12 and 13	577	6 to 8
Quay Nos. 18 and and 19 (ore and coal)		10

BULK HANDLING FACILITIES: At Quay Nos. 8 and 9 there is conveyor system which can deliver 600 tons per hour from each spout Discharging rate 100 tons per hour from each of the two suckers.
STEVEDORES: Gangs of stevedores secured by the Agent through the Port Monopoly, to be ordered 24 hours prior to arrival.
Generally two consecutive shifts of 8 hours per day. Discharging/loading rates average:
100 tons per shift general cargo.
200 tons per shift bagged cargo
150 tons per shift baled cargo
175 tons per shift bulk ore
Max. rate for ore 400 tons per shift if grab loading.
MEDICAL: Master to inform Agent by cable if urgent medical aid is required upon arrival, also indicating if possible seriousness of case in order to take adequate steps.
TANKERS: Quays No. 20 and 21, 350 metres long, berths on each side with depth of 14 metres.
ATAS Refinery Terminal: Depth in harbour channel, 41 ft. and, in approaches to channel, 46 ft. Turning basin 1,148 ft. diameter, depth 42 ft. 8 in. Depth alongside berths 48 ft. 6 in.
Maximum length 350 metres, draft 39 ft. Tankers up to 40 ft. draft have berthed.
Tankers in ballast up to 15,000 dwt. may berth/unberth at any time, day or night. Other vessels manoeuvre in daylight hours only.
One finger pier, berths for two tankers, 10-in. hose connections to 26-in. shore line. No facilities for slop disposal ashore.
Fresh water available from barge 100 tons each load.
DENSITY: Salt water 1025.
FRESH WATER: Fresh water supplied to tankers by barge but otherwise by shore installation at the rate of 30/35 tons per hour.
FUEL: Almost all kinds of fuel available in transit and facilities for delivery to ships. Fuel supplied only against exchange in advance.
GANGWAY/DECK WATCHMEN: Available and recommended.
OPENING/CLOSING HATCHES: Owners or Masters to decide whether this work should be undertaken by the stevedores or by the crew.
CUSTOMS ALLOWANCES: 40 cigarettes and one bottle wine/spirits per crew member.
CARGO GEAR: Generally shore cranes operating. However, ship using her own means when such cranes are not available. Full lights to be supplied by ship.
IDENTIFICATION CARDS: Seamen's Book is sufficient.
CONSULS: Lebanon, Italy, Norway and Sweden.
REPAIRS: Welding and other minor types of repairs are possible.
REPATRIATION: Repatriation can be arranged by air.
AIRPORT: Adana Airport served only by domestic line THY (Turkish Airlines) with routes to Beirut and Istanbul. Distance is 75 km. from Mersin. Twice per week to Beirut in winter and thrice during spring summer. Twice daily to Ankara and Istanbul.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: New Year's Day (6th February); Kurban Bayrami (23rd April); Labour Day (27th May); Constitution Day (30th August); Victory Day (29th October); Republic Day (20th November); Ramazan Day; and other minor holidays.
POLICE/AMBULANCE/FIRE: Telephone numbers: Police 3439; Ambulance 3555; Fire 0000.
TELEPHONES: No installation for connection on board.
GENERAL: Two consecutive shifts every day, the first one starting 0800/1700 and the second one at 1700/2400/0100. Agent may provide extra men if necessary to help ship's despatch. Ships have to hoist a Turkish flag.
SHORE LEAVE: Crew allowed shore leave.
AGENTS: Gulf Agency Company (Turkey) Limited, PO Box 328, Mersin, Turkey. Cable address: GACShip. Telex: 11. Telephones: 1080–3731.

SAMSUN: 41.19 N. 36.21 E.

PILOTAGE: Refer to "Canakkale" and "Istanbul."
Harbour Pilot compulsory for all foreign vessels. Ordered by Agent subject to vessel's advance notice of ETA.
ANCHORAGE: Good anchorage in the Outer Harbour.
TUGS: Tugs are available.
BERTHING: Harbour protected by two breakwaters, entrance width 300 metres, depth 11·9 metres.
One quay, 956 metres long, depth alongside from 6·5 to 11 metres, providing 4 deep-water berths.
FRESH WATER: Available from the quay.
FUEL: Not available.
STEVEDORES: Working hours for general cargo: From 0800 to 2400 hours in two shifts.
For bulk cargo: 24 hours operations in three shifts.

TRABZON: 41.01 N. 39.46 E.

PILOTAGE: Refer to "Canakkale" and "Istanbul".
Harbour Pilot compulsory for all foreign flag vessels. Arranged by Agent subject to vessel's notice of ETA in advance.
ANCHORAGE: In the Outer Harbour off the breakwater.
MAX. SIZE: Vessels up to 29 ft. draft.
TUGS: Two tugs available. Towage compulsory for vessels over 550 tons.
BERTHING: Main wharf 410 metres long, depth alongside 10 metres. Vessels may be loaded and discharged while moored stern to the breakwater.
FRESH WATER: Obtainable from the quay.
FUEL: Fuel oil obtainable in limited quantities.
STEVEDORES: Working hours from 0800 to 1200 and from 1300 to 1700. Overtime can be arranged.
REPAIRS: There are no repair facilities.

ZONGULDAK: 41.28 N. 31.49 E.

PILOTAGE: Refer to "Canakkale" and "Istanbul".
Harbour Pilots obtainable from Coaling Company, Pilot boards off port entrance by launch. Ordered by Agent subject to vessel's ETA given at least 24 hours before arrival.
ANCHORAGE: Good anchorage off the harbour in depth of 13 fathoms, sand and mud bottom.
Anchorage prohibited South of a line drawn in direction 292.5° distance 7·5 cables from head of the Northern breakwater. The Southern limit of this area is a line drawn in direction 262° from the head of the Northern breakwater to the shore.
RESTRICTIONS: Harbour entrance between breakwaters. Entrance width 600 ft.
Traffic signals displayed from signal mast on Northern breakwater, as follows:
Two black balls or two red lights, meaning "Harbour closed."
Two black cones or two green lights, meaning "Harbour open."
A black ball over black cone or red light over green light, meaning "Do not attempt to enter".
A black cone over a black ball or green light over a red light, meaning "No tug available."
A black ball between two black cones or red light between two green lights, meaning "Wait. You will be piloted into the harbour."
Three black balls, or three red lights, meaning "Because of unfavourable weather you cannot be piloted into the harbour."
TUGS: Available.
BERTHING: Coal quays length 1,650 ft. depth alongside 10 metres.
Cargo quay length 500 ft. depth alongside 10 metres.
Northern Breakwater, two berths, at inner end with depth of 7 metres alongside.
FRESH WATER: Available from the quays.
FUEL: Only coal bunkers available.

Union of Soviet Socialist Republics

ALL PORTS:—

DOCUMENTS:
6 Crew Lists.
6 Passenger Manifests.
2 Provisions Lists.
6 List of money and valuables (for crew and passengers separately) with totals of each currency stated.
6 Cargo Documents.

The six copies of the Crew List include those used for Departure Formalities (i.e. no additional Crew List is necessary on departure of vessel). The Master has also to produce to Port Authorities for checking:
Ship's Documents (Measurement Certificate, Radio-Telephone Certificate, etc.).
Deratisation Certificate.
Main Ship's Articles Book (Musteroll).
Passports (Seamen's Books).
Vaccination Certificates of the crew and passengers.

The Master must complete the Master's Declaration (total cargo on board, full name and address of shipowners, cases of infectious diseases on board during the voyage, and some other data).

POLLUTION: To prevent sewage pollution and spreading of infectious diseases in Soviet ports, the U.S.S.R. Medical Authorities enforce sanitary requirements regarding ports and vessels.

Cargo vessels arriving from ports subject to cholera at Azov and Black Sea ports of U.S.S.R., and not equipped with retention tank for sewage should have all toilets sealed whilst at the U.S.S.R. ports, passengers and crew being obliged to use the shore toilets.

According to the requirements of the U.S.S.R. Medical Authorities dumping of sanitary wastes from vessels equipped with retention tanks is allowed at sea, not less than 50 miles off the U.S.S.R. shore line.

ARCHANGEL: 64.32 N. 40.31 E.

Port open for navigation from May to October.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Notices of ETA in accordance Soviet Wood Charter Party. Pilot boat located in area 64° 57′ N., 40° 05′ E. VHF Channel 16. Pilot boat is tug-boat with word "Pilot" on wheelhouse. Vessels awaiting Pilot may anchor at safe distance to North from pilot boat location. In event bad weather pilot boat goes to shelter, being available by VHF radio.

ANCHORAGES: Anchorages in port area usually indicated by Pilot, depending upon draft, etc.

MAX. SIZE: Vessels longer than 150 m. not recommended enter port. Draft not to exceed 26 ft.

HEALTH: All vessels coming from foreign countries inspected by Sanitary Office. If no diseases vessel obtains free pratique. If vessel entering after calling at another U.S.S.R. port, pratique automatic.

RADIO: All information from sea may be routed through Murmansk Radio (UMN) and Archangel Radio (UGE), A1 500 kc/s, A3 2182 kc/s.

TUGS: If necessary ordered two hours before arrival and normally join vessel near berth. Usually use ship's lines.

BERTHING: To certain extent depends upon tides. 37 berths available with depths alongside up to 8·25 m.

BRIDGES: Vessels proceeding to load cargo at sawmills 2 and 3 have to pass under bridge which is opened twice a day.

STEVEDORES: No particular ETA advices to stevedores/shippers required except those mentioned in Soviet Wood C/P. Loading rates, etc., also stipulated by Charter Party.

MEDICAL: If any medical attention or prompt assistance required, Master has to contact Agent. No advance notice required. Clinic and hospital available.

DENSITY: Fresh water practically throughout port.

FRESH WATER: Usually delivered by lighters (minimum charge for 15 tons). A few berths equipped with shore water lines.

FUEL: Some grades available.

FIRE PRECAUTIONS: While lying alongside timber berth vessel to take maximum fire precautions.

DEVELOPMENTS: For the immediate future no draft increase expected. Some berths under reconstruction and cranes being installed to load timber.

GANGWAY/DECK WATCHMEN: Not available from shore. Usual watch kept by ship's crew.

OPENING/CLOSING HATCHES: Normally carried out by ship's crew.

SHIP'S CERTIFICATES:
Seaworthiness.
Measurement.
Loading Line.
Cargo Equipment.
Safety Equipment Certificates.
Deratisation Certificate.

CUSTOMS ALLOWANCES: Tobacco/wine: No quantity limits, but not allowed to be brought ashore.

IDENTIFICATION CARDS: Only Seamen's Books required.

CONSULS: No Consuls in Archangel.

REPAIRS: All types of repairs possible.

DRY DOCKS: Largest dry dock 140 m. max. length; length at coping level 126 m.; suitable for ships not exceeding 5,000 tons and 18 m. beam. There are other smaller docks.

REPATRIATION: Repatriation and crew changes require visa formalities.

AIRPORT: Airport near town. Served by regular airlines.

TIME: GMT plus 3 hours.

HOLIDAYS: General holidays: all Sundays and Saturdays: January 1st (New Year's Day); March 8th (World Women's Day); May 1st, 2nd (World Labour Day); May 9th (Victory Day); November 7th, 8th (Great October Socialist Revolution Day); December 5th (U.S.S.R. Constitution Day). Cargo work on these days at shippers' discretion.

POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Frie 01.

TELEPHONES: Can be arranged on board.

SERVICES: Compass adjusting, radar and radio repairs, etc.

SHORE LEAVE: Each crew member properly signed in Ship's Articles and having valid Seamen's Book allowed ashore.

DELAYS: On account of rain when loading timber.

AUTHORITY: Harbour Master, Nab. Lenina, 69, tel. 3-90-40. Deputy Harbour Master, tel. 2-16-55.

AGENT: Shipping Agency "Inflot", Archangel. Tel. 39874, 38573, 94040.

BATUMI: 41.39 N. 41.38 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Batumi situated in South of Black Sea Caucasian coast, at head of Batumijsky Bay. Navigation is year round. Navigational range marks to note when approaching port are: Batumijsky beacon, Burun-Tabia light, Batumijsky light buoy with siren and Batumijsky leading light marks. When proceeding Batumi, Master should give 96 hours notice prior arrival, advising Port Controller and "Inflot" Agency: time of arrival, description and quantity of cargo brought in, location, ship's draft and length, as well as declare services required. Four hours prior to approaching port, Master shall advise more precise time of arrival. Inflot will arrange Pilot.

ANCHORAGES: A mole protects port from seaward; safe anchorage provided except during periods of winds blowing from S.W., W. and N.W. when "Tyagun" is formed at port (strong variable current with surge). At time of "Tyagun" ships recommended stop loading/discharging operations and to head out of berth using anchor or mooring buoy, or to put to sea. S.W. wind is particularly troublesome.

Outer roads, some 5 cable's lengths wide and with depths up to 20 m., stretch for about 1½ miles N.E. from Batumijsky light buoy along shoal's border. Roads' bottom is mud and sand.

Inner roads situated between Western shore Batumijsky Bay and shoal stretching from Bay's Southern and Eastern shores. Depths over 11·5 m. at roads. Roads open to N. winds, but with other winds blowing strongly, anchorage not safe on roads; ship must take precautions not to lose her anchors. In case of stormy weather, in autumn and in winter particularly, ships without cargo must enter port with sufficient ballast on board.

MAX. SIZE: For oil carriers: Berth No. 1, 175 m. LOA 31·6 ft. draft; Berth No. 2, 165 m. LOA 30·5 ft. draft; Berth No. 3 165 m. LOA 30·5 ft. draft; Berth No. 4, 150 m. LOA 29·5 ft. draft; Berth No. 5, 212 m. LOA 29·5 ft. draft. For Cargo ships: Two berths where vessels may discharge. Maximum draft 32·5 ft.

MEDICAL: Medical attendance in local seamen's hospital. Masters to advise by radio prior arrival of medical attendance required on board.

RADIO:

Call letters	*Frequencies*	*Type*	*Transm.*	*Time*
UFA	484 and 500	A1 A2	CP.	H24
	17.190	A1		HX
	15.680	A3		H24

DENSITY: 1018·5.

FRESH WATER: Supplied ex-shore to ship directly. Maximum pressure 20 tons per hour. Also supplied ex water barge. Maximum quantity delivered by barge is 650 tons. Pressure about 60–80 tons per hour.

FUEL: Ships can be supplied with bunkers: heavy fuel oil, light fuel oil, diesel oil.

FIRE PRECAUTIONS: No special precautions. There is one fire-fighting boat.

OPENING/CLOSING HATCHES: According to Charter Party and contract.

CUSTOMS ALLOWANCES: Tobacco. No restrictions. Wine and/or spirits. No restrictions.

IDENTIFICATION CARDS: Not required.

CONSULS: Turkey.

REPAIRS: Only light hull repairs, machinery and gear.

AIRPORT: Batumi connected by airlines with different towns in Soviet Union. Airport situated about 5 km. from port.

TIME: GMT plus 4 hours.

HOLIDAYS: New Year's Day; 8th March (Women's Day); 1st May; 7th–8th November; 5th December; but port works those days.

SHORE LEAVE: Crew members allowed ashore till midnight.

AGENTS: Shipping Agency "Inflot".

IGARKA: 67.24 N. 86.30 E.

DOCUMENTS: refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory for Yenisei River and entering port. Pilot vessel *Meridian* is located in the following positions: 71° 45′ N., 83° 0′ 0″ E., and 71° 37′ N., 83° 30′ E. Pilot radio station OEFV, operates on 500 kc/s at the following times (Moscow time): from 00.00–03.00, 07.00–13.00, 15.00–17.00, 19.00–21.00 and 23.00–24.00. Master to give notice 96 hours before arrival at the pilot station and confirm ETA

5 hours before arrival. Within 15 miles of the pilot station, communication is made through "Akatsia" radio, OKV on 132 Mc/s or VHF Channel 16.

On approaching pilot boat, vessel should reduce speed to dead slow, or stop engines if requested. In the event of bad weather, Pilot is embarked or disembarked at a place as directed by the pilot boat.

Distance of pilotage from the pilot station to Igarka is 360 miles, and 2 Pilots together are usually required.

If pilot not available, vessel should anchor in vicinity of pilot station. Berthing Pilots and Pilots for departing vessels are arranged by "Inflot".

ANCHORAGE: Information on best location of anchorage, if required, will be given by the pilot boat.

RESTRICTIONS: Entry into port and berthing is carried out 24 hours per day. No tidal restrictions.

MAX. SIZE: Length 160 metres, draft is limited by river depths, maximum 24 ft.

HEALTH: Not later than 4 hours before arrival, Master to radio "Inflot" advising health condition on board. International code quarantine signals to be shown on arrival at port limits. No one, except Pilot and Port Authorities, may board or leave the ship until free pratique is given after port health inspection.

RADIO: Communications with Agent through Igarka radio, sign UFR, operating 24 hours on 500 kc/s and 470 kc/s. Ship's radio station must not be operated when vessel is at anchor.

TUGS: Normally join vessel with Harbour Pilot on approaching port. Vessels at anchor order tugs through "Inflot". Ship's tow lines used.

BERTHING: Usually effected with tug assistance. Vessel moors using both anchors forward and mooring stern to the quay. Three or four ships may berth simultaneously by these means.

MEDICAL: Medical assistance is free, hospital facilities available – all arrangements made by "Inflot".

DENSITY: Fresh water.

FRESH WATER: May be taken from the river.

FUEL: Available.

WATCHMEN: Ship's crew to provide watchmen services.

HATCHES: Mechanical hatches operated by crew, otherwise handled by stevedores.

IDENTIFICATION CARDS: Required for crewmen going ashore.

CUSTOMS ALLOWANCES: Only reasonable quantities for personal consumption may be taken ashore.

REPATRIATION: No facilities.

AIRPORT: Situated 1·5 km. away, one daily flight to Krasnogarsk.

TIME: GMT plus 7 hours.

HOLIDAYS: No official holidays are observed during the navigation season.

POLICE/AMBULANCE/FIRE: Police, tel. 0–02; Ambulance, tel. 0–04; Fire, tel. 0–01.

TELEPHONES: Telephones cannot be connected on board vessel.

SHORE LEAVE: Permitted during 06.00–24.00 subject to police control.

GENERAL: It is forbidden for crew to swim in the harbour.

AUTHORITY: Port Office, 47 Gorky Street, Igarka. Tel. 4–10. Cables: Morport, Igarka.

AGENT: "Inflot". Cables: "Inflot" Igarka.

ILYICHEVSK: 46.19 N. 30.40 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Master shall give agent preliminary information not less tha 96 hours prior arrival stating: Vessel's name and E.T.A., type and quantity cargo on board (or required), draft, length and beam, number and weight of each heavy lift and where stowed (if any), number of passengers, service required, In case of delay, Master shall advise agent accordingly. Approaching port communication can be established by radio-telephone on international frequencies. Vessels which have entered inner roads are prohibited to broadcast except in emergency. Call sign of port Radio Station UEH-2. Inwards and outwards pilotage of all foreign vessels is compulsory. Pilot and Boarding Officials embark or disembark in outer roads near Pilot Buoy. Position of embarkation or disembarkation may be changed as agreed upon with Master when weather conditions unfavourable. Embarkation and disembarkation of Pilot and Boarding Officials shall be effected in compliance with Regulation 17 Chapter V of "International Convention for Safety of Life at Sea" 1960. Position of Pilot buoy 46° 18′ N.; 30° 45′ E.

ANCHORAGES: When vessel not boarded by Pilot immediately on arrival it shall anchor in anchorage area specially designated in outer roads south of Pilot buoy and await boarding of officials or Pilot. The leading entrance line extending from Harbour gates to Pilot buoy and further seawards, marks northern limit of anchorage area. No vessel shall anchor north of or on this line.

RESTRICTIONS: Vessels entering Channel shall make way for vessels leaving. Passage in and out governed by shore Signal Station located on Port Radar Building. If no signals exhibited on signal mast, both in and out simultaneous navigation is permitted. Speed of vessel shall not exceed 5 knots except for emergency cases to improve manoeuvrability. Vessels prohibited anchor in Channel except in emergency when necessary prevent immediate danger of drifting aground, or engine or rudder damage, or other justifiable reasons. Such cases shall be immediately reported to Harbour Master.

MAX. SIZE: Vessels admitted with draft up to 9.7 metres. No tide.

HEALTH: Foreign vessels granted free pratique when berthed alongside and all arrival formalities accomplished by the boarding officials, irrespective whether day or night. If berthing delayed, under certain circumstances vessel may be granted free pratique at roads where anchored. Event suspected disease Master shall inform Agent by radio. When arriving from another Soviet Black Sea port, free pratique automatic.

RADIO: Channel 16 (156, 80 m.c/s.) for radio-telephone used for calling only, with subsequent switch to any other Channel. All information addressed to ship's Agent, Cable address "Inflot Ilyichevsk", Telex No. 232448. Port Radio UEH.2.

TUGS: Normally join vessel when approaching mooring berth. Ship's lines used.

BERTHING: When mooring, attention should be paid to shore cranes running very close to edge of pier.

STEVEDORES: No particular ETA advices required.

RADAR: Port Radar Station gives all possible technical information to any vessel navigating within Station's broadcast zone, if requested. Navigation in channel controlled by Port Radar Station. Communication between Station and vessels established by radio-telephone on international frequencies.

MEDICAL: Medical assistance rendered immediately when requested. Hospital facilities available. Particular inoculations required prescribed by International Sanitary Regulations.

DENSITY: Average density 1.010.

FRESH WATER: Available. Delivered from berth or appliances.

FUEL: Following grades available: (*a*) Fuel Oil Redwood viscosity at 50°C 1250–1500. (*b*) Marine Fuel Oil Redwood, viscosity at 50°C 187–360. Diesel Oil Redwood, viscosity at 20°C 32–47. Orders for bunkers preferably 3 days prior arrival in port.

DEVELOPMENTS: Presently port only partially constructed. Work of further development being carried out.

GANGWAY DECK WATCHMEN: Watch carried out by crew.

OPENING-CLOSING HATCHES: By crew.

CUSTOMS ALLOWANCES: No restrictions. Free use on board.

CARGO GEAR: No additional requirements. Cargo work usually carried out by means of shore cranes.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Good facilities.

DRYDOCKS: Docking arrangements settled with Black Sea Steamship Co. of Odessa, Lastochkina 1 Street. A floating dock, 250 metres length, 18 metres depth.

AIRPORT: The distance from Odessa Airport about 30 km.

TIME: GMT plus 3 hours.

HOLIDAYS: Official Holidays are Sundays and following Calendar dates: January 1st, March 8th, May 1st, 2nd, 9th, November 7th, 8th, December 5th.

POLICE-AMBULANCE-FIRE: All mentioned services easily obtained through agent.

TELEPHONES: Can be placed on board.

GENERAL: Shipowners recommended deposit funds for disbursements prior to arrival. All bank operations carried out by Vneshtorgbank of Moscow.

SERVICES: Shipchandler's supplies, Technical equipment supplies, Laundry, Car Hire.

SHORE-LEAVE: Permitted.

DELAYS: Vessels berthed at specialised berths depending upon cargo. Delays if berths occupied. Normally no delays in bunkering.

AUTHORITY: Odessa-18, Management of the Ilyichevsk Merchant Sea Port, USSR.

AGENT: Messrs. Inflot, Ilyichevsk, USSR. Cables: "Inflot".

IZMAIL: (including Reni): 45.20 N. 28.51 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.

PILOTAGE: Compulsory. Pilot should be ordered through "Inflot" before leaving the port of Sulina giving vessels ETA at Izmail. Alterations in ETA whilst vessel is navigating the Sulinsky channel should be advised to "Inflot". Also refer to Sulina, Romania.

RESTRICTIONS: Izmail port is situated on the left bank of the Kilia channel, channel depths are 10–20 metres. Reni port is situated on the left bank of the Danube, channel depths are 10–20 metres. Ice-breakers assistance is available during periods when the Danube is frozen.

HEALTH: International code quarantine signals are to be shown on arrival and free pratique is given by the quarantine doctor who will board the vessel to examine Master's Health Declaration.

RADIO: Radio station UJO operating 24 hours on all main frequencies.

TUGS: Vessels normally berth and unberth without tug assistance. A tug can be made available if particularly requested.

FRESH WATER: Available in unlimited quantity.

FUEL: Heavy fuel oil available.

WATCHMEN: Gangway watchmen compulsory, carried out by ship's crew.

HATCHES: Normally opened and closed by ship's crew. Stevedores can perform this work at special request.

CUSTOMS ALLOWANCES: No restrictions on crew consumption tobacco and alcohol on board. It is prohibited to take these items ashore.

IDENTIFICATION CARDS: Required for crewmen going ashore.

REPAIRS: Hull and machine repairs can be effected.

REPATRIATION: Can be arranged.

AIRPORT: Regular connections with internal services.

TIME: GMT plus 3 hours all the year round.
HOLIDAYS: New Year's Day (1st January), National Women's Day (8th March); Workers' Day (1st and 2nd May); Victory Day (9th May); Anniversary of October Revolution (7th and 8th November); Soviet Constitution Day (5th December).
POLICE/FIRE/AMBULANCE: Izmail – Police, tel. 316; Fire, tel. 524; Ambulance, tel. 600. Reni – Police, tel. 205; Fire, tel. 210; Ambulance, tel. 203.
SHORE LEAVE: Allowed up to midnight.
AUTHORITY: Parokhodnaja Ul. 1. Tel.: 9–04–06; 9–04–71.

AGENT: Portovaya Ul., 14. Tel. 9–01–81. Cables: "Inflot", Izmail.

KHERSON: 46.37 N. 32.37 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section
PILOTAGE: Compulsory. Navigational range marks, leading marks of Stanislov, Adjigolsky beacons, Verbchansky and Maliy Kasperovsky leading light buoys, and spar buoys. Master advises Port Controller and Inflot Agency ETA minimum of 96 hours prior notice.
ANCHORAGES: Good safe anchorages.
RESTRICTIONS: Maximum draft in channel 7 m. 60 cm. In hard winter ice breaker necessary.
HEALTH: No automatic pratique.
RADIO: Kherson Radio – call letters UHZ frequency 487,500, or US1 frequency 7890, 2099, 156, 80, 156, 45.
BERTHING: Nine berths, depths up to 8 m. 40 cm.
MEDICAL: Hospital facilities available.
FRESH WATER: Available.
FUEL: Fuel oil, diesel oil of certain viscosities, also coal.
OPENING/CLOSING HATCHES: By shore workmen.
AUTHORITY: Ul Ushakova, 4 Kherson, Ukrainian S.S.R., U.S.S.R. Tel. 291402. Telegraphic address, Morflot Kherson.

AGENTS: Main Maritime Agency "Inflot". Telex. 132. Te.l 291 351.

KLAIPEDA: 55.43 N. 21.07 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Report 96 hours, then 24 hours prior arrival by radio giving ETA, name vessel, fresh water draft. Pilot compulsory inward/outward and shifting. Pilot meets vessel at buoy No. 1 unless wind force above 5 Beaufort or fog. In such cases pilot station instructs Master by radio-telephone and fixes meeting with Pilot.
ENTRY RESTRICTIONS: Day and night entrance. Maximum permissible draft 8 m. Anchorage at inner roads limited to vessels under 100 m. length.
MAX. SIZE: Length and breadth unlimited. Maximum permissible draft for all vessels entering the port, 8 m.; and for tankers loading at installations outside main port area, 9 m.
BERTHING: No specific requirements. Vessels allocated berth according kind of cargo to be loaded/discharged and their turn.
RADIO: "Klaipeda-Radio" port radio station. Call letters UMN–2. Cable Agents giving ETA, draft, cash required.
TUGS: Ordered by Pilot if necessary.
STEVEDORES: Report 48 hours, then 12 hours prior arrival giving ETA, and 72 hours then 12 hours prior arrival advising perishable goods, characteristics of vessel, gross capacity, number and measurement of hatches, tween-decks, shelter-decks, description and quantity of cargo, stowage plan, heavy lifts, pieces of above 3 tons each especially indicated. Day and night loading/discharging operation, Sundays and holidays included.
MEDICAL: Master to advise by radio prior arrival if medical attendance required onboard.
TANKERS: Three berths. Maximum draft 9 m. Shore facilities for discharge of ballast.
FRESH WATER: Most berths supply by shore installations, otherwise barge. Quantities under 15 tons from barge charged as 15 tons.
FUEL: Deliveries only by bunker barge.
WATCHMEN: Compulsory for gangway checking. Guard net and life buoy required.
OPENING/CLOSING HATCHES: Normally by crew. Possible by shore workers.
CONSULS: No Consuls at Klaipeda.
REPATRIATION: No facilities for crew changes. Arranging any necessary repatriation at Captain's request effected by Immigration Authorities.
AIRPORT: At Palanga (25 km. from Klaipeda), served by regular lines: Palanga–Moscow, Palanga–Leningrad, Palanga–Riga. Airport at Klaipeda – some regular flights per day: Klaipeda–Vilnius, Klaipeda–Kaunas, Klaipeda–Kaliningrad.
POLICE/AMBULANCE/FIRE: Tel. Police, 02; Ambulance, 03; Fire, 01.
GENERAL: In case of stormy weather or dense fog vessels are lying at Outer Roads until entering permitted by Harbour Master. In such cases vessels lying alongside berth to be shifted to Inner Road.
CERTIFICATES: All ship certificates required on every call.
CUSTOMS ALLOWANCES: Cigarettes and wine/spirits on board limited by personal requirements; take ashore maximum 2 packets cigarettes, no wine/spirits.
REPAIRS: Urgent repairs possible. Pre-advise 2 days. Dry dock 6,500 t. Ordered only on special agreement with Lithauen Steamship Company.
TIME: Moscow time, GMT plus 3 hours.
TELEPHONES: May be arranged on board.
SHORE LEAVE: Crew members allowed ashore with shore-pass obtainable from Immigration Authorities.
AGENTS: "Inflot" Agency. Address: Klaipeda, ul. Platchioy 18. Tel. 6–42–70, 6–32–36. Cables: Inflot, Klaipeda. Telex: 179.

LENINGRAD: 59.54 N. 30.15 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory, ship shall inform Agent before approaching Leningrad entrance buoy, 60° 02′ N. 29° 26′ E. 96, 48 and 24 hours prior arrival. VHF with pilot boat, Channel 16, call signal "pilot Leninets"; if bad weather pilot boat leads ships to Kronstadt road where Pilot comes aboard.
RESTRICTIONS: No restrictions night entry, no tide in Leningrad.
MAX. SIZE: Draft restriction 9·8 metres.
HEALTH: Master of vessel coming from foreign port shall report every sick passenger or crewman; Health Authorities board together with Customs and Immigration and if find all in order grant free pratique. Each vessel shall produce Deratization Certificate and Sanitary Patent.
RADIO: Cable Agent "Inflot" ETA, draft and other data, information required via Leningrad Radio Station.
TUGS: Normally join incoming vessels at Inner Road. Ships lines usually used.
STEVEDORES: Ordered by Agent.
RADAR: Pilot in contact with radar service.
MEDICAL: Masters to advise Agent prior arrival if medical attendance required aboard.
DENSITY: Fresh water in port area.
FRESH WATER: Most berths supplied by shore installations, otherwise barges.
FUEL: All grades available.
FIRE PRECAUTIONS: No smoking allowed in port area, except in places specially allocated.
WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: According to charter party.
CERTIFICATES:
Passenger Ship Safety.
Safety Equipment.
Safety Radiotelephony.
Safety Radiotelegraphy.
Exemption Certificate.
CUSTOMS ALLOWANCES: No restrictions on board.
IDENTIFICATION CARDS: Needed, will be given on arrival.
REPAIRS: All repairs possible.
DRY DOCKS: Available.
TIME: GMT plus 3 hours, no alterations during year.
POLICE/FIRE/AMBULANCE: Police 9692; First-Aid from Port 503; from Town 03; Port Fire 8509, 8536, 8973; Town Fire 01.
AUTHORITY: Leningrad Merchant Port 9994, 9761; Leningrad Timber Port 9775.

AGENT: "Main Maritime Agency Inflot", Post – "Inflot", Leningrad L–35 U.S.S.R. Tel. 164812, 169921. Telex 505.

MESANE, (Mezen): 65.53 N. 44.07 E.

Open for navigation about six months per year with ice breaker assistance.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Vessels met by pilot boat in area of pilot buoy (66° 12′ N., 44° 04′ E.) about 22 miles from port. No direct connection between ships and pilot station. Alternative area in event of bad weather Outer Roads of Mesane, entering direction 183°. These Roads used for boarding Pilot only on Pilot's option. Information to be in accordance with Soviet Wood Charter Party. Pilot boat equipped radio telephone (2182 kc/s, call name "Petchoretz Dva"), word "Pilot" painted on wheel house. Pilot boat to be given a good lee.
ANCHORAGE: Depths at anchorages 5–7 metres.
RESTRICTIONS: Vessels may enter port only in daytime on high water. Masters have to pay full attention to Pilot's advice as river has varying bends.
MAX. SIZE: Draft declared by Port Authorities after being checked in beginning of season; about 13–14 ft. Maximum length about 70 metres.
HEALTH: As for "Archangel".
RADIO: Besides Murmansk and Archangel, messages may be routed through Mesane Radio (UZT, A1 500 kc/s, VHF Channel 16).
GENERAL: For further details refer to "Archangel".
AGENT: See "Archangel".

MURMANSK: 69.00 N. 33.03 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Pilot station is situated at Tuva-Goobay in Kilsky Bay, position 69° 11′ 09″ N., 33° 34′ 08″ E. ETA to be given to Agents 96, 48, 24 and 12 hours before arrival. Pilot launch is distinguished by word "Pilot" in black letters on both sides. Pilots can be contacted on VHF Channel 16.
ANCHORAGE: At the pilot station depths are too great to permit anchorage, but there is sufficient sea room for vessel to await Pilot with engines stopped.
MAX. SIZE: Vessels up to 32 ft. maximum draft for berthing.
HEALTH: International quarantine signals to be used on arrival No later than 6 hours before arrival at the inner area Master should

radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.
RADIO: Murmansk Radio operating 24 hours on 2182 khz. Coastal radio station UMN operating 24 hours on 500 and 472 khz. Coastal radio station UMV operating 24 hours on 13080 khz.
VHF: Port VHF maintains contact between Pilots and ship within harbour limits, and between ship and shore. Calling on Channel 16 working channel will be according to instructions from shore.
TUGS: Normally join vessel in the inner area of the port. Tug's lines are used.
BERTHING: Main berths, depth alongside 32 ft. at low water. Average height of tide about 3·9 metres. Vessels berth port or starboard side alongside at Master's and Pilot's discretion.
STEVEDORES: Arranged by Agent on basis of Masters ETA Loading and unloading is carried on throughout 24 hours a day including holidays.
MEDICAL: Hospital and medical facilities available. Vaccination can be arranged. If doctor required on board Master should inform Agents by radio or VHF.
DENSITY: At the berth varies between 1006 and 1025.
FRESH WATER: Available from most berths, otherwise supplied by barge. To avoid delay recommended to order before arrival.
FUEL: All grades available. Delivered by barge. Advance notice required.
DEVELOPMENTS: Reconstruction is being carried out in order to speed up loading of iron-ore and other cargoes.
WATCHMEN: Not obligatory.
HATCHES: Opening and closing of hatches is usually performed by ship's crew.
CERTIFICATES: At first Russian port of call certificates of tonnage and those required by International Convention will be required for examination.
CUSTOMS ALLOWANCES: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.
CONSULS: There is no local representation.
REPAIRS: Temporary repairs to hull, deck and machinery can be effected.
DRY DOCKS: Large dock; length 173 metres, width 45 metres. Small dock; length 141 metres, width 30 metres.
TELEPHONES: Ambulance, tel. 003, 395 and 442; Fire service, tel. 252 and 524.
AUTHORITY: Murmansk Sea Trade Port, 19 Port Settlement, Murmansk. Tel. 25177 and 25627. Telex: 128. Cables: Mortorgport, Murmansk.
AGENT: "Inflot". Tel. 256–66. Cables: "Inflot", Murmansk.

NAKHODKA: 42.48 N. 132.54 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Radio "Inflot" 96, 48 and 24 hours before arrival, advising ETA, ship's dimensions, cargo details, number of passengers and any other requirements. 4 hours before arrival an accurate confirmation of ETA is required to order Pilot. Vessels approaching port should first make for position 42° 27.2′ N., 132° 56.3′ E. Approach to this area is indicated by radio signals "Gannov" and "Povorotny". On arrival in this position Master should again report to the Harbour Master via "Inflot".

From this position vessel should follow course No. 1 along the 2 mile wide fairway. As soon as the light at the entrance of America Bay is visible vessel should steer towards that light as far as quarantine anchorage "A" where the Pilot boards. Tankers proceeding to the oil terminal should approach port along parallel 42° 47′ N. and enter anchorage area "D" on course 270°. Further movement to berths from anchorage areas may only be carried out with a Pilot on board. Pilots are ordered by radio via "Inflot". Pilot boards from a white motor boat with the word "Pilot" in black letters painted on the wheelhouse. International Code Pilot Signals are used. The Pilot boat is normally located near the entrance to the port. In winter the pilot launch may be replaced by a powerful tug.
ANCHORAGE: Depths in anchorage area "A" are from 13–20 metres. Anchorage area "D" has depths of from 18–28 metres.
RESTRICTIONS: Vessel may not enter port without first obtaining permission of port control. Anchorage of oil tankers is only allowed in area "D".
MAX. SIZE: Maximum permissible draft in the main port is 9·6 metres.
HEALTH: Advise "Inflot" by radio in advance if there is any case of quarantine illness on board the ship. Smallpox vaccination is compulsory for all crew members. If vessel is arriving from a cholera area, then cholera inoculations are also required.
RADIO: Nakhodka Radio, call sign UKI, operating 24 hours on frequencies 500, 532 and 8475 khz.
TUGS: Tug and mooring launch assistance available. Tugs join the vessel in America Bay as directed by Master or Pilot. Ship's tow lines are used.
BERTHING: May be effected at any time of day or night. In daytime vessels mooring position will be marked by a flag and at night by a red lantern. These signals mark the point where the ship's bow should be at the mooring.
STEVEDORES: Arranged through "Inflot".
MEDICAL: Medical service is free. All requirements should be ordered in advance through "Inflot".
FRESH WATER: Can be supplied at the berth or by barge.
FUEL: Available subject to advance notice. If fuel required by barge at the anchorage a written request to the Agent is required at least 24 hours in advance.
TANKERS: Slop reception facilities are available.
DEVELOPMENTS: Constructing new port at Urangel, 8 miles from Nakhodka, having: Coal pier, annual capacity 10 million tons. Coal conveyor, annual capacity 5 million tons. Wood chip conveyor system, annual capacity 800,000 tons. Container system.
HATCHES: May be opened and closed by stevedores at Masters request.
CUSTOMS ALLOWANCES: No restrictions on tobacco and alcohol on board ship. Only tobacco required for personal consumption may be taken ashore.
CONSULS: North Korea, tel. 5310. Japan, tel. 7519.
REPAIRS: Deck machinery and diesel repairs can be effected.
REPATRIATION: Can be arranged provided passport and documentation is in order.
AIRPORT: Nearest international airport situated 120 kms away.
TIME: GMT plus 10 hours all the year round.
SHORE LEAVE: Permitted subject to police control.
AUTHORITY: Port Office, ul Portovaya 22, Nakhodka, Primorsky Krai U.S.S.R. Telephone: 62–98. Cables: Torgport, Nakhodka.
AGENT: "Inflot", Leninskaya, ul 2. Telephones: 54–05, 56–13. Cables "Inflot", Nakhodka.

NARIAN-MAR: 67.38 N. 53.00 E.

Open to navigation about three to four months in the year.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Besides information stipulated in Soviet Wood Charter Party, vessels approaching pilot buoy may contact Port Authorities or Pilot in first fifteen minutes of any odd hour from 0700 till 2300 (Moscow time), frequency 2182 kc/s. Signals for Pilot to be given in accordance with International Code. Pilot boat wooden, standard type, white painted, with word "Pilot" in black letters on wheel-house. Vessels met by pilot boat in area of 69° 30′ N. and 54° 33′ E. Pilots do not board in rough weather. Recommended anchorage in same area.
ANCHORAGE: Depths at anchorage 18–21 ft. Also Inner Roads where anchorage will be indicated by Pilot.
MAX. SIZE: Draft declared by Port Authorities after being checked in the beginning of the season, and is about 15 ft.
HEALTH: Vessels inspected by sanitary officer. If no diseases, vessel obtains free pratique. Pratique automatic when vessel arrives from another Russian port.
RADIO: Archangel and Narian-Mar Radio (UOY, A, 500 kc/s.).
BERTHING: Vessel alongside is not always afloat but safe aground.
STEVEDORES: As per Soviet Wood Charter Party.
MEDICAL: No advance notice required. Clinic and hospital available.
DENSITY: Fresh water irrespective of tide.
FRESH WATER: Delivered by tanker.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP CERTIFICATES:
Seaworthiness.
Measurement.
Load line.
Cargo Equipment.
Safety Equipment.
Deratisation Certificates.
CUSTOMS ALLOWANCES: Tobacco/Wine. No quantity limits.
IDENTIFICATION CARDS: Only Seamen's Books.
CONSULS: No Consuls.
REPAIRS: Small repairs only.
DRY DOCKS: None.
REPATRIATION: Repatriation and crew changes require visa formalities.
AIRPORT: Airport served by regular lines and situated near town.
TIME: GMT plus three hours. No seasonal alterations.
HOLIDAYS: See "Archangel".
POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Fire 01.
TELEPHONES: Can be arranged on board.
SHORE LEAVE: Each crew member properly signed in ship's Articles and having valid Seaman's Book is allowed ashore.
DELAYS: Caused by rains, when vessel loading cargo of sawn goods.
AUTHORITY: Chief Harbour Master, tel. 2–01; Harbour Master, tel. 5–54 or 2–43.
AGENT: See "Archangel".

NOVOROSSIJSK: 44.43 N. 37.48 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory: 96 hours prior arrival cable Inflot giving ETA, name vessel, gross tonnage, exact draft, type of engine. Flag, sound and Morse signal G. Pilot meets vessel at 44° 37′ N.; 37° 52′ E. Movement of vessel within inner harbour – only under Pilot guidance.
ANCHORAGES: 44° 37′ 7″ N.; 37° 52′ E.; depth up to 22 m.; Outer Roads anchorage unsafe during N.E. winds (gales). Master must keep engine ready or proceed for anchorage to S. Ozereika Roads under these sea conditions. Vessels obliged to receive daily weather message at 15.00 LT on 420 kc/s.
RESTRICTIONS: No restrictions on night entry.
MAX. SIZE: Draft 11·2 m. for dry cargo vessels and 14·2 m. for tankers; length/breadth no restrictions.

HEALTH: Free pratique automatic for vessels coming direct from U.S.S.R. port. From other countries, usual procedure of sanitary inspection applies.
RADIO: Within Outer Roads through Novorossijsk shore r/s, call sign "Novorossijsk-Radio" from 08.00 to 22.00 LT, Sundays and holidays excepted; watch on 2182 and 3180 kc/s, answers and transmits on 450 kc/s.
TUGS: As decided by Pilot. Vessels' lines usually used.
BERTHING: When proceeding in inner harbour vessels must keep both anchors ready to let go; ships to be moored by safe ropes which to be kept tight at all times. Also be ready to use anchor chain over bollard according to Pilot's recommendation. Strictly prohibited to work with propellers lying alongside berth. All mooring ropes must be fitted with rat-guard plates.
STEVEDORES: All necessary services including stevedoring work available under Port Authority guidance. Port cargo-handling regions where ships berth managed by Port Authority and used for stevedoring, tallymen service, storage, etc. On the matters connected with services available, foreign vessels have to apply to Port Authority through Maritime Agency "Inflot".
MEDICAL: In case of accident (emergency), medical attendance rendered at any time. Hospital facilities available. Also inoculation, vaccination, etc.
TANKERS: Bearing in mind N.E. gales, oil carriers lying alongside oil pier must have boat-ropes lowered to water and illuminate them at night. All scupper holes on main deck must be closed tightly. Master responsible for overflow of oil in the vicinity of harbour and has to bear harbour cleaning costs. No repair work can be done on tankers lying alongside oil pier. No ballast water may be pumped out, no garbage or refuse thrown overboard. Ballast water to be pumped into shore slop tank.
DENSITY: About 1,010–1,014.
FRESH WATER: Available from shore; minimum quantity invoiced at 15 tons.
FUEL: Most grades available.
FIRE PRECAUTIONS: All operations involving open fire and sparks are prohibited on oil pier. Two fire-extinguishers, thick felt and sand must be ready beside hose connection.
WATCHMEN: Gangway watch compulsory and carried out by crew.
OPENING/CLOSING HATCHES: Normally by crew, otherwise according Charter Party.
CUSTOMS ALLOWANCES: No quantity limits but nothing allowed to be taken ashore.
IDENTIFICATION CARDS: Crew members get shore passes.
CONSULS: No Consulates in port or its vicinities.
REPAIRS: For radio, radar and navigational equipment only.
DRY DOCKS: None.
REPATRIATION: No facilities exist for effecting crew changes. A crew member may be repatriated due to family reasons or sickness but repatriation requires visa formalities.
AIRPORT: Nearest airport (Krasnodar) served by regular inner lines is situated at 150 km. from port.
TIME: GMT plus 3 hours; no alterations during year.
HOLIDAYS: New Year's Day, 8th March (Worlds Women's Day); May 1st, 2nd (Labour Day); May 9th (Victory Day); November 7th, 8th (Great October Socialist Revolution Day); December 5th (U.S.S.R. Constitution Day). Cargo work can be arranged on those days.
POLICE/AMBULANCE/FIRE: Police, 02; Ambulance, 03; Fire, 01.
TELEPHONES: Can be arranged to be fitted on board.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Postal Address: Portovaja 14, Novorossijsk, Krasnodarsky Krai, U.S.S.R. Cable: Morport Novorossijsk. Tel. 23–08, 28–58, 99–5–94. Telex: 829.

AGENT: Main Shipping Agency "Inflot", 13 Portovaja Str., Tel. 99–2–49, 99–2–85, 99–2–60. Cables: "Inflot" Novorossijsk. Telex: 827.

ODESSA: 46.29 N. 30.47 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Arranged through Inflot, but vessel to give 96, 24 hours and 6 hours notice through Odessa radio. Pilot boat recognised by international pilot flag. Vessel requiring Pilot shows international flag "G". Pilot boards vessel in region 1 mile from Vorontzov lighthouse. In bad weather vessel enters Inner Roads according to instructions given by radio. Fenders should be on side where Pilot boards.
ANCHORAGES: The Outer Roads, between the port and Severny Odessky Cape, depths up to 14 m. Open to winds from N.E. to S.S.E. Good holding ground.
RESTRICTIONS: Vessels enter only with Pilot and should have lights according to Pilot's instructions. Vessels berthed depending on kind of cargo carrying or loading.
HEALTH: Free pratique given on berthing. In case of suspected disease Master must inform Inflot by cable. Free pratique cannot be granted automatically.
RADIO: Odessa radio operates on LW–MW, calling signal UDE 447 and 432 k/cs. Vessel should stand by on 454 or 480 kc/s and 65·10 kc/s on short wave.
TUGS: Tugs meet vessel in place indicated by Master through Pilot.
BERTHING: Thirty eight berths available with depths alongside up to 12·0 m.
RADAR: Vessel's radar not to be used in Outer Roads.
MEDICAL: Advance notice for medical attendance required. Notice should be given to Inflot. Hospital facilities available in case of emergency.
TANKERS: No reducing pieces necessary. Oil slop facilities available.
DENSITY: Average density 1.0012 varying with season.
FRESH WATER: Fresh water may be supplied ex shore or ex water barge. Minimum quantity ex barge 15 tons.
FUEL: Bunkers can be supplied, and to be ordered 72 hours before arrival.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Tobacco. No limits on board vessel, but when going ashore not more than 1 or 2 packs. Wine and/or spirits not to be taken ashore.
CARGO GEAR: All cargo gear must have certificates for maximum weight capacity.
IDENTIFICATION CARDS: Necessary.
CONSULS:
Bulgarian Consulate tel. 2–45–72
Indian Consulate tel. 2–37–10
Cuban Consulate tel. 5–14–69
REPAIRS: All types of deck and engine repairs can be carried out.
DRY DOCKS: Available.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 10 miles. Direct airlines with several socialist countries and with the rest of the world through Moscow. Planes fly to Moscow 3 times a day.
TIME: Local time GMT plus 3 hours.
HOLIDAYS: Work can be arranged on below mentioned holidays through Sovfracht, Moscow, at special rates. Holidays: 1st January, 8th March, 1st and 2nd May, 9th May, 7th and 8th November, 5th December.
POLICE/AMBULANCE/FIRE: Police (Militia), 02 from town; 902 from port.
TELEPHONES: Telephones may be installed on board.
SERVICES: Tank-cleaning equipment available.
SHORE LEAVE: Crew members allowed to stay ashore till midnight. Master without limitation.
DELAYS: Vessels berthed in turn.
AUTHORITY: The Port of Odessa, Pl. Vackulenchuka 1, contacted through Inflot.

AGENT: Main Maritime Agency "Inflot". Telex 1185. Tel. 933781.

ONEGA: 63.54 N. 38.06 E.

Open for navigation about four months a year with ice breaker assistance.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Pilot station can be called on 500 kc/s (call signal UQQ, watch hours 0400–0600, 0800–1000, 1200–1400, 1800–2000 GMT) and on 2182 kc/s. Information to be given in accordance with Soviet Wood Charter Party. Pilot boat wooden standard type, white painted with word "Pilot" in black letters on wheel-house. Signals to be made in accordance with International Code. Pilot taken on board near Letnij Orlov East light buoy (64° 55′ N., 36° 25′ E.). In case of moderate sea vessel to proceed one or two cable's lengths to South, keeping distance of one mile off shore. In respect of safe boarding Pilots require vessel to make a lee for pilot boat. Vessel awaiting Pilot may anchor to the South of the East light buoy at distance of one mile off shore.
ANCHORAGE: When sea is moderate or rough and winds are from N.W. quarter, recommended anchorage is in area of Solovetzky island under point Petchak, where vessel may approach shore as close as one mile and anchor at depths of 33 ft. Vessels lying on Karesky Roads recommended anchorage in event of storm from N.W. quarter is at Purnema area where a light anchorage buoy installed (64° 20′ N., 37° 27′ E.), depths are 6–10 m.
RESTRICTIONS: Vessels having draft not more than 3 metres may enter port at any time, but with draft more than 3 m. only one hour before high water.
MAX. SIZE: Length 120 m., no breadth limits. Draft usually declared by Harbour Master after being checked in beginning of season, is between 17 and 21 ft. (21 ft. is declared after dredging).
HEALTH: Alongside or on the Roads all vessels coming from abroad inspected by Sanitary Office representative. If no diseases, vessel obtains free pratique. If vessel enters directly after calling at another Russian port, pratique automatic.
RADIO: Besides Murmansk and Archangel, Onega Radio (UZS), 500 kc/s; VHF of pilot office at port of Onega (Channel 16).
TUGS: If necessary, ordered by Pilot or Master and join vessel near berth. Usually ship's lines used.
STEVEDORES: No particular ETA advices to stevedores/shippers. Loading of timber usually carried out by ship's winches at average rate of 24 stds. per hatch per working day.
MEDICAL: Doctor and hospital facilities available.
FRESH WATER: Available. Usually delivered by tankers.
FUEL: Availability not guaranteed.
GANGWAY/DECK WATCHMEN: Usually by ship's crew.
OPENING/CLOSING HATCHES: Usually by ship's crew.
CUSTOMS ALLOWANCES: No restriction on quantity, but nothing to be taken ashore.
IDENTIFICATION CARDS: Only Seamens Books required.
REPAIRS: Small repairs only.
REPATRIATION: Subject to visa formalities.
AIRPORT: Nearest at Archangel.
TIME: GMT plus 3 hours.
HOLIDAYS: See "Archangel".

SHORE LEAVE: Allowed up to midnight.

AGENTS: See "Archangel".

POTI: 42.09 N. 41.39 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Radio 96, 48 hours prior arrival to Port Controller and Inflot Agency advising ETA, description and quantity of cargo, location and weight of heavy lifts, if any, number of passengers, ship's length and draft, as well as any services required. Confirmation of ETA required 4 hours prior arrival. Inflot will arrange Pilot basis above information.
ANCHORAGE: In outer port which protected by Novy Severny, Yuzhny, and Zapadny Moles, and by Zapadny Breakwater. Safe anchorage for deep drafted vessels, except in periods when "Tyagun", a strong variable current with surge, occurs, with winds from N.W., W., and S.W.
RESTRICTIONS: Strong winds from W., S.W. and E. can make it difficult to enter port. At least 25 cm. keel clearance required to enter or leave port.
MAX. SIZE: Depending on berth depth.
HEALTH: Free pratique automatic for vessels from another U.S.S.R. port. Other vessels are boarded on arrival.
RADIO: Poti Radio operates 24 hours daily on following frequencies: Call sign UVB 421 and 500 kc/s. Call sign UFC 8546, 4413·8, and 156·80 kc/s.
BERTHING: The port of Poti comprises three harbours: the Yuzhnaya (Southern), Severnaya (Northern) and Vnutrenniaya (inner) harbours. Fifteen berths in port, with depths up to 8·35 m. alongside.
MEDICAL: Qualified medical service is available free of charge, including dispensary and hospital treatment.
STEVEDORES: Arranged by Inflot.
DENSITY: About 1015, variable with season.
FRESH WATER: Fresh water supplied ex shore to ship directly or ex water barge in boundaries of port. Minimum quantity delivered by barge is 15 tons.
FUEL: All types of fuel available except marine diesel for bunkering. Quantities over 500 tons supplied only subject 4 to 5 days advance notice.
CUSTOMS ALLOWANCES: No restriction on quantities but nothing to be taken ashore.
CONSULS: See "Odessa".
REPAIRS: Floating cranes up to 100 tons capacity available.
AIRPORT: Nearest at Odessa.
TIME: GMT plus 3 hours.
HOLIDAYS: 1st January (New Years Day); 8th March (International Women's Day); 1st, 2nd May (Workers' International Solidarity Day); 9th May (Victory Day); 7th 8th November (Anniversary of October Revolution); 5th December (U.S.S.R. Constitution Day).
POLICE/FIRE/AMBULANCE: Police service, tel. 0–2; Ambulance, tel. 0–3; Fire Service, tel. 0–1.
SHORE LEAVE: Crew members allowed ashore up to midnight.
AUTHORITY: Address: ul. Lenina, 50 Poti, Georgian S.S.R. Tel. 9 32 02, 9 32 05. Cables, Morport Poti.

AGENTS: Main Maritime Agents, Inflot, ul. Lenina, 50, Poti. Tel. 9 32 27. Cables, "Inflot" Poti.

RIGA: 56.57 N. 24.05 E.

Open for navigation all year round with icebreaker assistance.
DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Inflot will arrange Pilot on receipt of ETA at Daugavgriva Buoy, which to be given 96, 48, 24 and 4 hours prior arrival. Also advise with ETA details of cargo, last port of call, passengers if any, ship's draft and length.
ANCHORAGE: In Riga Roads, depths of 15 to 30 m., good holding ground. Anchorage is not protected against winds veering from S.W. through N. to N.E. Anchorage not recommended in strong Northerly winds.
RESTRICTIONS: Entry through entrance channel past river bar.
MAX. SIZE: Maximum draft allowable is between 7·5 m. to 8·25 m.
HEALTH: Pratique obtainable after vessels mooring when Health Officials visit vessel with Immigration and Customs Officers. Health Inspector to be informed of any medical assistance required.
RADIO: Riga port radio station operates 24 hours daily on following frequencies: Call sign UKB 489 and 500 kc/s; Call sign UDH 156·80 and 161·90 kc/s; 2182, 4415·8, and 8783·1 kc/s.
BERTHING: Sixteen berths in port accommodate general cargo, bulk carriers, tankers and passenger vessels. Depth alongside quays up to 9·75 m.
MEDICAL: All medical assistance available.
STEVEDORES: Arranged by Inflot who should be given necessary information in advance.
DENSITY: About 1002.
FRESH WATER: Available at quays.
FUEL: Only thin fuel oil and gas oil available.
GANGWAY/DECK WATCHMEN: Recommended. These duties normally performed by crew.
OPEN/CLOSE HATCHES: Normally by ship's crew.
CUSTOMS ALLOWANCES: No restriction on quantities, but nothing may be taken ashore.
IDENTIFICATION CARDS: Seaman's Book required.
CONSULS: None.
REPAIRS: Repairs possible for hull, machinery, radio and navigational equipment. Floating crane available, capacity 100 tons.
REPATRIATION: Only subject to visa restrictions.
TIME: GMT plus 3 hours all year round.
HOLIDAYS: 1st January, 8th March, 1st and 2nd May, 9th May, 7th and 8th November, 5th December.
POLICE/FIRE/AMBULANCE: Advise Inflot.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Address: ul. V. Latsisa 6, Riga 33. Tel. 33 92 24, 33 92 54. Cables: Morport Riga.

AGENT: Main Maritime Agents Inflot, ul. V. Latsisa 6. Telex 157. Tel. 33 97 00, 33 97 03. Cables, "Inflot Riga".

TALLINN: 59.27 N. 24.45 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Advise Agent of vessel's ETA 96, 48 and 24 hours before arrival. If the time of passage to the port is less than 48 hours, ETA should be given no later than one hour after departure from previous port.

Radio Agent 4 hours before arrival requesting a Pilot. Pilotage is compulsory, 24 hour service. Pilot boards at Western Tallinamadal bank, approximate position 59° 42.5′ N., 24° 38.0′ E.

International code signals may be used to call Pilot who will come out in a motor-boat as ordered by Agents on basis of Masters ETA. Pilot boat can be contacted on VHF Channel 16.

N.B. Vessels should proceed to Tallinsky Bay through the Northern Passage. The Straits of Sooripy are temporarily closed to navigation.
ANCHORAGE: Vessel awaiting Pilot may anchor in pilot boarding zone. The main anchorage for Tallinsky bay is situated to the East of Tallinsky light and limited by a line connecting the following positions: 59° 28.5′ N., 24° 47.1′ E. 50° 28.7′ N., 24° 48.8′ E. 59° 28.5′ N., 24° 49.1′ E. 59° 27.8′ N., 24° 47.7′ E.

Anchorage is not protected from the seaward side, depths from 12·5 to 26 metres. Anchorage is forbidden in other parts of Tallinsky Bay.
RESTRICTIONS: Entrance to the harbour inside the breakwaters is through the North or the South entrance. Maximum permitted draft for both entrances is 23 ft. At South entrance depths vary according to current and tide. Pilot will advise regarding depth available. At the Northern entrance a submarine cable is laid, and vessels passing through are required to have both anchors secured. Entry and departure can be effected by day and night. Movement of ships through both entrances is controlled by a signal exhibited at the head of the north pier.
MAX. SIZE: Vessels up to 23 ft. draft can enter harbour. Tankers with cargo to discharge are limited to maximum length 100 metres Vessels arriving for bunkering or supplies are not required to enter harbour.
HEALTH: International quarantine signals to be used on arrival. No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.
RADIO: Tallinn Radio, call sign UNC, operating 24 hours, Radiotelephone frequencies 2182 khz and 500 khz calling "Tallinradio", VHF Channel 16, calling "Tallinport". Coastal station UNS, radiotelegraph on 500 khz.
TUGS: Tugs assistance available for berthing subject to Pilots advice. Tugs can be ordered through Agents. Ship's lines normally used. When tugs are ordered in advance the cost will be charged to the vessel whether tugs are used or not.
BERTHING: Vessel will not be allowed to berth unless main engines and steering mechanism are in good working order. All vessels in port are required to fly their national flags between 0800 and sunset. On holidays and special occasions vessels may be requested to dress their ships if requested by Port Authorities.
STEVEDORES: Arranged by Agent on basis of Master's ETA Loading and unloading is carried on throughout 24 hours a day including holidays.
TANKERS: Tankers moor at berth No. 19, length 207 metres, depth alongside 9 metres. No slop facilities available. Tankers are normally required by the charter party to reserve a slop tank on board Discharge of tank washings is prohibited within 100 miles of the coast.
FRESH WATER: Supplied by pipe-lines at all berths.
FUEL: Only diesel fuel available, to be ordered in advance through Agents.
FIRE PRECAUTIONS: Masters of tankers are presented with a copy of Safety Regulations by the Agent on arrival.
WATCHMEN: Compulsory to maintain a gangway watch by ship's crew.
HATCHES: Normally opened and closed by ship's crew. In bad weather hatch covers are put on by stevedores.
CERTIFICATES: At first Russian port of call, certificates of tonnage and those required by international convention will be required for examination.
CUSTOMS ALLOWANCES: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.
CONSULS: No local representation.
REPAIRS: Only minor repairs may be effected at machine shop ashore.
TIME: GMT plus 3 hours all the year round.
HOLIDAYS: All holidays are worked by stevedores.
TELEPHONES: Connection on board vessels can be made free of charge at berths number 7, 8, 9, 10, 13, 14, 15 and 16.

AUTHORITY: Tallinn Sea Port, 25, Uus-Sadama Street, Tallinn Cables: Morport Tallinn.

AGENT: "Inflot," 7, ul. Uus-Sadama. Telephone: 48825, 48512. Telex: 107. Cables: "Inflot", Tallinn.

TUAPSE: 44.06 N. 39.04 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Vessels wait for pilot at anchorage. Compulsory in and out. Master to advise Port Controller and Inflot Agency ETA, 96 hours in advance (confirmed 4 hours before arrival; 2 hours before, apply for entry permit), description of cargo, location and weight of heavy lifts, number of passengers, ships draft, length and services required.
ANCHORAGES: Available in depths up to 23 m. Vessel arriving at anchorage should inform time anchored, time required for deballasting ashore, overall length, deepest draft as per seasonal marks, and await berthing orders. Despite jetties and breakwater, anchorage not always secure since S.W. winds bring confused swell or variable current with surge called "Tyagun", during which vessels sometimes swept from moorings. Advisable put to sea during strong S.W. winds and "Tyagun".
HEALTH: Sanitary officer boards on arrival or when berthed. No automatic pratique.
RADIO: Tuapse Radio/UVW or any European R/Station.
TUGS: Compulsory. Ship's lines.
BERTHING: Berthing at any time. 14 berths with depths up to 10·8 metres.
RADAR/VHF: VHF only. Channel 16. Communication with Inflot on VHF available. Business radio messages from vessels at anchorage also permitted. International radio watch should be kept by vessels at anchorage for business purposes.
MEDICAL: All patients to visit polyclinic on weekdays only, to be reported by Masters to sanitary doctor on arrival.
DENSITY: 1010/1015.
FRESH WATER: Available from any berth.
FUEL: Only heavy fuel oil and gas oil. Available at oil berths. Also available ex-lighters. Masters giving 48 or at least 24 hours notice.
FIRE PRECAUTIONS: Smoking strictly prohibited on all decks of any vessels moored to oil piers. Naked lights and flashlights strictly prohibited. No work that can produce a spark is allowed

During bad weather essential shore leave should be granted only to limited part of staff and crew to ensure that sufficient crew on board at all times to shift vessel at short notice in case of emergency.

Plug holes. Flame arresters must be placed in all plug holes during loading; and all scuppers must be plugged.

When receiving bunkers remember that in all cases orders to stop pumping oil upon completion of bunkering should be given from ship with 5 or 10 minutes standby notice to pier workmen.
GANGWAY/DECK WATCHMEN: Not required.
CUSTOMS ALLOWANCE: No restrictions.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Emergency only. Main engine should not be immobilised when alongside berth without special permission by Harbour Master through Agent. Minor ship repair facilities offered by ship repair yard.
REPATRIATION: Possible in emergency.
AIRPORT: 5 hours by train.
TIME: GMT plus 3.
HOLIDAYS: 1st January, 8th March, 1st, 2nd May, 9th May, 7th, 8th November, 5th December.
TELEPHONES: Only available for tankers.
GENERAL: Ballast: No ballast water, clean or dirty, to be pumped overside in Roads and in harbour. Deballasting into shore storage compulsory and cost and time for ship's account.

Photographing: Photography within harbour or installations, railway bridges, etc., except regular views in town, prohibited.

Ratguards: All mooring lines should be provided with ratguards immediately upon mooring, otherwise fine is imposed without notice.

Smoke: The emission of dense smoke from vessel's funnel in harbour is prohibited and subject to fine without notice, as well as sparking from funnel.

Boats: Vessels not allowed to use their boats, while at anchorage, and swimming prohibited. Gangways should be lowered only for officials.

Intoxicated seamen not allowed on oil piers and medical attendance to them is rendered by Sobering Station for special charge.

No articles should be taken from and to ship without Custom's permission. No import or export of Soviet currency is allowed.

Painting of shell plating is allowed in daytime and only from quay.

No garbage or refuse should be thrown overboard, and all outlets facing quay to be closed or protected by shields.
SERVICES: Compass adjusting.
SHORE LEAVE: Crew allowed ashore to midnight. Master no restrictions.
AUTHORITY: Ul. Maxima Gorkogo 2, Tuapse, Krasnodarskykrai, U.S.S.R. Tel. 0–79, 2–15. Telegraphic address Morport Tuapse.

AGENT: Maritime Agency "Inflot". Telex: 865. Tel. 322, 427.

VENTSPILS: 57.24 N. 21.31 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Vessels approaching port apply for Pilot through Maritime Agency "Inflot" (Telegr. Inflot Ventspils, Telex 86122, Tel. 6213, 51369 or by R/T on 2182 k/cs., or on Channel 16 short range VHF), reporting 96 hours, 48 hours and 24 hours and 4 hours ETA. Pilotage compulsory for all merchant vessels. Pilot boat has word "Pilot" painted in large letters on each side and carries a pilot flag or signal at masthead. Sound signal for Pilot is "G". Pilot boat has radio telephone, Channel 16 short range VHF. Pilot taken on board in area of anchorage. In bad weather Pilot can board inside of breakwater by prior arrangment with Harbour Master through Inflot.
ANCHORAGES: Tanker anchorage (Northward of Buoy No. 1) bounded by following points: 57° 28′ 08″ N. 21° 27′ 15″ E., 57° 29′ 04″ N. 21° 28′ 82″ E., 57° 27′ 09″ N. 21° 30′ 08″ E., 57° 27′ 00″ N. 27° 28′ 07″ E. Other ships anchorage (Southward of Buoy No. 1) is bounded by the following points: 57° 25′ 03″ N. 21° 26′ 08″ E., 57° 28′ 00″ N. 21° 26′ 04″ E., 57° 26′ 01″ N. 21° 29′ 00″ E., 57° 26′ 07″ N. 21° 25′ 08″ E. Depth 45 ft.
RESTRICTIONS: Vessels exceeding 140 metres length and 25 ft. draft enter harbour with Pilot on board only in daytime.
MAX. SIZE: Length 220 metres and draft 36 ft. for Tankers, and 180 metres length and 29 ft. draft for other ships. Breadth not limited.
HEALTH: Pratique obtainable after mooring. Sanitary Inspector visits vessel after mooring together with Immigration and Custom House Officers. If medical care required the Sanitary Inspector has to be informed.
RADIO: Coast radio station: Ventspils Radio, call sign UNI, watch round o'clock. Continuous radio watch on 2182 k/cs. by R/T and on Channel 16 short range VHF.
TUGS: Tugs normally join vessel inside breakwater using ship's lines only.
STEVEDORES: Master's and/or shipowner's information of cargo details, stowage – especially for ships with inward general cargoes – is required in proper time. Information has to be addressed to Inflot Ventspils.
MEDICAL: Hospital facilities available. Advance notice desirable, however depends on kind of sickness. Particular innoculations, vaccination/fever certificates etc. not required.
TANKERS: All grades oil loaded by shore loading hoses in diameter of 200, 250, 280, 300 and 350 mm. Total 4 berths all fitted with deballasting installation for slops. Maximum draft from 30 up to 36 ft.
DENSITY: In port about 1,002.
FRESH WATER: Fresh water available, delivered from shore or by barge. Minimum for 15 tons vessels are charged if supplied by barge.
FUEL: All grades available subject to prior inquiry.
GANGWAY/DECK WATCHMEN: Service of watchmen recommended; however, Captain's option.
OPENING/CLOSING HATCHES: Opening and closing of hatches normally is carried out by crew; however, at the Master's request may be carried out by shore men.
SHIP CERTIFICATES: Required to be on board:
Intern. Tonnage.
Intern. Class.
Load-line.
Safety Equipment.
Intern. Radio.
Certificates of Deratisation.
CUSTOMS ALLOWANCES: There is no restriction for crew use and bond locker is not sealed.
IDENTIFICATION CARDS: Seaman's Book required.
CONSULS: No Consulates.
REPAIRS: Small deck and engine repairs can be carried out.
DRY DOCKS: None.
REPATRIATION: Repatriation of crew left behind a vessel in hospital is arranged by other tramp-ships with Captain's consent. No facilities exist for effecting crew changes.
TIME: GMT plus 3 hours. No alterations during year.
HOLIDAYS: 1st January (New Year's Day); 8th March (International Women's Day); 1st and 2nd May (May Day Holidays); 9th May (Victory Day); 7th and 8th November (The Great October Socialist Revolution Day); 5th December (The U.S.S.R. Constitution Day). Cargo work never stopped on Holidays.
POLICE/AMBULANCE/FIRE: If required have to be ordered through Maritime Agency "Inflot".
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES AVAILABLE: Tankers' deballasting installation for slops; service for radar and VHF repairs; compass adjusting; workshop for ordinary deck and engine repairs; ship chandler service; bunker supply.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Ventspils Maritime Commercial Port, Dzintary 22, Ventspils, U.S.S.R. Telegr. Morflot Ventspils. Tel. 51222, 51430, 51212.

AGENT: "Inflot" Ventspils. Telex 86122. Tel. 6213.

VYBORG: 60.43 N. 28.44 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Pilot is ordered through "Inflot". Notice of arrival to be given 96 hours in advance and confirmed four hours before arrival. Pilot station "Vikrevoz" can be contacted on VHF Channel 16. Pilot boards in position 60° 34′ 1″ North, 28° 23′ 8″ East. International code signals used to call Pilot. In case of bad weather pilot station will instruct Master by Radio.

ANCHORAGE: A suitable location will be indicated by the pilot station if required.
MAX. SIZE: Length 124 metres, draft 6·5 metres. For *Saimaa Canal* Length, 82m., daft 4.35m.
HEALTH: International code quarantine signals to be shown on arrival. Vessels placed in quarantine will be instructed where to anchor by the pilot station.
RADIO: Vyborg Radio, call sign UNN, operating 24 hours on 500 kc/s.
TUGS: Available, ordered through "Inflot".
BERTHING: Can only be effected with Pilot on board.
MEDICAL: "Inflot" to be advised in advance if any medical attention required.
DENSITY: Salinity 5%.
FRESH WATER: Available.
FUEL: Not available.
WATCHMEN: Not required.
HATCHES: Usually opened and closed by crew. Can be operated by stevedores on request.
CUSTOMS ALLOWANCES: No control on board the vessel. It is forbidden to take alcohol off the ship.
REPAIRS: Minor repairs can be effected.
TIME: GMT plus one hour.
HOLIDAYS: Cargo operations can be carried out on all holidays.
TELEPHONE: Connection to vessels is not possible.
SHORE LEAVE: Permitted subject to police control.
AUTHORITY: Harbour Masters Office. Telephone 12–50, 12–44, or 12–34. Cables: Morport Vyborg.

AGENT: "Inflot", Vyborg. Telex: 84521. Telephones: 37–33, 12–85, 12–86. Cables: "Inflot", Vyborg.

ZHDANOV: 47.06 N. 37.35 E.

DOCUMENTS: Refer to beginning of U.S.S.R. section.
PILOTAGE: Compulsory. Inform Kerch Harbour Master ETA 96 hours 24 hours and 6 hours, off Kerch Strait. On arrival Kerch Pilot Buoy No. 21 (Lat. 45° 13′ 62″ N. Long. 36° 27′ 75″ E.), drop anchor and await Pilot; also keep continuous radio watch. 48 hours prior arrival advise Port Controller and "Inflot" Agency, ETA description and quantity of cargo, location and weights of heavy lifts (if any), number of passengers, draft and length, and declare services required, 24 hours at latest but giving more precise information 4 hours prior to arrival at mouth Zhdanov canal. Entering and sailing day and night.
ANCHORAGE: With protection from seaward by moles, the port is a safe anchorage. Outer Zhdanov Roads depth up to 8·2 m. Limits of Roads on Eastern side are meridian of Kosa Liapina (headland), on Northern side – the five metre isobath. At anchor in Roads Master should bear in mind that Roads are open to winds veering from N.E. via S. to S.W. and in autumn the water level is subject to falls and rises on account of winds. The bottom holds anchors well. Inner Roads are within port's aquatorium and protected by dike erections.
MAX. SIZE: Draft 7·7 m., length/breadth no restrictions.
HEALTH: After presenting Vaccination Certificates free pratique obtained. After proceeding from one port of U.S.S.R. to another free pratique obtained automatically.
RADIO: Within Azov and Black seas, "Zhdanov Radio".
TUGS: Available. Use ship's lines.
RADAR: Port radar station available VHF Channel 16.
MEDICAL: Masters to advise by radio prior arrival of medical attendance required on board. Hospital facilities available. Vaccination Certificates to be presented.
DENSITY: About 1005.
FRESH WATER: Delivered at berth.
FUEL: Only heavy fuel and gas oil available.
OPENING/CLOSING HATCHES: Crew allowed open and close, stevedores placing beams.
CERTIFICATES: Registered Tonnage Certificates required.
CUSTOMS ALLOWANCES: No quantity restrictions. Nothing to be taken ashore.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: All kinds of repairs available.
DRY DOCKS: 2,500 and 5,000 tons.
REPATRIATION: All facilities for repatriation subject to visa formalities.
AIRPORT: 15 km. from port with regular airlines.
TIME: Local time GMT plus three hours.
HOLIDAYS: 1st January; 1st, 2nd, 9th May; 7th, 8th November; 5th December.
AMBULANCE/FIRE: Ambulance 025; Fire 01.
TELEPHONES: Can be placed on board.
AUTHORITY: Manager of Sea Trading Port Zhdanov, tel. 3–95–2–34.

AGENTS: Zhdanov Main Maritime Agency "Inflot" head office in port Zhdanov, branches in port Berdjansk and Kerch. Post address: Portovaya 99, Zhdanov, U.S.S.R. Tel. 3–95–271, 3–95–415. Cables: Inflot.

United Arab Emirates

ABU DHABI (MINA A ZAID): 24.29 N. 54.20 E.

COURTESY FLAG: Abu Dhabi flag is all red except for top hoist corner which contains white rectangle covering about one sixth of total area.
DOCUMENTS: Eight copies of Cargo Manifest are required, with full cargo particulars, such as Bill of Lading number, marks/numbers, description, weight and measurement. It is essential that all this information is given on the manifest for each consignment, and the manifests should reach the Agent prior to arrival of vessel in order to be submitted to the Port/Customs Authorites before the ship is berthed.

Also stowage particulars should be given in full in order for Agent to advise the Port Authorities the equipment and labour required for efficient handling of the vessels.
PILOTAGE: Pilotage into Mina-a-Zaid compulsory, but not to the outer anchorage situated in the area around position 24° 34′ N. 54° 19′ E.

Ships should wait for Pilots in the area stated above and not enter the channel unless instructions to the contrary are given, and hoist the international pilot signal.

Ships should have ready an efficient pilot ladder complying with the international convention of safety of life at sea and properly lit at night. Ships should afford the Pilot a good lee.
RESTRICTIONS: Port and starboard hand buoys have been established marking the new channel approaches to Abu Dhabi Harbour. The channel is dredged to 32 ft. and is 500 ft. wide.

In the first instance and until further notice, ships will only enter or leave during daylight hours. Max. draft 27 ft. 6 ins.
ANCHORAGE: Marked by buoy in (approx.) position 24.27 N., 54.17.6 E., 4½ miles off shore. Depth at anchorage about 5–6 fathoms. Holding ground good but anchorage exposed to North and Westerly winds when precautions to be taken against anchor dragging.
RADIO: Ships should inform their Agents, 48 hours prior to arrival, of their ETA and draft, and confirm 12 hours before arrival. They should also contact "Abu Dhabi Pilots" on VHF Channel 16 earliest possible, with the above information.
TUGS: It is a requirement that two tugs are required on every ship when berthing and unberthing at this port. Any reduction in this number will be solely at the discretion of the Pilot.
BERTHING: Anchors and mooring ropes and wires should be ready for making fast before entering.

There are three berths each of 600 ft. length with depth of 31 ft. alongside. Further three berths under construction.

Tower crane for discharging to be available in 1973.

Presently there are 15 mobile cranes of sizes varying from 5 tons capacity to approx. 40 tons capacity and these are now used on the lighterage wharf as well as in the storage area.

For moving of cargo from the jetty to the storage area there are 13 trailers and 5 fork lifts of 3 tons capacity. The port is considering purchasing additional fork lifts, trailers and tractor units.
STEVEDORING: Arranged through Agent. Labourers work under direct supervision of vessel and her officers. Stevedores do not accept any responsibility for loss or damage to cargo, nor for stevedores' damages to vessel. One gang consists of 2 Serangs, 1 Tindal, 2 winchmen and 15 labourers. Local custom proclaims that ship's responsibility for cargo ceases only after cargo landed ashore. No special regulations for dangerous cargoes but vessels having such cargoes aboard expected anchor at safe distance from other ships at anchorage. Vessels carrying cement must lighter cargo from anchorage. No floating-cranes for heavy lifts but mobile crane of 45 tons capacity available for hire on shore work.
MEDICAL: Fully equipped Government Hospital. Qualified personnel, and most medicines available.
TANKERS: See "Das Island" and "Jebel Dhanna".
FRESH WATER/FUEL/REPAIRS: None available.
LAUNDRY: Reasonably good laundries available at moderate rates.
PROVISIONS: May be arranged subject 48 hours notice to Agent.
AIRPORT: Regular scheduled international flights, also domestic flights within Gulf area.
TIME: GMT plus 4 hours.
HOLIDAYS: Friday is weekly holiday. Otherwise usual Muslim holidays observed. Cargo work generally not affected by holidays.
SHORE LEAVE: Not generally encouraged, but if Masters notify Agent names of crew wishing to go ashore a permit can be obtained from Immigration Department. Absolutely necessary that every crew member be in possession of valid seaman's book.
CLEARANCE: Port clearance must be obtained prior to departure.
AUTHORITY: Govt. of Abu Dhabi, Port Department.

AGENT: National Shipping, Gulf Agency Co. (Abu Dhabi) Ltd. POB 377, Abu Dhabi, Trucial States. Cables "Confidence", Abu Dhabi. Tel. 22667. Radio: Marine VHF radio, stand-by on Channel 16 (156,8 MHz). Call sign "Confidence, Abu Dhabi". Telex, AH–248–Gacship.

DAS ISLAND: Abu Dhabi, 25.09 N. 52.52 E.

Note: Shipping operations Das Island governed by Abu Dhabi (Port of Das Island) Regulation, 1963 (Queen's Regulation No. 2 of 1963). Owners recommended provide Masters in advance with copies Regulations obtainable from H.M. Stationery Office.
DESCRIPTION: Das Island some 160 miles south-east of Bahrain and is part of State of Abu Dhabi, largest of Arab Emirates.

Island is base for off-shore drilling and export of crude oil by Abu Dhabi Marine Areas Limited – ADMA.

DOCUMENTS:
Bills of Health for Ports visited on voyage.
2 Crew Lists.
3 Manifests (1 original and 2 copies).
1 International Maritime Declaration of Health.

APPROACHES AND PROHIBITED ANCHORAGES: Umm Shaif and Zakum drilling areas situated some 20 miles East and 48 miles South-east of Das Island together with pipeline to Das Island from Zakum field are marked on Admiralty Charts. Only selected towers equipped with lights, all other wellheads, drilling rigs and towers within drilling areas are unlighted. Wellheads in Umm Shaif field telemetered and controlled by microwave radio beams transmitted from radio tower on Das Island. Unburied pipelines from wellheads to Island also in this area and it *is essential* that vessels do *not* steam into or anchor in it. Cautions have been issued in Notices to Mariners warning vessels against entering both Umm Shaif and Zakum areas and against anchoring in vicinity of Zakum Pipeline.

Southern Route. Vessels should normally approach port from South and must pass not less than 3 miles South of drilling rigs and towers in Umm Shaif area, thence towards South-east corner of Island. Vessels must leave port by this route unless they have to use Northern buoyed channel.

Northern Route. Is via buoyed channel which primarily intended for use of deep draughted vessels sailing from port. Vessels arriving should normally use the channel only if their draught is such that Southern Route cannot be used with safety. Prior radio advice of vessel's intention to use channel to enter port should be given to ADMA. When using Northern Route vessels should not pass at greater distance than 1½ miles East of shore of Das Island when negotiating area between No. 2 berth and channel entrance buoys.

PILOTAGE: Berthing Master will undertake pilotage, berthing and unberthing of tankers save that Master shall remain solely responsible, on behalf of owners for safety and proper navigation. Berthing Master will normally board vessels approaching Das Island by Southern Route approximately 2 miles South-east of southern extremity of Das Island. When approaching Das Island by Northern Route via buoyed channel Berthing Master will board from position 030° 3 miles from Das Island Light. If adverse weather prevents boarding in this position Berthing Master will board in lee of Das Island. Vessels requested not to navigate at greater distance than 1½ miles off Das Island when passing through cautioned area Eastwards of Das Island where anchoring is prohibited.

ANCHORAGES: Main anchorage for dry-cargo vessels is in about 40 ft. of water, approximately ½ mile from Harbour South of tanker loading berth. Other anchorages for dry-cargo vessels lie to Southwest and West of the Island. Tankers should normally anchor approximately 1½ to 2 miles South-east of the Southern loading platform, should a berth not be immediately available.

Vessels should avoid anchoring in vicinity of submarine pipelines established to Eastward of Das Island.

Sea bed all round Island is rock, covered with a few inches of loose sand. Holding is poor and vessels are advised to pay out at leat 60 fathoms of chain. Vessels at anchor, awaiting berths, lighters or any services provided by the port must at all times keep a listening watch using Channel 16 where possible. If a vessel is not equipped to operate on this Channel then any of the frequencies may be used by arrangement.

MAX. SIZE: No. 1 Tanker Berth is suitable for berthing tankers in ballast condition up to 90,000 tons summer dwt. or 65,000 tons displacement (approx. 50,000 tons summer dwt.) if in part loaded or loaded condition. Minimum depth of water alongside the berth is 55 ft. Berth No. 1 is suitable for vessels up to 850 ft. length with loading draft restriction 52 ft.

No. 2 Tanker Berth is suitable for berthing tankers in ballast condition up to 260,000 tons summer dwt., fully loaded tankers up to 130,000 tons summer dwt., or partly loaded tankers up to 165,000 tons displacement.

Minimum depth alongside is 67 ft. Berth No. 2 is suitable for tankers up to 1,150 ft. length, and 65 ft. draft.

No. 3 berth, a single buoy mooring. This berth will be suitable for vessels up to 300,000 tons.

WEATHER AND TIDE: Prevailing winds are from the North-west. The rise of the tide can be up to 5 ft., usual variation is 3 ft.

HEALTH: Vessels arriving at Das must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are requested to inform ADMA if there is any person ill on board or if there has been sickness within the week prior to arrival. Pratique is granted by the Port Medical Officer through the Berthing Master or Agency Clerk.

RADIO: *Das Radio Station.* Position: 25° 08′ 43″ N. 52° 52′ 38″ E. Call sign: 2AI 15.

Details of Transmission:

Service	*Frequencies* kc/s	*Transmission*	*Radiated Power kw*
(i)	500 and 420	A1	0·5
(ii)	8,666 and 13,026	A1	0·5
(iii)	4,325	A1	0·3
(iv)	3,270	A3	0·3
(v)	156,600 and 156,800	F3	0·01
(vi)	161,600 and 161,700	F3	0·01

Procedure:

Service — *Traffic List Transmission*

(i) On 420 kc/s after call on 500 kc/s at 0500, 0900, 1300 and 1700 hours GMT – half hour periods.
(ii) On 8,66 kc/s at 0530, 1530, 1330 and 1730 hours GMT. Listens 8,354–8,374 kc/s.
On 13,026 kc/s at 0930. Listens 12,531–12,561 kc/s. Watch kept for 15 minutes after each traffic list.
(iii) On 4,325 kc/s by arrangement.
(iv) On 3,270 kc/s radio telephone for ADMA Project shipping only.
(v) Continuous watch kept on 156·8 mc/s International VHF (Channel 16).
Port operations on 156·6 mc/s (Channel 12).
(iv) Continuous watch kept on 157·1 mc/s – reply on 161·7 mc/s (Channel 22). Watch kept on 157 mc/s – reply on 161·6 mc/s (Channel 20) by arrangement.

Arrival Messages. All vessels bound for Das Island should contact ADMA Radio Station and give 72 hours notice of ETA. Where this is not practicable they should give at least 48 hours notice. In the event of difficulties this information should be transmitted to Das via the Cable Wireless Station at Bahrain. As soon as direct contact is established between a vessel and ADMA Radio Station, the latter will advise the route to be followed in approaching the Island.

TUGS: Tugs provided by ADMA must be used by all tankers when berthing and unberthing.

BERTHING: Full power must be available on main engines during berthing operations. Berthing Masters will not berth vessels if not properly equipped with satisfactory mooring lines, or if deck appliances inoperable, or if steering gear, telegraphs and whistles not in an efficient condition. Master should notify Berthing Master of any defects or peculiarities of vessel. No. 1 Tanker Berth approximately ¾ mile off east coast of Das Island is served by submarine pipeline from tankage on Island. Tankers berth against four flexible dolphins which protect berth operating platform. Six mooring dolphins each provided with twin bollards. Each dolphin carries permanent mooring wire secured to Senhouse slip enabling quick release in emergencies. Hooks for backsprings located on operating platform are each equipped with 48 ft. length of 18-in. cable-laid manilla spring. Loading installation comprises four booms each equipped with 10-in. bore flexible hose for loading crude oil. Two similar booms available for loading and discharging bunkers. Fittings available to connect these hoses to 8-in., 10-in. and 12-in. manifolds to ASA 150 or BS 1560–1968, ASA 300 or B S. "H" details. Berths cannot be occupied during adverse easterly weather. Loaded tankers only berthed at discretion of Port Officer and delays from tidal conditions, awaiting daylight, etc., may be incurred. Minimum acceptable length overall 525 ft. Vessels other than craft must not approach nearer than 2 miles to premises without a Berthing Master on board unless otherwise instructed by Port Officer. In approaching and leaving berths it is essential to avoid anchoring in area of submarine pipelines which run in approximately east and west direction some 2,500 ft. north of No. 2 berth. Weather and other conditions permitting, tankers can berth and unberth at all times. Every vessel berthing must fit adequate rat guards to all mooring ropes and wires.

LOADING: Two grades of crude are available on each berth. Zakum Crude average API 40·5 and Umm Shaif Crude with average API 37·5.

Maximum permissible loading rates are: Berth No. 1: 6,500 tons per hour, and Berth No. 2: 12,000 tons per hour.

BALLAST: There are no facilities for receiving vessels ballast ashore for treatment. All vessels must have clean ballast for overboard discharge.

MEDICAL: Medical Officer resident on Island and ADMA maintain small hospital. Medical attention only available in case of serious illness or emergency.

FRESH WATER: Not available.

FUEL: Medium fuel oils available from shore storage. Average API 17·5 and maximum viscosity 1,500 seconds Redwood. Diesel available.

FIRE PRECAUTIONS: Three fire-fighting tugs available.

GANGWAY: Ship's gangway required on No. 1 tanker berth.

TOBACCO ALLOWANCE: No restrictions.

WINE/SPIRIT ALLOWANCE: Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, is prohibited without the appropriate written permits from the Political Agent and the Port Officer.

CONSULS: HBM Hon. Consul, Marine Department, ADMA Ltd., Das Island, Abu Dhabi, Arabian Gulf – Tel. 546, Cables, Admarine Das Bahrain.

REPAIRS: Not available.

DRY DOCKS: None.

REPATRIATION: Limited.

AIRPORT: ADMA operated private Airport. 5 flights per week. Limited capacity, seats subject to availability.

TIME: GMT plus 4 hours.

HOLIDAYS: 1st January; Easter Sunday; 25th December and Moslem holidays.

POLICE/AMBULANCE/FIRE: Tel. Police 258; Ambulance 333; Fire 353.

SHORE LEAVE: Not permitted.

AUTHORITY: Marine Superintendent, ADMA Ltd., Das Island, Abu Dhabi. Tel: Das Island 546, 412 or 331.

AGENT: (Protecting only) See "Abu Dhabi".

DUBAI: 25.16 N. 55.18 E.

Also see Port Rashid

COURTESY FLAG: Dubai flag resembles an "H" or pilot flag, and this could be shown until Agent's representative brings one on board.

DOCUMENTS: Following should be airmailed to Agent prior ship's arrival: 6 copies Dangerous Cargo List, Stowage plan in

duplicate, Hatch list in duplicate, 7 copies of cargo manifests, 1 copy of each Bill of Lading. On arrival, 3 crew Lists required.
APPROACHES: Open roadstead. Cargo discharged into barges.
ANCHORAGE: Marked by light buoy in position 310°, 1·06 miles from Nayif Tower. Recommended anchor to N.E. of light buoy in approx. position 25° 17′ 4″ N., 55° 16′ 16″ E. Depth 36 to 40 ft., holding-ground considered poor, bottom sand and coral. The closer ships are able to anchor to the buoy, the faster turn-around on barges will be attained. *Warning:* Occasional strong N.W. winds, known as "Shamal" will make discharging impossible and *it is very important* that ships have engines on "stand-by" during such times. Ships allowed enter and leave anchorage at any time of day or night. Launch service through Agent's ship to shore from anchorage, and ship's own boats can also be used without Authorities' permission.
PILOTAGE: None.
RESTRICTIONS: All cargo discharged into barges at anchorage. Coasters with drafts of 11 ft. 6 in. or less can enter creek and discharge alongside. Such vessels usually require a tug boat to pilot them into the creek. Tugs available through Agent. Importation of artificial pearls is prohibited. Purchase of liquor forbidden except by permit.
HEALTH: Radio Agent for Free Pratique subject no suspicious illness or disease on board.

Arrival: Ships boarded immediately upon arrival weather permitting, and Masters then have to complete a short Arrival Report. No formalities of any kind with Port Authorities and ships allowed to arrive and sail at any time.

Departure: No port clearance is issued in Dubai. A letter will be issued by Agent which may be produced at next port of call instead of usual departure clearance.

Health department can be contacted during office hours at cable address: "Quarantine Municipality Dubai".
RADIO: No port radio station. Cables from vessels outside Gulf may be routed through Muscat Radio, and from inside Gulf through Bahrain Radio. Vessels should advise Agent of ETA 72, 48 and 24 hours prior arrival. Some Agents also equipped with VHF calling Channel 16. Ship's radio station may be operated at anchorage.

Nearing Dubai and approximately 8–10 hours prior to arrival vessel should switch on VHF Channel 16 and call Agent. On contact, change to one of Channels 14, 13, 12, 9 or 6 for further communication. Regular contact then maintained until departure from Dubai.
DISCHARGE TURN: Priority of discharge given to ships carrying mail and/or passengers for Dubai. Ships carrying less than 100 weight or measurement tons have priority and are supplied with one barge for discharge of cargo immediately on arrival, whether turn is in force or not. Should there be congestion, Agents require Stowage Plan showing clearly that all Dubai cargo is freely available and Master's signature on a request for discharge turn. Based on this, vessels will be registered for turn. Registration can only performed during office hours.

After confirmed registration, at which will be given a deadline for turn, ships may proceed to other ports for discharge, but must return Dubai prior time and date given, otherwise turn is lost. Particular cargoes for H.H. The Ruler have priority. This should be evidenced by Manifests which will be produced to Customs Authorities in Dubai for approval. The cargoes must be accessible for immediate discharge, which should be verified by stowage plan.
STEVEDORES: Loading/Discharging Rates: Stevedores, tally clerks, supervisors, etc., will be supplied from shore at the same time as ships are supplied with barges. These people working under vessels' supervision and reponsibility.

First Shift: from 0800 hours to 1800 hours. Second shift: from 1800 hours to 2400 hours. Third Shift: from 0000 hours to 0800 hours. Very difficult to get stevedores to work third shift unless ship will complete within a reasonable time into the third shift. First two shifts always worked.

Drinking water must be supplied by ship free of charge to all men from shore but food to supervisors, tally clerks, watchmen and foremen.

Expected outturn working three hooks:

Bagged cargo	400–500 tons
Cased cargo	150–200 ,,
Timber on deck	300–350 ,,
Timber in hatches	200–250 ,,

Usually five ships can work at one time.
MEDICAL: Qualified doctors available ashore and also a hospital. Most medicines available at fairly low prices. Dentist also available. Walking cases should be brought ashore *in the morning* for treatment, but in emergency, a doctor will board the ship.
TANKERS: See "Port Rashid".
FRESH WATER: Can be supplied at Dubai anchorage at following rates (approx.): quantities 600 tons, 75 tons, or 25 tons at one time.
FUEL: Bunkers not available and closest bunker ports are Das Island, Bahrain or Ras Tanura.
FIRE FIGHTING: No facilities available at anchorage.
DEVELOPMENTS: Two drydocks for tankers up to 500,000 dwt. under construction. Completion planned for 1976.
CUSTOMS ALLOWANCES: *Tobacco:* 1,000 cigarettes or 200 cigars or one kilo of tobacco. *Perfumes:* One litre of toilet water (Eau de Cologne) and not more than 150 grams of perfume. *Currency:* Unlimited. *Alcoholic Liquor:* 1½ litres of wine and 1½ litres of other alcoholic beverages provided that the arriving passenger is a non-Muslim.
CONSULS: The British Embassy, the Kuwait Embassy, the Indian Consulate and the Pakistan Consulate.
REPAIRS: Fully equipped engineering workshops capable of carrying out fairly extensive repairs available.
DRY DOCK: See "Developments".
REPATRIATION: Official signing-off and signing-on can be made only for British flag vessels as no other country represented in Dubai. However, crew change can be effected through Agent. Arriving or departing crew do not require visas but must hold valid Seaman Books. The Seaman Book will substitute the visa which otherwise is compulsory.
AIRPORT: Regular international scheduled flights. Also domestic flights within Gulf area.
TIME: GMT plus 4 hours.
HOLIDAYS: Every Friday which is Muslim Sabbath. Banks closed on this day. During the year there are the following Idd Holidays: Idd al Adha (about end February); New Year's Day (19 March); Idd al Fitr (about beginning December). Holidays shift according to the Muslim Year.
SHORE LEAVE: Officers and crew may come ashore during daylight hours for shopping and recreation. They shall then carry a valid passport, ID-card or Seaman Book, which will be placed at the Immigration Office when landing. The passport, ID-card or Seaman Book will be returned upon returning to ship. No alcoholic beverages allowed to be brought ashore.
GENERAL: Dunnage – not available. Heavy lifts – not available at anchorage. Shore cranes have lifting capacity up to 30 tons.
LAUNDRY: Available but about two–three days required.
PROVISIONS: Fresh vegetables, frozen stuff, bonded stores, etc., available. Requirements should be given immediately on arrival. (The liquor and beer prices are low.)
SURVEYORS: Lloyds.
AUTHORITY: Port and Customs Dept. Dubai Port Authority.
AGENT: Gulf Agency Co. (Dubai) Ltd. POB 2404, Dubai, Trucial States. Cables: "Confidence", Dubai. Tel: 31300. After office hours: 31549, 31367. Telex DB 448 (answer-back: "Confidence DB 448") Radio: Marine VHF radio, stand-by on Channel 16 (156,8 MHz) Callsign "Confidence, Dubai".

Operators of ship-servicing and supply organisation: Crew-changes, mail spares and/or delivery of provisions undertaken at sea without deviation to serviced vessel.

FATEH TERMINAL (offshore Dubai).

Oil Loading Terminal of the Dubai Petroleum Company.

Note: All tankers loading Fateh Terminal cleared by Dubai Petroleum Company, taking care of all necessary documentation concerning cargo. DPC does not charge owners/operators for this service. However, for all other agency services DPC refers owners/operators to regular shipping agents in Dubai.

According present oil company regulations vessels not allowed receive any deliveries or any launch alongside while loading at Terminal. Deliveries of mail, spare parts and performance of crew changes will, therefore, take place at Terminal anchorage, Dubai anchorage, or at a rendezvous point.

Weather permitting. Fateh Terminal operates 24 hours a day, 7 days a week and provided berth not occupied, tankers will be berthed upon arrival, day or night.
LOCATION OF TERMINAL: Fateh Terminal consists of crude oil production and export facilities of Fateh Field, offshore Dubai, Trucial States. Terminal limits are:

25° 41′ N., 54° 21′ E.	25° 41′ N., 54° 30′ E.
25° 31′ N., 54° 21′ E.	25° 31′ N., 54° 30′ E.

Within this area anchoring prohibited and Terminal Safety Regulations have effect.

For loading crude oil a Single Point Mooring (SPM) Buoy in position: 25° 35′ 12.6″ N., 54° 25′ 46.3″ E.

SPM bears approximately 292°, 50.1 nautical miles from Port Rashid, Dubai Light (F1, 3 sec. 10M) and approximately 202°, 19.5 nautical miles from Jazirat Sirri Light. It is anchored in approximately 130 ft. of water.
NAVIGATIONAL AIDS: SPM fitted with five-mile white flashing light; one 1-second flash every 10 seconds. Two oil-storage vessels, "Majmaa No. 1" and "Majmaa No. 2" show lights and shapes as prescribed in International Regulations for Preventing Collisions at Sea for vessels engaged in underwater operations.

Each vessel is equipped with a continuously operating foghorn, one 2-second blast every 20 seconds.

Submerged storage tank shows one white flash every second, also equipped with continuously operating foghorn, one 2-second blast every 20 seconds.

Central production and "A" platforms show one white flash every second and also operate a foghorn during fog. Various working lights also shown.

Well platforms "B", "C" and "D" show in white flashes the letters B, C and D respectively in morse code one every ten seconds. Each platform also equipped with a continuously operating foghorn, one 2-second blast every 20 seconds.

A flare when showing, gives an orange light, which may be visible a great distance. In addition, on the flare structure a light shows one white flash every second.
APPROACHES: On approaching Terminal, Masters of incoming tankers should head for anchorage area (see "Anchorage") where, under normal conditions, their vessel will be boarded by a DPC Mooring Master.
ANCHORAGE: Position 25° 36′ N. 54° 31′ E. represents centre of a

circle with radius approximately one mile, which must be used by vessels required to wait at anchor. Anchoring within Terminal Limits prohibited. If tanker not scheduled berth on arrival (e.g. another vessel is already in berth, or port closed on account adverse weather, etc), Masters will be advised by radio and requested to anchor.

NOTICE OF READINESS: After arrival Anchorage Area and in every respect ready to load, Master may tender Notice of Readiness, which will be accepted, provided Mooring Master on board or dropped anchor in anchorage area.

Port Closed. Notices of Readiness will not be accepted during periods when the port closed. Port "closed" when weather such that it is too rough for incoming tankers to berth. Decision regarding opening and closing of port will rest with Fateh Terminal Superintendent or his deputy.

DOCUMENTS: At present, there are no regulations requiring the tendering of any documents at Fateh Terminal. However vessels may be advised to tender to Dubai Petroleum Company, following documents:

Declaration of Health, in duplicate.
Declaration of Stores, including bonded stores.
Notice of Readiness.

PILOTAGE: Pilotage compulsory within Terminal Limits (see "Location"). Vessels to be moored Fateh Terminal will be boarded by DPC Mooring Master in anchorage area. Mooring Master will advise ship's Master on approaches to SPM mooring, unmooring, connecting and disconnecting hoses and all other operations within Terminal area. All manoeuvring of ships within Terminal area shall be done only in accordance with advice of DPC Mooring Master, subject to the understanding that in all cases and circumstances the Master shall remain solely responsible for safety and proper manoeuvring of vessel. Master or one of his qualified deck officers must be on bridge at all times while tanker being manoeuvred.

MOORING: Vessels requested have pilot ladder safely and securely rigged ready for immediate use and long enough to meet Mooring Master's launch. Vessels will provide a lee for the Mooring Masters both when boarding and leaving. Tankers requested to have ready on forecastle head the following: 2 mooring ropes, polypropylene if possible; 2 mooring wires, on winches if available; 1 messenger rope minimum length 300 ft. rope and chain stoppers and on port side amidships: derrick rigged and ready to pick up from a launch, mooring shackles, nylon strops and hose connection gear.

On near approach to buoy a launch will attach a ship's line to one of Terminal's floating nylon ropes. This will be hove aboard and secured to the towing bracket, if the ship is so fitted, or otherwise secured by a ship's mooring wire and a nylon strop previously passed aboard. Same operation will be repeated with second nylon rope.

LOADING: Maximum loading rate 40,000 barrels per hour. Two 16-in. diameter hoses will be lifted by ship's gear on port side. Each lift is five tons. Hoses shall be hoisted and connected by ship's crew. Mooring Master will advise the ship's officer in charge concerning lifting techniques. 16 in. – 12 in. reducers are fitted on the ends of the crude oil hoses thus enabling tankers with either 16 in. or 12 in. ASA 150-lb. flanges to connect directly to the Terminal hoses.

All communications relative to loading routed through Mooring Master, who will remain in contact with production platform constantly via portable VHF units.

RADIO: When within 72 hours of arrival Fateh Terminal Master should notify DPC by cable via Bahrain Radio (call sign GOU), which operates on a 24-hour service giving following information: Name of tanker, ETA in GMT (Dubai time is GMT plus 4 hours throughout the year). If ship's hose connections are different from 16 in. or 12-in. standard ASA 150 lb type, the size should be stated. Sections 1 and 2 of the above message should be repeated via Bahrain Radio when within 24 hours and again when within 12 hours of arrival at Terminal.

Within about 60 miles of Terminal communication may be established by radio telephone on International Marine VHF Channel 16 (156·8 mHz). This frequency is monitored continuously. Once contact has been made on Channel 16 further conversation should be conducted on either Channel 14 (156·7 mHz) or Channel 8 (156·4 mHz). A DPC Mooring Master will board incoming tankers in anchorage area with portable VHF radio telephone units. All communications between ship and platform will be conducted by mooring Master via portable VHF units.

DIRTY BALLAST: No slop tanks or facilities for receiving dirty ballast. Tankers must arrive with clean ballast. In event tanker does have dirty ballast, it will not be allowed to be pumped overboard. Dirty ballast will be collected into one tank, measured and left aboard.

GENERAL: Bunkers, Fresh water, Stores, Boats for hire, Repair facilities, not available. There is no shore leave.

MEDICAL: Medical and dental services not available. In emergency requiring hospitalisation, patient will be taken by boat from tanker to production platform, hoisted to upper deck of platform, and flown by helicopter to Dubai. Shipowner will be charged for all expenses incurred.

AGENT: Gulf Agency Co (Dubai) Ltd., POB 2404, Dubai, Trucial States. Cables: "Confidence", Dubai. Tel. 31300, after office hours 31549, 31367. Telex: 448 (answerback: "Confidence DB448").

VHF Radio: standing by on Channel 16 (156·8 MHz) communicating on Channels 14, 12 or 6, call sign "Confidence Dubai".

SSB Radio: standing by on 6910 MHz lower side band, communicating on frequencies 3539, 6910 and 7010 MHz. Call sign "Confidence Dubai".

JEBEL DHANNA, Abu Dhabi: 24.11 N. 52.38 E.

Abu Dhabi National Flag must be flown on foremast when in Abu Dhabi territorial water. Flags available through ship's Agent.

APPROACHES: (*Inward Passage*).

Outer Route between Jazirat az Zarqa and Ghasha Tower Beacon marked by two light floats and four buoys. The two light floats are both port hand marks, and the buoys starboard hand, as indicated by shape, colour and light characteristics. Depths along route vary and shown on chart.

Inner Channel, from Ghasha Tower to berths at Jebel Dhanna marked by 21 light buoys. Least depth in this channel is 46 ft. and minimum width of 800 ft. between Nos. 7 and 10 buoys.

(*Outward Passage*)

After clearing berth an outward bound vessel should steer to pass midway between Nos. 13 and 20 buoys, leaving Alaq Island to starboard. From Nos. 13 and 20 buoys the same track is followed as for inward passage.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
2 Manifests.
1 International Maritime Declaration of Health.

PILOTAGE: Give 48 hours notice of ETA, etc., to Agent via Cable and Wireless, Bahrain. On confirmation of ETA on VHF Channel 16 either to "Jebel Dhanna Radio" or "Jebel Dhanna Pilots", Pilot will meet and board inward bound ship to West of Gasha Tower Beacon on request and will conduct through Inner channel to berth. Pilots act in same capacity as Mooring Masters in berthing vessels, after which they supervise raising of flexible hoses and connection to ship's manifold. Pilots disembark off Ghasha Tower outwards.

TIDES: In outer approaches, i.e. from Zarqa to Ghasha Tower, tides almost purely diurnal, but semi-dirunal effect becomes more evident as Dalma is approached and is (comparatively) most marked at Jebel Dhanna. However, this semi-diurnal effect not of great significance and for all practical purposes it can be taken that there is only one high water and one low water per day throughout length of approach and at Jebel Dhanna, but times of high and low water at various control points are not coincident.

High water at 01 buoy occurs on average about 1½ hours before high water at Jebel Dhanna, but differences may be from about ½ hour up to 2½ hours.

Tidal Streams. In berth area, streams generally do not exceed ¼ knot and are predominantly confined to S.E. and S.W. quadrants. In outer approaches, streams appear to attain a maximum of 1 knot approximately along line of route, but this information should be regarded with caution as it depends on limited observation.

ANCHORAGES: If berth not available, or if ships cannot sail immediately after loading, they can anchor in an area South of Buoys Nos. 13 and 20 and North of Berths. This area marked by No. 15 buoy to West, No. 22 buoy to East and by berths to South. Alaq Island lies in the middle of this area and is marked by two buoys No. 17 and N. Alaq and by S. Alaq Beacon.

RESTRICTIONS: Vessels must receive clearance from Jebel Dhanna Terminal to enter channel. This is to ensure that all outward-bound vessels are aware of traffic movements in channel. Mooring, loading and unmooring carried out by day and night.

MAX. SIZE: (Also see "Berthing"). Maximum length: 1,100 ft.; Maximum breadth: 180 ft.

Note: Draught of laden tankers leaving Jebel Dhanna controlled by depth in Inner Channel between Nos. 7 and 10 Buoys. This is 46 ft. below Chart Datum and Zero of predictions. An allowance of 3 ft. under keel is considered sufficient for vessels to up 100,000 tons. 4 ft. required for vessels in excess of 100,000 dwt., and 5 ft. for vessels over 225,000 dwt.

EQUIPMENT: Port and Starboard anchors to be fitted with anchor buoys and sufficient line to facilitate recovery of anchor in the event of loss.

Four good mooring lines of not less than 150 fathoms each and of a suitable size for the vessel. Two additional 150 fathoms lines securely tailed to the first lines for occasions where 150 fathoms may not reach the stern buoys initially.

For vessels of 50,000 dwt and larger, powered mooring winches with 200 fathoms wire mooring rope are recommended.

Suitable new rope stoppers to be available forward and aft.

Two good stoppers for use on 5½ in. circumference wires. Preferably patent carpenter's stoppers.

Two good boat ropes 4½ in. circumference of at least 200 ft. long.

A clean, safe pilot ladder of adequate length battened so as to prevent turning. A suitable line to be ready for hauling gear on board, such as hose clamps, reducers and elbows. A lifebuoy should be placed handy to this ladder.

Tankers of 40,000 dwt and over should have rigged, when in ballast, an accommodation ladder lowered to about 12 ft. above water This can be adjusted to suit the conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. of the water. This will enable the Pilot and others when the vessel is moored to ascend the pilot ladder clear of the launch and then step on to the lower platform of the accommodation ladder.

HEALTH: International Maritime Declaration of Health. In case of suspected disease Agent to be informed on VHF Channel 16. Smallpox and cholera inoculation required.

RADIO: Cables to Agent, Receivers, etc., should be sent via "Bahrain Radio". When vessels within range they should confirm ETA on Channel 16, 156·8 mc/s to either Jebel Dhanna Terminal Call Sign "Jebel Dhanna" or Jebel Dhanna Pilots call sign "Jebel

Dhanna Pilots"; ship's Agent in Jebel Dhanna also equipped with Channel 16.

TUGS: No tugs available.

BERTHING: Berthing is by mooring to 2 anchors and stern buoys. Arrangements in advance by contacting Jebel Dhanna Pilots on Channel 16.

Berths are approached on W.S.W. course passing S.E. of Alaq Island. Leading lights have been established which will lead ships on the line of the two anchors when in berth. A small marker buoy has been established to assist the Mooring Master in placing starboard anchor in correct position. Vessels berth heading N.W. Holding ground good. Bottom consists of clayey silt.

Sea Line Loading Berths. Three sea line berths Nos. 1, 2 and 3 numbered from N. W. to S.E. Nos. 1 and 2 supplied by single 36 in. lines and No. 3 by a 42″ line, each terminating in a header which passes under vessel in berth.

Berth Specifications:

Berth	*Draught acceptable*	*Approximate deadweight acceptable*	*Maximum loading rate*	*Strings of flexible hoses*	*Length of sea line*
No. 1	45′	83,000	6,000 t.p.h.	Two 12″	16,269′
No. 2	46′	85,000	6,000 t.p.h.	Two 16″	16,427′
No. 3	49′	90,000	7,400 t.p.h.	Four 16″	19,000′

* Deadweights shown for vessels loading full cargoes. Part Cargoes may be greater. Nos. 2 and 3 Berth can accommodate 250,000 d.w.t. tankers.

Depth of water available in berth, and swinging circle, after deducting 6 ft. for height above sea bed of sea line end cradle is as follows: No. 1 Berth, 51 ft.; No. 2 Berth, 52 ft.; No. 3 Berth, 55 ft.

Swinging circle defined as 1½ ship's lengths from dropping position of ship's inshore anchor.

With 3 ft. under keel general limitations as follows:

(*a*) Ships drawing 44 ft. may sail at any time on any day.
(*b*) Ships drawing 45 ft. will rarely have to use tides.
(*c*) Ships drawing 46 ft. will usually have to use tides.
(*d*) Ships drawing 47 ft. will *always* have to use tides.
(*e*) Ships drawing 48 ft. will *occasionally be neaped.*
(*f*) Ships drawing 49 ft. will be neaped 276 days ± per year. The best months are June, July and August.

Seaward ends of pipelines, terminate in 12 in. or 16 in. flexible hoses, there being four such strings of hoses at each berth. Two taken up on each side of vessel.

Additional information obtainable from Jebel Dhanna Pilots on Channel 16 prior to vessel's arrival.

HOSES: Derricks or cranes must be capable of lifting a string of hoses from the sea-bed to a height of 30 ft. above the deck. For lifting 16 in. diameter hoses, the lifting gear should have a SWL of not less than 10 tons and for 12 in. diameter hoses a SWL of not less than 5 tons.

Gear should be rigged on both sides of the vessel in order to lift hoses on either side or both sides simultaneously as required.

It may be convenient to handle blank flanges, reducers, etc., with the derrick or crane. Reducers or adaptors should be bolted to the ships flanges, so as to take 12 in. or 16 in. hose as may be necessary.

Note: Where a vessel has two or more loading connections, those used should not be less than 7 ft. apart.

Hose Hang off bitts are required at about 10 ft. from the ship's rail at the loading manifold to secure the submarine hoses on both sides.

LOADING: Crude oil SG 0·8250/0·8340. API 38/40. The oil loading stream of the ship is controlled on shore and it is extremely dangerous if a ship's valve is closed against the flow of oil.

Particular care must be exercised by ship's personnel, towards completion of loading, in the "topping off" tanks to ensure that the Terminal is given timely advice of any reduction in loading rate required. Adequate "stand-by" notice should be given before the final "stop". To prevent excessive pressure from surge on ship/shore connections, ship valves should be closed slowly.

The Terminal facilities at Jebel Dhanna have been designed so that tankers can be loaded by gravity at rates up to 6,000 tons per hour in Berths 1 and 2 and 7,400 tons per hour in Berth 3.

BALLAST: No facilities for disposal of slops or dirty ballast.

When a vessel enters port waters in ballast, the ballast water for overside discharge must be clean and a declaration signed by the Master and delivered to the representative of the Terminal to this effect. Ashes, oil, oily water or other refuse must not be discharged overboard in port waters. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard whilst in port waters.

It is essential that vessel is adequately ballasted to ensure safe handling and manoeuvring. Please comply with the Mooring Master's requests as to ballast quantity and disposition.

Jebel Dhanna is an open roadstead and subject to sudden changes in weather. On occasions it is of great advantage to commence loading whilst discharging ballast or prior to completely deballasting to avoid having the vessel in a flying light condition.

DEVELOPMENTS: The pumps for loading have been installed and commissioned towards the end of 1972. Also, one Production Station will be commissioned during the next year.

During 1973 a fourth berth will be constructed in addition to the existing three, and is scheduled to be in operation on 1st January 1974.

DENSITY: Specific gravity 1·031.

FRESH WATER: Not available.

FUEL: Not available.

FIRE PRECAUTIONS: As laid down in the Abu Dhabi (Port of Jebel Dhanna) Regulations 1967. Also IOTTSG Safety Guide.

GANGWAY/DECK WATCHMEN: Not necessary.

CUSTOMS ALLOWANCES: Tobacco: No restrictions in quantity on board but must not be conveyed ashore or from one vessel to another without appropriate written permit from Customs Authorities and Port Officer. Wine and/or Spirit: Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, prohibited without appropriate written permits from Port Officer and Customs Authorities.

IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS/DRY DOCKS: No facilities.

REPATRIATION: With sufficient notice, Agents will assist in any repatriation. Valid Seamans Book essential. If urgent, via Abu Dhabi, but facilities are limited and if possible crew changes should be made at other ports.

AIRPORT: One mile distant, small air strip owned by Abu Dhabi Petroleum Company for private use. Nearest International Airport is Abu Dhabi the capital of the State.

TIME: Local time GMT plus 4 hours. No alterations made to clocks during year.

MEDICAL: A male nurse can occasionally be obtained from LAMNALCO, the piloting company, upon request of ship's Agent, but in case of extreme emergency an aeroplane can be chartered from Bahrain or Abu Dhabi to pick up the patient at Jebel Dhanna for transfer and treatment in Abu Dhabi, Bahrain or Dubai.

POLICE/AMBULANCE/FIRE: No Fire or Ambulance facilities available.

The Abu Dhabi Defence Force, Oilfield Security Section maintains a police post at Jebel Dhanna and is responsible to act in case of accident or other emergency, whether ashore or in territorial waters.

TELEPHONES: None.

SERVICES: None.

SHORE LEAVE: Crews not allowed ashore.

PORT REGULATIONS: The Abu Dhabi (Port of Jebel Dhanna) Regulation 1967.

AUTHORITY: Port Officer, Jebel Dhanna, c/o Abu Dhabi Petroleum Company Ltd., PO Box 270, Abu Dhabi, Arabian Gulf.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., Jebel Dhanna. Cables: "Confidence Abu Dhabi". Tel.: Jebel Dhanna Hotel. Radio: Marine VHF radio, stand-by Channel 16 (156·8 mHz) call sign "Confidence Jebel Dhanna".

MUBARRAS ISLAND, Abu Dhabi: 24.26 N. 53.22 E.

APPROACHES: Buoys have been laid to mark the channel leading to the oil loading terminal. Mubarras approach buoy, situated in position 25° 01′ N. 53° 38′ E. flashing white every five seconds.

In the section of the channel from the Approach Buoy to No. 5 Buoy, the depth reduces from 85 ft. to 55 ft. Between No. 5 Buoy and No. 14 Buoy the channel requires to be navigated with care, the least depth being about 48 ft. with a least width between the paired buoys of about three cables. After passing Nos. 13 and 14 Buoys, the channel deepens to 55 ft. (Refer to M.E.N.A.S. Navigation Notices).

DEVELOPMENTS: An oil exporting terminal under construction which will become operational in 1973.

AUTHORITY: Abu Dhabi Oil Company (Japan) Limited.

PORT RASHID, Dubai: 25.16 N. 55.16 E.

DOCUMENTS: The following should be airmailed to Agent prior to ship's arrival.

6 Dangerous Cargo Lists.
2 Stowage Plans.
2 Hatch Lists.
7 Cargo Manifests.
1 each Bill of Lading.
3 Crew Lists required (on arrival).

APPROACHES: Fairway Buoy Black spherical, flash white, every 1½ seconds in position Lat. 25° 16.8′ N. 55° 16.2′ E.

Vessels should await Pilot to seaward and East of this buoy, anchoring if necessary.

PILOTAGE: Compulsory. Pilot may board from launch or by tug, and in all cases a pilot ladder should be provided and a lee given. Pilot boards from 0600 hours to 2359 hours, though generally vessels not wishing to work cargo will not enter port outside of daylight hours. Vessels may leave up to 2359 hours, or later, by arrangement with the Harbour Master in special cases.

RESTRICTIONS: Vessels permitted to leave Port Rashid up to midnight under pilotage control, subject to weather conditions and restrictions imposed by the Construction Company.

Vessels will not be allowed to remain alongside the berths when not working cargo if other vessels are waiting.

MAX. SIZE: Berth No. 1, 35 ft. depth alongside. Berth No. 2, 32 ft. depth alongside. All other berths, 30 ft. depth alongside.

TUGS: Two 1,300 h.p. tugs are available, the practice being to secure alongside; therefore, derricks should be swung in and gangways hoisted.

Tugs are fitted with VHF and contact should be made on Channel 16, changing to Channels 14 or 6.

RADIO: The Port Signal Station, fully equipped with VHF and height approximately 57 ft. above sea level, is situated at the seaward end of No. 1 Berth, Port Rashid. Vessels should contact the

Signal Station by VHF Channel 16 and request berthing instructions, etc.

Vessels should advise their Agents the arrival time, LOA and draft, and advise amended ETA where possible by VHF. They in turn will pass the information on to the Port Authority.

PRATIQUE: Normal quarantine regulations apply and pratique can be given by the Pilot on cargo vessels always subject to the Health Authorities approval. Health Authorities only board when the vessel is alongside, except in the case of a suspected ship. Passenger ships are always boarded by the Port Health Authorities.

BERTHING: All berths alongside quays in enclosed harbour.

Quay No. 1 at root of Main Breakwater comprises three berths: Berth No. 1 for passenger and mail traffic, depth 35 ft. alongside. Berth No. 2 for dry cargo, depth 32 ft. alongside. Berth No. 3 for dry cargo, depth 30 ft. alongside.

Quay No. 2 five dry cargo berths.

Quay No. 3 five dry cargo berths.

Oil Berth at Main Breakwater just inside harbour entrance.

FRESH WATER: Good fresh water is available at each berth, loading rate approximately 30 tons per hour per hose. Agents should be asked to make arrangements, stating tonnage before arrival.

FUEL: Shell Gas Oil bunkers are currently available at berths 1 to 4 and 6 to 9, and include marine diesel and marine fuel oil, up to 1.500 second viscosity (Red No. 1 at 100°F). Request for bunkers should be routed via local Agents or made to Shell Markets (M.E.) Limited, POB 207, Dubai. Cable: "Shell Markets Dubai". Tel. 22521 – giving 48 hours notice of requirements if possible.

TANKERS: A tanker berth operated by Shell Markets (M.E.) Ltd., who have exclusive bunkering rights in Port Rashid, is capable of taking vessels up to 850 ft. in length and draft not exceeding 33 ft. Vessels in excess of 33 ft. and not exceeding 35 ft. draft may be berthed by arrangement with the Harbour Master, at or near high water, subject to weather conditions.

CARGO HANDLING: *Shore:* Normal port working hours: 1st shift: 0800 to 1300 hours (winter), 0700 to 1200 hours (summer), 1500 to 1800 hours; 2nd shift: 1900 hours to 2359 hours; 3rd shift: 0001 hours to 0600 hours (on request). Not Fridays, or public holidays.

The Port Manager may request full night working in the interest of the port.

Each berth is provided with fork-lift trucks and trailers. Pallets to assist cargo handling are available without charge. Cargo is discharged direct to sheds (400 ft. by 200 ft.) or to storage areas where mobile cranes varying from 5 to 40 tons lift operate.

Ship: Ships gangs are available for distribution to vessels through Agents, vessels should advise their requirements before arrival. The gangs board and operate under the supervision of ship's officers. No quay cranes are provided, so ship's derricks/cranes must be used, together with cargo handling equipment. A close liaison should be maintained with the Cargo Superintendent or Shed Supervisor at all times.

Lighterage: When berths are fully occupied, vessels may discharge/load ex-lighters at anchorage.

STEVEDORES: Gangs available, ordered by Agent before vessel's arrival. Gangs board and operate under supervision of ship's officer. Ship's gear used.

Normal working hours: first shift 0700 to 1200 hours, and 1500 to 1800 hours. Second shift 1900 to 2359 hours. Third shift (on request) 0001 to 0600 hours.

MEDICAL: Qualified doctors and hospital available at Dubai. New Government Hospital to be available in 1973.

TELEPHONES: Situated on the quays, no connection made to vessels.

SHORE LEAVE: Passports must be left with Immigration Officer and collected on return.

GENERAL: Refer to "Dubai" for all general information.

AUTHORITY: Dubai Port Services, Port Manager, POB 2149 Dubai (U.A.E.)

AGENT: See "Dubai".

SHARJAH: (Mina Khalid) 25.22 N. 55.24 E.

DOCUMENTS: See "Dubai".

PILOTAGE: Compulsory for all vessels.

ANCHORAGE: (See "Restrictions"): Vessels with draft in excess of berthing maximum, required to discharge into barges at anchorage approx. one mile off pier. Barges arranged by Agent. It is understood that an anchorage buoy has been established as follows: Black Pillar Buoy showing white light every 1·5 seconds in position 25° 22′ 41″ North, 55° 21′ 35″ East. Vessels should anchor in vicinity of buoy. Depth 38 ft.

RESTRICTIONS: Vessels with draft up to 29 ft. able to enter near time of high water (HTL 32 ft.).

Vessels of less than 25 ft. draft may generally enter slack tides and may leave at any state of tide. Night berthing is avoided but vessels can leave the harbour during dark hours at any time.

HEALTH: Quarantine clearance by cable through Agent. Health Certificate with valid smallpox inoculation is compulsory and cholera inoculation (if coming from cholera-infected areas).

RADIO: Vessels should advise their Agents ETA, draft, hatch distribution and any other requirements, giving as much notice as possible.

VHF: Sharjah Harbour Office can be contacted on Channels 16, 12, 9 and 6.

TUGS: Arranged by Agent. At least one tug recommended.

BERTHING: Arrangements made with Harbour Master by ship's Agent for necessary berthing as required. Pier has two berths:

Distance of pier (middle) from sea shore 600 m. (2000 ft.), length of pier (platform) 81,20 m. (270 ft.), breadth of pier (platform) 31·20m. (104 ft.), depth of water L.T.L. 9/00 m. (30 ft.), depth of water H.T.L. 10/20 m. (34 ft.), height of pier above sea ground 13·50 m. (45 ft.).

MEDICAL: Upon application to ship's Agent, medical examination of crew members can be arranged. Personnel will either be sent to private Doctor or to Public Health Department, as circumstances dictate. Serious cases will be referred to Government Hospital doctor.

TANKERS: No facilities.

DENSITY: 1025/1028.

FRESH WATER: Available and can be delivered on berths at jetty.

FUEL: All types of oil bunkers can be obtained from major oil companies and from other suppliers, by barge.

REPAIRS: Good facilities for repairs.

DRY DOCKS: None.

REPATRIATION: Crew members joining ships at Sharjah may enter or transit via Sharjah or Dubai without visa, provided they carry valid Seaman Book or Seaman ID Card. In absence of such documents Non-Objection Certificate must be obtained from Agent, against which visa will be issued. Cable Agent of seamen's full names and flight details preferably 24 hours in advance.

AIRPORTS: Dubai. International flights. Distance 20 minutes by car. Also local airport at Sharjah.

TIME: GMT plus 4 hours. Permanent.

AUTHORITY: Director of Ports and Customs, Sharjah.

AGENT: Gulf Agency Company (Sharjah) Ltd., POB 435, Sharjah, Trucial States. Cables: "Confidence" Sharjah, Tel.: 8353. Telex DB 448, Dubai. Radio: Marine VHF radio, stand-by on Channel 16 (156/8 MHz). Call sign: "Confidence" Sharjah.

Air-freighted spare parts and ships' mail to Sharjah should be addressed to GAC Sharjah, but sent to Dubai Airport marked "In Transit for M/S . . . " Certificate of Origin should follow the airway bill or in cases of emergency be sent to GAC Sharjah, soonest after shipment. Cable "Confidence" Sharjah, of flight details and airway bill number.

United Arab Republic (Egypt)

ALEXANDRIA: 31.09 N. 29.53 E.

DOCUMENTS:

4 copies of Crew List.

Complete set of Manifests covering all cargo on board showing names of shippers and consignees.

4 copies List of passengers in transit.

Landing cards for passengers landing finally in U.A.R. and for those landing in U.A.R. in transit.

4 copies List of passengers finally landing in U.A.R. (if any) together with their addresses in U.A.R.

Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.

For Quarantine: Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

One Crew List and one Passenger List.

Deratisation Certificate should be handy for inspection.

Clearance from Last Port.

For Immigration Officer:

Arrival Immigration form, duly completed.

One Passenger List.

List of Passengers finally landing, in duplicate.

Crew List.

Valid passport with entry visa is required for landing in U.A.R. for passengers landing. Emergency visa can be granted on arrival if so required.

For Customs Use:

Bonded Store List, in duplicate.

Crew List and passengers' List in duplicate, showing rate of consumption of each.

PILOTAGE: Compulsory. Pilot boards off harbour entrance. International code signals used.

RESTRICTIONS: Entrance channels 36 ft. depth, being dredged to 50 ft. Arriving vessels should keep 50 miles offshore between sunset and sunrise.

MAX. SIZE: Up to 35 ft. draft.

RADIO: Alexandria Radio, call sign SUH, operating 24 hours daily on 444, 500 and 8578 kHz and between 0600 to 1800 GMT on 12,974 kHz.

HEALTH: On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor. The Quarantine Doctor meets ships whilst entering the port and ships are boarded in turn.

In the event of a vessel arriving from a port that has been internationally declared infectious and the incubation period has not yet expired at the time of the ship's arrival at a U.A.R. port, the vessel is

put under compulsory Quarantine, moored at an isolated berth and no shore contact is allowed. Nevertheless the ship can still carry out her normal operations on condition that all shore personnel are holding valid vaccination and/or inoculation certificates issued by the Quarantine Administration. The ship's personnel should also carry International Vaccination and/or Inoculation Certificates. Final landing passengers, not carrying such certificates, will be landed under Quarantine supervision and will be kept isolated at the lazarette until incubation period is over.

Pratique may be granted prior to ship's arrival provided the following conditions are adhered to:

(1) The vessel must be a regular liner known to the Quarantine Authorities and have a doctor on board.
(2) Details shown on the Quarantine Statement should be wirelessed to the Quarantine Authorities 24 hours prior to ship's arrival.
(3) Captains of vessels must declare before their arrival any accidents, which might have taken place on board prior to the arrival in port.
(4) The ship must not have called at any infected port.

TUGS: Five tugs available up to 600 h.p.
BERTHING: Alongside quays in depths up to 35 ft.
TANKERS: New Petroleum Basin: in West part of outer harbour, Berths 3 and 4, depth alongside 38 ft., max. length 700 ft., draft 35 ft. Berths 3 and 4: in East part of outer harbour. Stern to moorings.
FRESH WATER: Available by barge.
FUEL: Available by barge.
MEDICAL: All facilities available. International vaccination certificates required.
TIME: Winter: from 1st October to 30th April, local time 2 hours ahead GMT. Summer: from 1st May to 30th September, local time 3 hours ahead GMT.
HOLIDAYS: The following are the public holidays in U.A.R.:

1st and 2nd Day of Ramadan Bairam } changeable dates
Courban Bairam Eve }
1st and end day of Courban Bairam } as based on Moslem Calendar
Mohamedan New Year's day }
Prophet's Birthday (Mewlid El-Nabi) }

Eastern Monday (Sham El Nassim) (changeable); Evacuation Day (18th June); Revolution Day (23rd July); Victory Day (23rd December).
AUTHORITY: Alexandria Port Authority.

MARSA AL HAMRA (El Alamein): 30.59 N. 28.52 E.

WEPCO Terminal

The Mono Mooring Buoy is in an open and unsheltered roadstead. The mooring buoy is located at latitude 30° 58.7′ North, longitude 28° 52.2′ East. It is 53 miles on a bearing of 255° from Ras-el-Tin lighthouse, Alexandria, and three miles off shore in approximately 66 ft. of water.
DOCUMENTS:
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.
Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Bonded Store List, in duplicate.
Crew List and Passengers' List in duplicate, showing rate of consumption of each.
PILOTAGE: The S.-S.W.-W. quadrant from the buoy is prohibited anchorage area, Gebisa Reef is at latitude 30° 58′ 30″ North, longitude 28° 49′ 10″ East, at 2·7 miles on a bearing of 260° from the buoy.

The mooring buoy carries a light, flashing six times per minute, and visible all round to a distance of 4½–5 miles in clear tropical weather.

Surface current sets East at 10 miles offshore at the rate of one knot. Maximum rise and fall of tide in the mooring area is 2 ft.

Vessel arriving should approach to within 2 miles North of the buoy, where they will be met by the Harbour Master or Pilot who will advise the ship's Master on approaches to the mooring buoy, mooring and unmooring.
RESTRICTIONS: Normally vessels are moored during daylight hours only, but permission can be obtained to sail at night. Arriving vessels should keep 50 miles off shore between sunset and sunrise.
HEALTH: Hoist International Code Quarantine signals when entering. Any sickness must be reported to local authorities.
RADIO: The commercial radio station at Alexandria will handle WEPCO radio traffic. Alexandria Coast Radio Station (call sign SUH) operates 24 hours a day on 444,500 and 8,578 kHz, and between 06.00 hours and 18.00 hours GMT on 12,974 kHz.

Ships nearing Al Hamra Terminal may contact the terminal by FM/VHF radio on 156.70 MHz or 2182 kHz.

While at the mooring, ship-to-shore communication is by portable VHF radio-telephone units, under the direct charge of the Mooring Master.
TUGS: Not available and not required.
BERTHING: Two good lines must be ready on the forecastle to be sent to the buoy plus a further two lines for use as messengers. Ship's lifting gear must be ready near the port manifold for lifting and connecting two 12-in. hoses, with proper reducers if the manifold does not fit 12 in. hose with 150 ASA standard flanges. The total weight per hose assembly is approximately five tons. Maximum loading rate is 3,700 t.p.h.

A pilot ladder must be safely rigged for immediate use and long enough to reach the Mooring Master's launch. At night adequate lighting must be rigged overside to enable the Mooring Master to approach and board the ship safely, and searchlights should be rigged on both sides of the bridge to assist in running lines to the buoy.
BALLAST: No dirty ballast may be pumped overboard, and it is the ship's Master's responsibility to ensure that no oil – whether crude, diesel bunker or bilge – is pumped or spilled into the waters of and surrounding the Terminal. Ballast can be pumped ashore through one or both of the floating hoses direct to disposal facilities on shore.
CUSTOMS ALLOWANCES: Present regulations at El Alamein allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: Nearest hospital facilities are at Alexandria, at least 90 minutes drive from the terminal.
TIME: From 1st October to 30th April, local time 2 hours ahead of GMT. From 1st May to 30th September, local time 3 hours ahead of GMT.
AUTHORITY: Western Desert Petroleum Company.

RAS GHARIB: 28.21 N. 33.06 E.

A natural port at the Western side of Suez Gulf sheltered by the Cape and a chain of reefs.
DOCUMENTS:
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Bonded Store List, in duplicate.
Crew List and Passengers' List in duplicate, showing rate of consumption of each.
Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.
PILOTAGE: Vessels should approach the anchorage from South-eastward and wait Southward of the prohibited anchorage until boarded by the Harbour Master who will pilot them either to moorings or to an anchorage clear of the prohibited area of the pipelines.

Two pairs of leading beacons stand about 4 and 5½ cables, beside three others that stand about 12 cables Southward of Ras Gharib light-structure. About 2 cables further Southward are two leading beacons. All the above beacons are difficult to identify until close inshore.
ANCHORAGE: Ras Gharib anchorage, South-westward of the cape, affords some shelter, but a moderate swell round the cape is experienced on most days. Vessels can obtain anchorage in depths of about 5 fathoms.

During most of the year there are Northerly winds, force 3–5, but in December and January there are occasionally calms. On very rare occasions, there are Southerly gales of short duration which make the anchorage untenable.

The Northerly wind causes some swell in the anchorage, but it is not normally severe enough to interfere with the working of lighters or boats of moderate size. It is, however, unpleasant for small boats, except alongside the piers, which are well protected.

Except in the vicinity of the piers, there is usually some swell on the beaches. There is practically no rainfall and sand storms occur only very occasionally and they do not interfere with work in the anchorage.

Anchorage is prohibited, owing to the existence of pipe lines, within an area indicated by pecked lines on the chart.
HEALTH: On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor, specially when it is presumed that the sick will be hospitalised.
MAX. SIZE:

	Crude Oil North Pier	*South Pier No. 1*	*South Pier No. 2*
Depth of water	22 ft.	37 ft.	78 ft.
Max. permitted draft	18 ft.	32 ft.	55 ft.
Max. permitted length	420 ft.	560 ft.	960 ft.
Max. permitted width	55 ft.	70 ft.	any width
Loading rate	200 t.p.h.	400 t.p.h.	1,500 t.p.h.
Loading capacity	5,000 tons	29,000 tons	100,000 tons
Diameter of crude oil line	18 in.	18 in.	30 in.
Diameter of ballast water line	10 in.	12 in.	18 in.

SUPPLIES: Transit and fresh provisions as well as deck and engine stores provided by the United Arab Contracting and Marine Supply Company.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.
TIME: *Winter:* from 1st October to 30th April, local time 2 hours ahead GMT. *Summer:* from 1st May to 30th September, local time 3 hours ahead GMT.

AGENT: Canal Shipping Agencies Co.

RAS SHUKHEIR: 28.08 N. 33.17 E.

ADVICE OF ARRIVAL: It is important that ships establish radio contact with "GUPCO" (Gulf of Suez Petroleum Co.) when three days distant from Terminal and maintain this contact until just previous to arrival at the Terminal. All ships should send a 72-hour ETA message to "Panintoil Cairo" giving the best estimate of ship's arrival time at the Terminal. This ETA message should also include a definite statement of the details of any equipment required from shore for connecting submarine hoses to ship's manifold. Further ETA messages should be sent to "Panintoil Cairo" when the vessel is 24 hours and 12 hours distant from Ras Shukheir and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hour ETA should include a positive statement regarding ship's readiness to load on arrival and the number of hours that will be required to discharge ballast after ship is berthed in mooring.
DOCUMENTS:
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Bonded Store List, in duplicate.
Crew List and Passengers' List in duplicate, showing rate of consumption of each.
Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.
PILOTAGE: Ras Shukheir lighthouse is located in Lat. 28° 08′ 15″ North, and Long. 33° 16′ 20″ East. It is a white flashing light, flashing every 3 seconds and visible for 10 miles.

Gebal Gharib, situated about 18 miles South-westward, 5,742 ft. high. It makes a nearly perfect equilateral triangle with Ras Shukheir and Ras Gharib Lighthouses. Ras Gharib Lighthouse is an excellent landmark whether by day or night for vessels approaching from North, but caution should be exercised since this Light is obscured from 308 degrees to the Westward. The sea-berth buoys are unlighted.

The company's Mooring Master will meet all incoming tankers about two miles from Ras Shukheir Terminal on a bearing of 290/300 degrees from Ras Shukheir Lighthouse and will advise ship's personnel in mooring and unmooring, raising and lowering of hoses.

Vessels are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch. If at night, adequate lighting must be rigged overside for the Mooring Master to approach the side and climb the ladder safely.
ANCHORAGE: There are a number of oil well installations, structures and submarine pipelines located in the Gulf of Suez opposite to Ras Shukheir Terminal and approaching vessels are warned of these obstacles in manoeuvring and anchoring. Vessels should approach from the Eastward and if necessary anchor Southeast of the sea berth. *Never anchor north of the sea berth.*
RESTRICTIONS: The Ras Shukheir Terminal operates 24 hours per day, seven days a week. Ships are loaded and unmoored at any hour, weather and other circumstances permitting. Vessels are moored during daylight hours only, however, an exception may be made at the discretion of the Terminal.
RADIO: The Alexandria or Port Said coast radio stations will handle GUPCO radio traffic. Ships may contact GUPCO through their cable address "Panintoil Cairo". The message will be received on their Cairo Radio Telegraph Office local teleprinter circuit. Tape perforated and relayed to the Ras Shukheir Terminal.

Cables from Ras Shukheir Terminal to the ships would be handled in the same manner. The Alexandria or Port Said coast radio stations transmit traffic lists at regular intervals listing the call signs of all ships for which they have traffic on hand. Thus any ship hearing its call sign in the traffic list of the coast station would call the coast station immediately after the traffic list.
FM/VHF RADIO TELEPHONE: When ships are near Ras Shukheir Terminal, they may use their FM/VHF radios to contact the Terminal using 160.70 mc/s or 160.80 mc/s.

MAX. SIZE:

	Pier for 60,000 dwt.	*Pier for 100,000* dwt.	*Pier for 150,000* dwt.
Max. permitted draft	45 ft.	55 ft.	58 ft.
Max. permitted length	1,000 ft.	1,200 ft.	1,200 ft.
Min. permitted length	600 ft.	750 ft.	600 ft.
Diameter of load line	46 in.	36 in.	30 in.
Min. lifting capacity of tanker deck winch	5 tons	5 tons	5 tons
Loading capacity	3,500 t.p.h.	3,500 t.p.h.	3,500 t.p.h.

SUPPLIES: Transit and fresh provisions as well as deck and engine stores provided by United Arab Contracting and Marine Supply Co.
SUBMARINE HOSE LOADING BERTH: Tanker is loaded by means of submarine pipelines to which are attached two hoses for oil loading and one hose for discharging ballast water. A 36 in. line transports the oil and a 16 in. line, the ballast water. The loading berth is located approximately 940 metres (3080 ft.) offshore in a water depth of approximately 60 feet (10 fathoms). The loading and ballast lines are laid in the same trench and run in a direction N. 55° 00′ E. The mooring buoys are numbered 1, 2, 3, 4 and 5 starting with 1 North of the mooring and running consecutively in a clockwise direction.
LOADING READINESS AND ARRIVAL TIME: The company will make every effort to load vessels upon arrival or as promptly as berth is available, weather permitting. Notice of Readiness will not be accepted as at time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered as the time the Mooring Master boards the vessel or the time that vessel anchors, whichever occurs first.
FRESH WATER: Not available.
FUEL: Not available.
REPATRIATION: Not recommended.
CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.
TIME: Winter: from 1st October to 30th April, local time 2 hours ahead GMT. Summer: from 1st May to 30th September, local time 3 hours ahead GMT.

AGENT: Canal Shipping Agencies Co.

SAFAGA: 26.46 N. 34.00 E.

DOCUMENTS: The following documents are required on arrival
Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.
One Crew List and one Passenger List.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Complete set of Manifests covering all cargo on board showing names of shippers and consignees.
4 copies List of Passengers in Transit.
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival at Port Said or Suez.
PILOTAGE: Masters should endeavour to arrive at the N. end of the island by sunrise, at Safaga Port by early morning; the light behind them will show up the reefs clearly. Wind, light in the morning, gains strength during the day, making tying up more difficult. A beacon (Morewood Beacon), visible a mile off, is erected on the southern spit of the island. After rounding the spit, masters keep five cables clear of visible reefs and enter the harbour keeping the two large beacons to the North of the pier in line. Anchorage is then indicated by a small red or white flag. The Manager or his representative, of the Safaga Phosphate Company will meet ships in launch with instructions on berthing.
MAX. SIZE: Safe draft in the fairway, over reefs and alongside pier: 27 ft. 6 in.
HEALTH: On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor especially when it is presumed that the sick will be hospitalised.
BERTHING: There are two mooring buoys marked B and C and two mooring posts marked A and D.

(1) The anchor position is marked by a small red or white flag. When mooring, manilla ropes only should be used, as wire ropes can be run out afterwards when ship is alongside.

(2) Due to rocky nature of sea bottom, it is very desirable that ship in coming into berth, does not override her anchor, as, if this happens, chain is apt to foul coral bottom and cause trouble later on.

(3) Endeavour to have all way off ship when anchor position is reached. Drop anchor as close to flag as convenient and go astern. If necessary check cable when two shackles have been paid out.

(4) Run rope to Buoy C, run rope to Buoy B, run rope to Post D, then run rope to Post A. Run Spring to S1, S2, S3, and pull alongside. Company's launches will run all ropes.

(5) If wind is blowing strongly off shore, a Spring to S3, may be run immediately a good rope to Buoy B is made fast.

(6) The best way, to reach the anchor position is to steer straight for same, keeping Buoy C on port side. This will keep vessel clear of Buoy C and when anchor is dropped, the stern should swing clear of this Buoy. If it does not, a rope can be run to S3 and the stern pulled in before falling back on pier.

(7) With anchor dropped as shown, six shackles should see No. 1 hatch at the pier, but if chain is slackened carelessly, it may foul bottom and be insufficient to reach pier.

If visibility is very good, a course can be made between the Hyndman and Cannon Reefs, and altered to bring the beacons referred to into line. Rock phosphate and ground phosphate are loaded at this port for shipment all over the world. The mines are situated some 30 km. away and are connected by company's own railway. Rock phosphate loaded (200 tons per hour) from elevator and phosphate in bags by ship's gear. No water or stores.

TIME: *Winter:* from 1st October to 30th April, local time 2 hours ahead GMT. *Summer:* from 1st May to 30th September, local time 3 hours ahead GMT.

HOLIDAYS: The following are the public holidays in U.A.R.:

1st and 2nd Day of Ramadan
Bairam
Courban Bairam Eve
} changeable dates

1st and end day of Courban Bairam
Mohamedan New Year's day
Prophet's Birthday (Mewlid El-Nabi)
} as based on Moslem Calendar

Eastern Monday (Sham El Nassim (changeable); Evacuation Day (18th June); Revolution Day (23rd July); Victory Day (23rd December). Friday is the Sabbath day.

AUTHORITY: Safaga Phosphate Co. S.A.E., PO Box 1421,1, 26th of July Street, Cairo. Cables: "Safasco Cairo."

SUEZ CANAL: (including Port Said and Suez)

Information will be published when facilities are available.

United Kingdom

ABERDEEN: 57.09 N. 02.03 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Aberdeen has a compulsory pilotage district and there are eight licensed Pilots. Boatage service, although not compulsory, is available. There are eight licensed boatmen.

RESTRICTIONS: Navigation channel. max. designed width 110 ft., max. designed depth at HWOST 34 ft. Traffic signals regulate the movement of vessels in the Navigation Channel.

Entrance to Victoria Dock, depth at HWOST 26 ft., clear width at entrance 62½ ft.

Entrance to Upper Dock, width of entrance 67 ft.

MAX. SIZE: The port can accommodate a vessel of up to 525 ft. in length, 80 ft. in beam and drawing 30½ ft. of water, and at the various berths in tidal and non-tidal waters can handle expeditiously bulk and general cargoes.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

RADIO: There is a VHF radio communications system which operates on Channels 6, 11, 12 and 16.

BERTHING: Tidal:

Tidal Harbour	length	3,461 ft.	Depth	26–34 ft.	HWOST
Albert Basin	,,	5,586 ft.	,,	25–29	,,
River Dee (Navigable)	,,	1,884 ft.	,,	25–28	,,
River Dee Dock	,,	1,398 ft.	,,	28–31	,,
Non-Tidal:					
Upper Dock	,,	1,950 ft.	,,	18–30	,,
Victoria Dock	,,	4,326 ft.	,,	22–28	,,

Deep-water Berths:

No. 1 Atlantic Wharf. This is 480 ft. long with 30 ft. water at low tide and 42¾ ft. at HWOST. Two-storey transit shed. Two 3-ton electric portal cranes. Excellent road and rail connection.

No. 2 Pacific Wharf. This is 525 ft. long with 32 ft. of water at low tide and 44¾ ft. at HWOST. Open quay.

FRESH WATER: This service is provided by the Corporation of Aberdeen and is available at all quays.

REPAIRS: Ship-repairing facilities and shipping supplies are offered by a number of private firms and individuals with premises beside the harbour.

DRY DOCKS:

	Overall length (ft.)	*Breadth at entrance (ft.)*	*Depth on blocks (ft.)*	*Lifting capacity*
No. 1	180	29	16	700 tons
No. 4	180	38	18	1,000 tons

There are also two privately owned slipways.

MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent to ½ lb. of tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

CONSULS:

Belgium	G. D. G. Mackinnon, 23 Market Street
Denmark	Wm. Repper, 62 Marischal Street
Finland	D. G. R. Stroud, 62 Marischal Street
France	G. D. G. Mackinnon, 23 Market Street
Germany	A. H. S. Lewis, 186 Albert Quay
Iceland	Wm. Repper, 62 Marischal Street
Netherlands	J. R. Leith, 18 Regent Quay
Norway	D. G. R. Stroud, 62 Marischal Street
Portugal	Wm. Repper, 62 Marischal Street
Spain	D. G. R. Stroud, 62 Marischal Street
Sweden	Wm. Repper, 62 Marischal Street

TIME: BST is GMT plus one hour. GMT during winter months.

HOLIDAYS: 1st and 2nd January; Spring Holiday (variable date); Summer Holiday (variable date); September Holiday (variable date); Christmas Day (25th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

TELEPHONES: There are berths at which GPO telephone service can be made available to vessels. All operational posts are linked by telephone network.

AUTHORITY: Aberdeen Harbour Board, Harbour Office, 16 Regent Quay. Telephone: Aberdeen 52571.

ARDROSSAN: 55.38 N. 04.49 W.

DOCUMENTS: Normal documents required:
Customs Documents.
Health Documents.
Crew List.
Passenger List.
Ship's Papers, etc.

PILOTAGE: Telegraphic address – "Harbour" Ardrossan. VHF Channels 16 and 12. Pilot boat "Crinan" (30 ft. length). Signals for Pilot – flag, lamp or sound letter "G". Pilot taken on board approximately ¾ mile S.W. of Breakwater Light.

ANCHORAGE: 12 to 15 fathoms 1 mile S.W.

RESTRICTIONS: Two balls by day, or two red lights vertically by night, from a flagstaff at Montgomerie Pier, at elevations of 66 ft. and, 60 ft. indicate that vessels must not enter.

MAX. SIZE: Eglinton Dock approximately 420 ft. by 57 ft. by 23 ft./25 ft. (depending on tide). North Montgomerie Pier Tanker Berth – maximum length 575 ft., maximum draft, up to 70 ft. beam, 23 ft./26 ft.; over 70 ft. beam, 22 ft./25 ft.

HEALTH: All vessels requiring attention of Medical Officer shall show flag signal ZW by day,or between sunset and sunrise, either morse signal ZW by lamp, or a red light over a white light, not more than 6 ft. apart. Other vessels shall show flag signal "Q" by day, or between sunset and sunrise either morse signal Q by lamp or a red over a white light, not more than 6 ft. apart.

Certificate of Pratique will be issued by Customs Boarding Officer on receiving a satisfactory and fuily completed Maritime Declaration of Health. No further formalities required at subsequent ports of call in the U.K.

RADIO: VHF Channels 12 and 16. Radio telephone per Portpatrick.

TUGS: As for Pilotage. (If second tug required orders to be given not later than 1600 hrs. and by 1600 hrs. on Friday for week-end work.) Tug's lines used – no additional charge.

BERTHING: No special requirements except with draft over 16 ft. when vessel may be delayed waiting for tide.

STEVEDORES: Orders to be given by 1130 hrs. previous day.

MEDICAL: No advance notice required unless medical attention is necessary immediately on vessel's arrival. No hospital facilities in Ardrossan, nearest hospital being at Irvine, 6 miles and Kilmarnock 16 miles.

TANKERS: Hoses 8 in. Berths (1) Up to 3,000 d.w. (2) Up to approximately 18,000 d.w. Maximum draft 22 ft./26 ft. depending on beam and tide.

DENSITY: Sea water 1025

FRESH WATER: Available continually at all berths.

FUEL: Marine oils available ex pipeline, or by road tanker.

FIRE PRECAUTIONS: Patrolman required for hazardous cargoes.

DEVELOPMENTS: Roll-on/roll-off berth for specialised traffic.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Opened and closed by crew.

CERTIFICATES: Following Certificates are requested: Load

Line, safety radio, safety equipment, safety construction, deratisation, and Current Trinity House Light Bills.
CUSTOMS ALLOWANCE: Standard U.K. allowances.
IDENTIFICATION CARDS: Not required.
CONSULS: Norwegian Vice Consulate, Danish Vice Consulate: R. L. Alpine & Co. Ltd., Winton Buildings, Ardrossan. Tel. Ardrossan 3065.
REPAIRS: Limited repair facilities.
REPATRIATION: Customs Boarding Officer acts for Immigration Dept. and arrangements for repatriation can be arranged in conjunction with ship's Agent.
AIRPORTS: Prestwick 18 miles. Glasgow 25 miles.
TIME: BST, that is GMT plus one hour. GMT in winter months.
HOLIDAYS: 1st and 2nd January; Easter Monday; Third Monday in July; First Monday in October; and Christmas Day. Cargo work may be available on certain holidays by special arrangement.
POLICE/AMBULANCE/FIRE: Police tel. Ardrossan 3013; Ambulance, Fire: Ask telephone operator.
SHORE LEAVE: No restriction.
AUTHORITY: Ardrossan Harbour Company Limited, Harbour Office, Ardrossan. Tel. Ardrossan 3972/4. Telex 77654.

AYR: 55.28 N. 04.38 W. (including Troon)

DOCUMENTS: *Customs Require:*
2 copies Form XS1.
Ship's Register.
Load-line Certificate.
Safety Radio Certificate.
Passenger List.
Pratique.
Crew List.
Port Health require:
De-ratting Certificate.
Agents require:
1 copy Form XS4.
Bills of Lading.
2 copies Manifest.
PILOTAGE: 24 hours notice of ETA required for Pilot via Agent or Dock Authority.
ANCHORAGE: To Pilot's advice.
RESTRICTIONS: Draft restriction at LW. Enter on Pilot's advice.
MAX. SIZE: 300 ft. in length and 18 ft. draft – depending on berth.
HEALTH: Pratique granted by Customs on arrival.
RADIO: Local station, call sign GPK on 2381 kc/s. VHF radio only, operating on Channel 14 and listening on Channel 16.
TUGS: No tugs available.
STEVEDORES: 24 hours notice of ETA should be given to stevedores.
MEDICAL: Hospital facilities nearby in town.
DENSITY: Varies according to weather.
FRESH WATER: Available at all berths, rates upon application.
FUEL: All grades available, 24 hours notice.
GANGWAY/DECK WATCHMEN: Deck watchman required; may be supplied by arrangement with stevedores.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCES: ¼ lb of tobacco or equivalent cigarettes, and 1/6th gallon wine/spirits per man.
IDENTIFICATION CARDS: Seamen's identity cards should be carried.
REPAIRS: Most engine and deck repairs available.
DRY DOCKS: Two at Troon, max. length 400 ft., breadth 50 ft.
AIRPORT: Nearest at Prestwick, 7 miles away, mostly international flights.
TIME: GMT plus 1 hour, reverting to GMT in winter months.
HOLIDAYS: Official holidays: First two working days in January; first Monday in April; Ayr Races (2 days in third week in September); Christmas Day. No work at all on these days.
POLICE/AMBULANCE/FIRE: Dial 999, and ask for service required.
TELEPHONES: No connection on board vessel.
SERVICES: Special arrangements can be made for tank washing and compass adjusting through Glasgow.
SHORE LEAVE: No restrictions on shore leave.
AUTHORITY: British Transport Docks Board, Dock Office, North Harbour Street, Ayr. Tel. Ayr 67261.

BARROW-IN-FURNESS: 54.07 N. 03.14 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Health Declaration.
Ship's Certificates and Cargo Documents.
PILOTAGE: Pilot boards at Lightening Knoll Buoy, using pilot cutter, usually 2 or 3 hours before high water.
Vessels ETA required 12 hours before arrival. Contact Pilot by radio 2182 kHz or VHF Channels 6, 12, 14 and 16.
ANCHORAGE: At Lightening Knoll Buoy, depth of 5 fathoms at LW. In adverse weather conditions vessels proceed to Ramsay Bay, 10 miles away, for shelter.
RESTRICTIONS: No docking after HW. Tidal range 21 to 32 ft. Deduct 2 ft. 6 in. from height of high water to allow for invert at dock entrance. Access to the port, which is protected from the prevailing Westerly winds by Walney Island, is gained from the Irish Sea through the harbour along the well-defined Walney Channel. The depth of water on the Ramsden Dock entrance sill can range from 33 ft. at high water springs to 21 ft. at high water neaps.
MAX. SIZE: Length 600 ft. Beam 75 ft. Draft according to tide.
HEALTH: Vessels arriving from abroad are given pratique by Customs Boarding Officers. In case of suspected disease or fever on board notify Agent prior arrival. Agent will advise Port Health Authorities.
RADIO: Local stations: Anglesea Radio, and/or Port Patrick Radio. Port VHF service in operation, call Ramsden Radio Channel 16.
TUGS: Two tugs available, each 1,100 h.p. Normally join vessel in Walney Channel. Tug's lines are used.
BERTHING:

Docks	*Water area in acres*	*Width of entrance*
Ramsden	62	100 ft.
Buccleuch	31½	100 ft.
Devonshire	30	80 ft.

Walney Channel Deep-water Berth: 850 ft. long × 100 ft. wide × 33 ft. deep.
Ramsden includes: Ramsden Dock Basin with three berths equipped for handling bulk cargoes with a total quayage of 1,240 ft., taking vessels of up to 30 ft. draft, and Anchor Line Basin with three berths 840 ft., 500 ft., and 900 ft. long respectively, taking vessels of up to 24 ft. draft. Equipped for Ro/Ro traffic.
STEVEDORES: All quayside labour and stevedoring is undertaken by the British Transport Docks Board. Handling woodpulp – 200/300 tons per gang per day.
DENSITY: Salt water 1025.
FRESH WATER: Available from quayside hydrants.
FUEL: No stocks at Barrow. Can be supplied by road or coastal tanker.
WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Handled by ship's crew.
IDENTIFICATION CARDS: Seamen's Book or Passport required by non-British crew.
CONSULS: Norway, Portugal, Spain. Tel. Barrow 22323.
AIRPORT: Nearest at Manchester, 100 miles distant. Flights to all parts.
HOLIDAYS: As for other ports in England, plus New Year's Day (1st January).
POLICE/AMBULANCE/FIRE: Police: Tel. Barrow 24532; Ambulance: Tel. Barrow 24201; Fire: Tel. Barrow 20050.
AUTHORITY: Docks Manager, British Transport Docks Board, Barrow and Silloth, Ramsden Dock Road. Dock Office: Barrow-in-Furness, Lancashire. Tel. 22911.

BARRY: 51.24 N. 03.16 W.

DOCUMENTS: See "Cardiff".
PILOTAGE: Telegraphic address of pilot station: Barry Pilots, Pier Head, Barry Docks. Amount of advance notice of ETA required: 24 hours. Final confirmation to be given by VHF or RT when within 2 hours of pilot station. VHF channel or frequency to be used when contacting pilot boat or pilot station: VHF Channel 16 thence working channels 6, 8, 10, 11.
Pilot boat: motor launch black hull with "Barry Pilot" in white on same. Brown superstructure. Light or sound signals to be made by vessels requiring a Pilot: flag G over numeral 6 flown by day, or 6 sounded on whistle or siren; flashed by lamp at night.
Exact area where pilot boat is located normally between Nash Point and Breaksea L.V. Smaller vessels may be boarded in Barry Roads.
ANCHORAGE: Barry Roads, 10 fathoms, safe anchorage. Large vessels should anchor West of Breaksea L.V. Small vessels ¾ of a mile S.E. of Barry Dock Entrance.
RESTRICTIONS: Entrance only before HW to 4 hours after HW.
MAX. SIZE: 575 ft. × 75 ft. × 31 ft. draft.
HEALTH: Pratique granted by Customs on arrival.
RADIO: Barry Docks Radio, Channel 22.
TUGS: Join vessel at Barry Road. Tug's or ship's lines utilized.
BERTHING: The port is fully equipped to receive all types of oil chemicals, including LPG. Also modern facilities exist for handling all types of bulk as well as conventional cargoes. A roll-on/roll-off berth is available. Container traffic is not a feature of the port.
BRIDGES: Bridge swung to vessel's requirements.
STEVEDORES: An early ETA essential. Enables planning to be effected in conjunction with other work in port.
VHF: Channel 22, frequencies 157·10–161·70.
MEDICAL: Hospital facilities available. Advance notice desirable.
TANKERS: Six tanker berths, maximum draft 31 ft.
DENSITY: Density 1020.
FRESH WATER: 15/20 tons per hour per hose.
FUEL: All grades ex stock.
GANGWAY/DECK WATCHMEN: The services of watchmen provided at discretion of Shipowner or Agent.
OPENING/CLOSING HATCHES: Work normally undertaken by ship's crew but the port will, if requested, provide a crane to assist in this work on completion of a "Hatch beam form". Riggers may be employed on this work at request of shipowner.
CUSTOMS ALLOWANCES: 1 oz. tobacco per day per man, ¼ pt. wine or spirits per day per man.
IDENTITY CARDS: Not needed by Port Authority.
CONSULS: None. Majority located at Cardiff 8 miles East of Barry.

REPAIRS: All types of repair undertaken by private ship repairers.
DRY DOCKS: One 940 ft. × 78½ ft.
REPATRIATION: All facilities available.
AIRPORT: Glamorgan (Rhoose) Airport, 4 miles, served by regular airlines.
TIME: British Standard Time, GMT plus one hour. Reverting to GMT in winter months.
HOLIDAYS: Bank Holidays. Arrangements made to work if essential.
POLICE/AMBULANCE/FIRE: Call operator by dialling 999.
TELEPHONES: At main berths.
AUTHORITY: British Transport Docks Board, Dock Office, Barry. Tel. Barry 2311 (STD 04462). Telex 49421.
AGENT: Cory Brothers Shipping Ltd., Corys' Buildings, 57 Bute Street, Cardiff, CF1 1SZ. Cables: "Cory Cardiff." Telex: 49300. Tel: Cardiff 31141.

BELFAST: 54.36 N. 05.56 W.

DOCUMENTS:
1 Passenger and Crew List for Immigration.
1 Crew Declaration C142 (for HM Customs).
1 List of Ship's Stores (for HM Customs).
1 Maritime Declaration of Health.
1 Cargo Manifest.

PILOTAGE: Pilot station is situated on end of East pier at Carrickfergus. It is manned continuously. Vessels requiring a pilot should give as much advance notice as possible of ETA, but in any case not less than 1 hour. Pilots may be ordered through:
(i) Pilot Station Carrickfergus, tel. Carrickfergus 2329.
(ii) Port Operations Station, tel. Belfast 34422 Ext. 330, or Belfast 59107.
(iii) Belfast Harbour Office, tel. Belfast 34422 Ext. 225, 0900–1700 hrs. Monday–Friday. 0900–1200 hrs. Saturday.

There are two motor launches servicing pilots. "Eleanor Laura" is 51 ft. 6 in. long and "Mabel Helen" is 46 ft 8 in. long. Both vessels are painted black with word Pilot in white letters on each side.

Pilot launches may be contacted on VHF Channel 16 and working frequency Channel 6. Listening watch is kept from 40 to 50 minutes past each hour on 2182 kc/s. MF with working frequencies of 2246 and 2301 kc/s.

Usual international signals should be made for a Pilot. Pilots board from 1½ to 2 miles South-east of Carrickfergus. In poor visibility the pilot launch makes a sound signal of 4 short blasts. Vessels may be led into calm water before boarding.

ANCHORAGES: Safe anchorages, according to draught and size of vessel are available through Belfast Lough East of a line from Carrickfergus to Grey Point.

RESTRICTIONS:
Intended depths in the entrance channels: Victoria Channel, sea to Refinery berths – 30 ft. below datum. Refinery to Thomson wharf – 26 ft. below datum.
Musgrave Channel, 21 ft. below datum.
Herdman Channel, 21 ft. below datum.

MAX. SIZE: Vessels' size is restricted only by depth of water available. See "Restrictions", "Berthing", and "Tankers".

HEALTH: Use International Code quarantine signals. Master of a ship approaching a port in Northern Ireland from a foreign port other than an excepted port must ascertain state of health of all persons on board, and must fill in and sign Declaration of Health. It should be completed and ready to deliver to the Customs Officer, or authorized officer of the Port Health Authority, whichever first boards the ship.

If any suspected diseases on board, free pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer. Therefore in these cases notify PORTELTH BELFAST by radio in advance.

RADIO: The best station for messages, cables, etc., is Port Patrick, call signal GPK.

TUGS: Tugs are owned by Cory Ship Towage Ltd., Tel. No. Belfast 743278. They are fitted with VHF Channels 16, 12, 8 and 6. Tugs normally meet inward bound vessels in vicinity of number 20 beacon. Use of tugs' lines is optional. Charge for use of each tug line is £1.

BERTHING: The following berths are equipped for handling containers or drive-on, drive-off traffic:

Berth	*Max. draft (feet)*
Donegall Quay 4	
(2–7½-ton portal cranes)	14
Donegall Quay 5	
(No cranes)	14
Donegall Quay 6	
(No cranes)	14
Albert Quay	
(2–25-ton derrick cranes)	18
Herdman Channel West	
(30-ton transporter crane)	18
Gotto Wharf	
(2–30-ton transporter cranes)	21
York Dock 2	
(No cranes)	24
Pollock Basin 3	
(6-ton portal crane)	21
Stormont Wharf 2	
(200-ton cantilever crane)	28
Albert Quay 6	
(30-ton crane)	18

Paktank Storage Co. Ltd. have constructed a bulk liquids terminal for the storage of petroleum, chemical products, etc. Special tankers ship liquid gas to the storage installation of Kosangas (Northern Ireland) Ltd. at Musgrave Channel.

STEVEDORES: Two schooling times per day for stevedoring gangs – 8.00 a.m. 1.00 p.m. Gangs for all week-end work are schooled at 1.00 p.m. on Fridays.

VHF: Belfast Port Operation and Information service is situated at Northwest corner of East Twin dock. A continuous watch is maintained on VHF R/T on Channel 16. Working Channel is 12. Call sign is Belfast Harbour Radio.

MEDICAL: All kinds of medical treatment are available. Agent should be given as much notice as possible for arrangements to be made. International vaccination certificates for smallpox are required.

TANKERS: Tankers have to observe (i) Belfast Harbour Commissioners By-Laws for loading, discharging, etc., of petroleum spirit. (ii) Chamber of Shipping Tanker Safety Code.

Capacity for 6,000 tons of tank washings to be processed at B.P Refinery.

Tanker berths: B.P. oil refinery 35 ft. No. 1 oil jetty 28 ft. No. 2 oil jetty 28 ft. 6 in.

DENSITY: Average density of water in Inner Harbour is about 1012, and Outer Harbour is about 1024.

FRESH WATER: Available at almost all berths. Delivery is by hose at a rate of appxoximately 35 tons per hour. Arrangements can be made through Belfast Water Commissioners (ship's water), tel. 749402.

FUEL: All grades of fuel oil are available. Forty-eight hours advance notice of requirements should be given.

FIRE PRECAUTIONS: Ships have to observe (i) Belfast Harbour Commissioners By-Laws for regulating the use of fires, lights and electrical apparatus. (ii) Chamber of Shipping Tanker Safety Code.

Special precautions for vessels carrying petroleum, explosives, calcium carbide and dangerous goods are set out in the appropriate by-laws. A copy of general port fire notice, delivered to all ships on arrival.

GANGWAY/DECK WATCHMEN: Normally, a member of ship's company acts as watchman. Shore watchmen may be obtained through Agent.

OPENING/CLOSING HATCHES: Conventional beams and hatches and slab hatches are opened and closed by stevedores. McGregor or patent steel hatches are worked by ship's personnel. Ship's personnel are required to work all types of hatches at grain silos.

CERTIFICATES:
Register. Radio Certificate. Load Line Certificate. Safety Equipment Certificate. Safety Construction Certificate. Light Bills. Passenger Certificate if applicable. Chain Register. De-rat station Certificate.

CUSTOMS ALLOWANCE: Tobacco: 8 oz. tobacco are permitted per man and issues are made at 8 day intervals. Wine and/or Spirits: Wine, beer and spirit issues are made, in moderation, at 4 day intervals.

IDENTIFICATION CARDS: Seamen's identity cards required.

CONSULS:

Belgium	Belfast	21644	Netherlands	Belfast	43126
Denmark	,,	25865	Norway	,,	24909
Dominican Rep.	,,	24886	Peru	,,	76164
Finland	,,	76164	Portugal	,,	76164
France	,,	660325	Spain	,,	23071
Germany	,,	76164	Sweden	,,	29281
Greece	,,	76164	U.S.A.	,,	28239
Italy	,,	76164			

REPAIRS: All types of deck and engine repairs are possible.

DRY DOCKS: East Twin dry dock, length of floor 1,100 ft., breadth of floor 167 ft., breadth of entrance 165 ft., level of sill 26 ft. 6 in. below datum.

Harland and Wolff building dock, length of floor 1,825 ft., breadth of floor and entrance 305 ft., level of sill 16 ft. 10 in. below datum.

Five other dry docks available.

REPATRIATIONS: Crews may be changed and repatriations arranged. Immigration must be informed.

AIRPORT: Aldergrove airport is approximately 17 miles from Belfast. There are daily flights to all parts of United Kingdom.

TIME: British Standard Time is kept, that is GMT plus 1 hour. Reverting to GMT in winter months.

HOLIDAYS: Stevedore holidays are 17th March, Easter Monday and Easter Tuesday, 12th and 13th July and 25th and 26th December. Cargo can be worked on these days except 25th December, at double time rates.

POLICE/AMBULANCE/FIRE: All can be contacted by phoning 999 and ask for services required. Additionally: Fire Brigade Belfast 22222; Ambulance Belfast 41212; Harbour Police Belfast 23555; *or* through Belfast Harbour Radio on VHF/RT Channels 16 and 12.

TELEPHONE: Telephone can be placed on board at certain berths. GPO charge for connecting is £30.

SERVICES: All principal makes of radio, radar and gyro equipment can be serviced. Compass adjusting and D/F calibration can be carried out.

SHORE LEAVE: Normally no restrictions on shore leave.

AUTHORITY: Belfast Harbour Commissioners, Harbour Office, Corporation Square, Belfast, BT1 3AL. Tel. Belfast 34422. Telex 74204.

BLYTH, Northumberland: 55.08 N. 01.30 W

DOCUMENTS:
Certificate of Registry.
Load Line Certificate.
Wireless Telegraphy and/or Safety Radio Certificate.
Safety Equipment.
Ship Construction.
Light Dues Payments.
Bills of Lading, Manifest and Stowage Plan usually sent in advance of vessel.
List of members of crew (of ship arriving in U.K.) who are aliens or were engaged outside U.K. (Home Office Form I.B.6A). Passenger form to be completed when reporting vessel's arrival from foreign ports.

PILOTAGE: Call by R/T when within 50 miles of port, and VHF when approx. one hour off port. Pilot boats black hull with words "Pilot" on Hull or Superstructure. Letters in white. Fly international Pilot Flag at masthead and at night show international light signals for pilot boat on station.

Vessel requiring Pilot sounds two short and three long blasts or exhibits international Code Flag "G". By night flashes international Code Signal "G" or "PT". Pilot boats operate and will board within radius of two miles of East Pier Lighthouse, or further weather permitting. Pilots board at Pier end area during adverse weather.

ANCHORAGES: No anchorages within harbour – in good weather vessels can anchor off port east of Fairway Buoy.

RESTRICTIONS: No night restrictions. Entry according to draft. Channel dredged to 27 ft. MLWST and approaches 30 ft. MLWST. Upper River and South Harbour 24 ft. MLWS. Rise of tide 14 ft springs, 7 ft. neaps.

MAX. SIZE: Bulk carriers up to 22,500 dwt. discharge at Alcan (U.K.) Limited Terminal. Max. draft 32 ft.

For other berths max. length 625 ft., draft 28 ft.

HEALTH: International quarantine signals to be used. Pratique will be granted by Customs or Port Health officer if Maritime Health Declaration is clean. If suspected diseases on board radio "PORTELTH BLYTH" in advance advising details.

RADIO: Cullercoats Radio.

VHF: Details of movements within port given over VHF from port control office. Calling Chanel 16, working Channel 12.

TUGS: Normally join vessel at harbour entrance. Extra charge for use of tugs lines.

BERTHING: Alcan Bulk Alumina Terminal, depth alongside 36 ft. MLWST.

North Quay, South Harbour, depth alongside 24 ft. MLWST. Coal-loading berths and waiting berths, 19 ft. to 30 ft. MLWS. West Quay, dredged depth 19 ft. MLWS. South Side Berths, dredged depth 30 ft. MLWS. Wimbourne Quay dredged depth 24 ft. MLWS.

STEVEDORES: Blyth Harbour Commission, Traffic Department. South Harbour, Blyth. Tel. Blyth 3611/2. ETA requested day before arrival.

MEDICAL: Notice not necessary but advisable. Hospital facilities available. Inoculation, vaccinations and/or certificates not specifically required.

DENSITY: Sea water. Fresh water effect negligible.

FRESH WATER: Obtainable from shore hydrants. Rate of delivery approximately 20 tons per hour.

FUEL: BHC operate a bunkering Agency on behalf of Shell Mex & B.P. Ltd. 24 hours notice usually required. Grades gas oil and marine diesel.

GANGWAY/DECK WATCHMEN: Not usually employed as these duties are carried out by the crews.

OPENING/CLOSING HATCHES: Normally carried out by crew

CUSTOMS ALLOWANCES: Tobacco: 50/250 grammes. Wine/Spirit: Wine up to 0·75 litres. Spirits up to 0·375 litres.

IDENTIFICATION CARDS: Seaman's book or Passport desirable.

CONSULS: Denmark, Norway, Netherlands.

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Three dry docks available No. 1 L 467 ft. 10 in. × B 60 ft. 9 in., No. 2 L 338 ft. 9 in. × B 44 ft. 10 in. No. 3 L 311 ft. × B 46 ft

REPATRIATION: Can be arranged by H.M. Immigration Office, Blyth.

AIRPORT: 15 miles. Served by regular airlines.

TIME: BST is GMT plus one hour. GMT in winter months.

HOLIDAYS: Christmas Day; New Year's Day; Good Friday; Easter Monday; Spring Bank Holiday and Late Summer Holiday. Cargo work can be arranged on these days by request.

POLICE/AMBULANCE/FIRE: Tel. 999.

TELEPHONES: Can be fixed aboard by arrangement.

AUTHORITY: Blyth Harbour Commission, 79 Bridge Street, Blyth. Tel. Blyth 2066. Telex 536567.

BRIDLINGTON: 54.05 N. 00.12 W.

DOCUMENTS:
Crew List.
Passengers List.
Ship's Register.
Customs Documents.
Manifests.
Bills of Lading.
Ship's papers.

PILOTAGE: Vessels approach within ¼ mile, flying G Flag. Local fishermen act as Pilots and board approximately 1 hour prior to berthing time.

ANCHORAGES: For small vessels of not more than 12 ft. draft, 1 mile South-east of harbour. Deeper-drafted vessels 3 miles East of Harbour. Good holding grounds except in heavy weather from East to South.

RESTRICTIONS: In accordance with state of tide and draft restrictions.

MAX. SIZE: Maximum permissible length 149 ft. Draft 13 ft. on spring tides.

HEALTH: Pratique required from all vessels other than from a British port. Q Flag to be flown.

RADIO: Humber Radio Station is the best for a vessel to route ETA, etc.

TUGS: None available.

MEDICAL: Agents require advance notice of required medical attention. Hospital facilities available. Relevant medical information, i.e. fever, etc., required.

DENSITY: Sea water.

FRESH WATER: Unlimited quantity available. Delivery from shore pipe-line at the rate of 10 ton per hour.

FUEL: All grades available. Delivery by road tankers.

OPENING/CLOSING HATCHES: Normally carried out by crew.

IDENTIFICATION CARDS: Not required.

CONSULS: No local Consuls. Nearest port of availability, Hull, Yorks.

REPAIRS: Limited engine and deck repairs.

REPATRIATION: No facilities exist for crew change.

AIRPORT: Yeadon, 45 miles, served by regular airlines.

HOLIDAYS: Normal Bank Holidays cargo can be worked on these days.

POLICE/AMBULANCE/FIRE: Police Bridlington 2222; Ambulance 2421; Fire 3585.

TELEPHONES: No arrangements exist for placing telephones aboard.

SHORE LEAVE: Crew members allowed ashore.

AUTHORITY: Bridlington Harbour Master: Harbour Commissioners. Tel. 3022. Telex 537567.

BRISTOL: 51.27 N. 02.35 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office form I.B.6.
1 Stores List.
1 Certificate of Deck Cargo tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate (British ships only).
In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Telegraphic address, Brispilot Avonmouth. Notice required, not less than 12 hours (preferably more) before arrival Breaksea Light Vessel. VHF Channel, calling 16, working 6. A 58 ft. motor pilot boat, black hull, "Bristol Pilot" in large white letters amidships.

Position: Two pilotage stations. Western station at Breaksea extends from a line drawn 180° from Sully Island. Weather and other circumstances permitting the motor pilot boat operates from Barry Harbour to board vessels expected to dock at Bristol. Eastern station at Avonmouth or in King Road. A motor pilot boat operates from Avonmouth from 3 hours before until 3 hours after high water, for boarding and landing pilots Eastward of Walton Bay. This pilot boat also equipped with VHF and radio-telephone.

Pilot boats in Bristol Channel have adopted distinctive pilot signals, made audibly during foggy weather when the fog signal for a vessel is heard, and by morse lamp at night in clear weather. The distinctive signal for Bristol pilots is the International Morse Code Numeral 2, viz · · – – – Vessels desiring to embark or disembark a pilot are invited to adopt a similar procedure.

ANCHORAGES: Barry Road affords good anchorage in moderate weather for vessels awaiting a Pilot. Walton Bay affords good anchorage within 6 miles of Avonmouth.

RESTRICTIONS: Avonmouth Docks. No restrictions at night. Sill clearance of 4 ft. for all vessels with a maximum draft of 34 ft. 6 in. salt water. There are restrictions on draft during neap tides to possible 28 ft. Range of high water – 33 ft. to 48 ft.

Portishead Docks. Sill clearance of 5 ft. for vessels up to 55 ft. beam. Sill clearance of 6 ft. for vessels up to 60 ft. beam.

MAX. SIZE: Avonmouth Docks. Maximum length 690 ft., beam 95 ft., draft 34 ft. 6 in. salt water.

Portishead Docks. Maximum length 415 ft., beam 60 ft., draft 26 ft. (normal tides).

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either the Port Doctor or an officer of HM Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area and coastal

arrivals need not present Declaration, but when there is sickness on board Port Health Authority must be informed.
RADAR/VHF: No port radar service, but an extensive VHF coverage exists from West of Barry Roads, to all dock entrances.
RADIO: Niton Radio, Lands End Radio, Portishead Radio.
TUGS: Vessels docking on flood tide normally join at old oil jetty to Northward of the entrance lock. Vessels docking on ebb tide, tugs join between Firefly and Cockburn Buoys. Ship's line always used.
BRIDGES: Avonmouth Docks. Junction between Avonmouth Dock and Royal Edward available at all times if necessary by arrangement with Dock Master.
STEVEDORES: At least 24 hours notice required in order that necessary labour may be allocated.
MEDICAL: Absolutely necessary for Agent to have as much notice as possible of any medical attention required. All facilities available.
DENSITY: Avonmouth Docks: Average density 1,012 to 1,015; in the river fluctuates according to tides. Portishead Docks: The density is 1,015.
FRESH WATER: Avonmouth and Portishead Docks: available at all berths, 24 hours a day from hoses connected to standpipe. Delivery rate 25–30 tons per hour.
FUEL: Most grades available – 24 hours notice required.
FIRE PRECAUTIONS: According to local laws, available on request.
DEVELOPMENTS: A new 70-acre dock, West Dock II, is under construction on land directly opposite Avonmouth Docks. The new dock will have a lock 1,200 ft.×140 ft. wide, a turning circle for ships of 1,400 ft. with 45 ft. of water along the three×2,000 ft. of developed quays. Ships of up to 70,000 tons dwt. will be accommodated. The dock should be operational in 1975.

At the Oil Basin, a bulk liquid storage installation for petroleum, molasses and chemicals is also under construction. Two major development schemes now operational are the Ocean Container Terminal at "T" berth, equipped with a 30-ton capacity gantry container crane, and the reconstructed and modernised grain discharging berths at the Royal Edward Dock.
GANGWAY/DECK WATCHMEN: Not absolutely necessary – Available if required.
OPENING/CLOSING HATCHES: If crew open hatches on the first day then they must continue to do so whilst vessel is discharging/loading, otherwise dockers attend to this.
CERTIFICATES:
Load Line Certificate.
Safety Equipment Certificate.
Lloyd's Construction Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
CUSTOMS ALLOWANCE: Tobacco: Home trade – equivalent of ¼ lb. tobacco. Foreign trade – equivalent of ½ lb. tobacco. Wine and/or Spirits: Officer – equivalent of 1 quart of wine per day. Crew – equivalent of 1 bottle of wine in 4 days.
IDENTIFICATION CARDS: Not necessary unless being repatriated.
CONSULS:
Belgian Consul
Danish Consul
Frensh Consular Agent
Finnish Vice Consul
German Consul
Icelandic Consul
Italian Consular Agent
Netherlands Vice Consul
Norwegian Vice Consul
Portuguese Vice Consul
Spanish Vice Consul
Swedish Vice Consul
REPAIRS: All types of repairs are carried out.
DRY DOCK:

	Total length	*Length over blocks*	*Width of Entrance*	*Depth of water on sill*
Avonmouth Docks	875 ft.	850 ft.	100 ft.	32 ft.

REPATRIATION: Repatriation can be effected to all parts of world.
AIRPORT: Local airport approximately 12 miles away. London can be reached in 2 hours by train.
TIME: BST is GMT plus 1 hour. GMT in winter months.
HOLIDAYS: Easter (varies); Spring Bank Holiday (last Monday in May); August Bank Holiday (varies, usually last Monday in August); Christmas Day (25th December); Boxing Day (26th December). Work can be arranged on these holidays, although unusual to work 25th/26th December.
POLICE/AMBULANCE/FIRE: Avonmouth Docks. A fire pillar system is installed giving direct contact to Authority's police for all emergency services. Can also be contacted by telephoning Avonmouth 2591.

Portishead Docks. Emergency services obtained through Authority's Police, tel. Portishead 2381.
TELEPHONES: Can be put on board at most berths.
AUTHORITY: Port of Bristol Authority, Queen's Square, Bristol. Tel. Bristol 25381, Avonmouth 3681, Portishead 8601.

AGENT: Cory Brothers Shipping Ltd., Portview Road, Avonmouth, Bristol, BS11 9YX. Cables: "Cory Bristol". Tel. Avonmouth 5081. Telex 44129.

BRIXHAM: 50.24 N. 03.30 W.

DOCUMENTS: See "London".
PILOTAGE: Trinity House Pilot, tel. Brixham 2214.
DEEP SEA AND COASTAL PILOTAGE: Pilots for Channel, North Sea, British Coast and Baltic. 48 hours before arrival radio "HUTCHINSON GRAVESEND" stating ETA off Brixham and port(s) of destination. On approaching Brixham contact Brixham Pilots on VHF Channel 16. Pilots board by motor-launch 1 mile N.E. of Berry Head. Pilots can also board at any British or Continental port as required.
ANCHORAGES: At Torbay in deep water.
MAX. SIZE: Inner harbour; length, 231 ft. At jetty; 400 to 500 ft.; draft 24 ft.
RADIO: Berryhead Coastguard, tel. Brixham 2156.
TUGS: None. In emergency may use fishing boats.
BERTHS: Jetty any time. Inner Harbour with arrangement with Harbour Master, tel. 3321.
MEDICAL: MOH advises.
DENSITY: Salt water. 1025.
FRESH WATER: Available.
FUEL: Available at jetty.
REPAIRS: Engine welding, plumbing by local firms.
REPATRIATION: No facilities.
AIRPORT: Exeter, 35 miles away.
POLICE/AMBULANCE/FIRE: Brixham 2231 or 3065 or 999.
SERVICES: No tank cleaning. Compass adjusting with arrangement with Harbour Master.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour's Administrator, T.C.B. Council, Town Hall, Brixham, tel. Brixham 2828.

CARDIFF: 51.29 N. 03.10 W.

PORT LIMITS: A vessel is considered as "arrived" when it is in the lock.
DOCUMENTS:
1 Crew List.
1 Health Form.
1 Port Immigration, i.e. Crew List, and where applicable, a passenger list.
Pratique issued by Customs.
1 List of Consumable Stores (tobacco, snuff, alcohol, etc.).
3 Bills of Lading (one original and two copies).
PILOTAGE: Channel pilotage and dock pilotage not compulsory except for vessels carrying passengers. Pilots embark from pilot cutters operating from Barry Harbour.

Pilot Cutters are marked on each side "Cardiff Pilots" and operate radio continuous watch on 2182 kc with working frequency of 2246 kc and 2301. Signal for pilot cutter – numeral 7 on whistle or siren. Telegraphic address Carpil Barry. Minimum of 24 hours notice required of ETA.
ANCHORAGE: Barry Roads: afford good anchorages in moderate weather in depths from 5 to 6 fathoms (9·1 to 11 metres) about ½ mile South-west of the entrance to Barry Docks. Clay bottom.
RESTRICTIONS: Entry to docks restricted to a period of 4 hours before and 3 hours after high tide, according to size and draft of vessel.

Entrance lock 850 ft. length, 90 ft. wide.
MAX. SIZE:
Queen Alexandra Dock. LOA 660 ft., beam 86 ft., max. draft 33 ft.
Roath Dock. LOA 650 ft., beam 84 ft., max. draft 32 ft.

Vessels near maximum dimensions may be accepted on certain tides after consultation with the Dock Master.
HEALTH: Maritime Declaration of Health to be made to Port Authority or Customs Officer, whoever boards ship first. In event of contagious fever on board, Port Health Authority must be advised by radio before arrival. No pratique necessary if vessel is entering port from another port in U.K.
RADIO: Ilfracombe Radio and Portishead Radio.
VHF: A port operation VHF service maintained at dock entrance during tidal hours. Call sign "Cardiff Radio" calling on Channel 16 and operating on Channel 14.
TUGS: Tugs normally join vessel ½ mile to seaward of OuterWrach Channel Buoy, and arrangements for attendance of tugs should be made through ship's Agent.
BERTHING: Arranged through Dockmaster, and berths within docks are flat quays. Rise and fall usually varies between 3 and 4 ft.
SPECIALISED CARGO HANDLING FACILITIES:

Grain: Spillers berth, 2 Suction Plants. Average discharge 900 tons per day (450 tons per 8 hours per gang).

Iron and Non-ferrous Ores: Dowlais Wharf (British Steel Corporation). 5 kangaroo cranes. Average discharge 10,000 tons per day (2,500 tons per 8 hours per gang).

Coal (Imports): Pontoon berth, Roath Dock. Self-discharging vessels. Average discharge 4,000–5,000 tons per day (2,000–2,500 tons per 8 hours per gang).

Crushed Bones: Bone Suction Plant, Roath Dock. Average discharge 300–400 tons per day (150–200 tons per 8 hours per gang).

Petroleum Products: 5 Petroleum berths (2 in Roath Dock; 2 in Queen Alexandra Dock and 1 in Penarth Harbour). Average discharge approximately 448 M^3 per hour.

There are no specialised berths equipped for containers, roll-on/roll-off traffic, liquid chemicals, LPG carriers, fertilisers, sulphur, etc.
BRIDGES: Bridges throughout the port can be operated at any time.

STEVEDORES: Arrangements for employment of stevedores undertaken by Docks Board through ship's Agent.
MEDICAL: All facilities available. Agents should be advised in advance if medical services required.
TANKERS: Three tanker berths available, one in Queen Alexandra Dock, two in Roath Dock where there is also a tanker-cleaning berth. Special instructions are issued to Master on arrival at port.
Penarth. One berth, 500 ft. long.
DENSITY: Full salt water.
FRESH WATER: Available 24 hours daily from quayside, delivery 20 tons per hour maximum.
FUEL: Fuel of all grades available.
FIRE PRECAUTIONS: For tankers, strict fire precautions required in accordance with latest safety procedures.
Emergency Action – Fire: In the event of an outbreak of fire (no matter how small) immediately dial 999 on the ship-to-shore telephone. When the operator answers, say "Fire", and wait until you are connected to the Fire Station Control. Then repeat: "Fire at the Petroleum Berth, Roath Dock". In event of the ship-to-shore telephone being inaccessible or out of order, use GPO call box situated on dockside road to stern of the vessel.
GANGWAY/DECK WATCHMEN: Performed by ship's crew and necessary for tankers.
OPENING/CLOSING HATCHES: Carried out by ship's crew.
CUSTOMS ALLOWANCE: Tobacco, 1 oz. per day per man, maximum 8 days. Wine/Spirits, $\frac{1}{4}$ pint spirits per man per day every 4 days.
IDENTIFICATION CARDS: Not needed.
CONSULS: Ships should contact Agent.
REPAIRS: All types of repairs possible.
DRY DOCKS: Dimension of largest dry dock 635 ft. × 75 ft. Dimension of smallest dry dock 600 ft. × 71½ ft.
REPATRIATION: Facilities exist to exchange crews and repatriate to any part of world.
AIRPORT: Airport 8 miles from Cardiff, serving other airports to all parts of world.
TIME: Local time is British Standard Time, GMT plus 1 hour. GMT in winter months.
HOLIDAYS: Good Friday; Easter Monday; Whit Monday (Spring Holiday); August (Summer Holiday) one day; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Dial 999 on public telephone service and ask for service required.
TELEPHONES: Ship/Shore telephone supplied at certain berths – service organized through ship's agent.
GENERAL: Cardiff is a port which has very big range of tides and important that accurate ETA's and maximum drafts supplied by ship's Master in order that Agent may place orders for tugs and Pilots in sufficient time to be in attendance when required
AUTHORITY: British Transport Docks Board, Cardiff Docks. Tel. 42544, extension 8410. Telex, 49542.

AGENT: Lambert Brothers (Shipping) Ltd. The Exchange, Cardiff. Tel. 25201. Telex: 49348. Cables: "Lambert Cardiff".

COWES: (including Newport, Isle of Wight): 50.46 N. 01.18 W.

DOCUMENTS: As for "Portsmouth".
PILOTAGE: See Southampton entry for sea pilotage. As Cowes is within the Isle of Wight Pilotage District, a Sea Pilot must be employed by all vessels subject to compulsory pilotage. Trinity House Cowes Pilots conduct vessels between the anchorage area and berths in Cowes Harbour and Newport, 5 miles further up the River Medina. Pilots board from launches *Thosbro* or *Tantalus*, which are equipped with VHF, Channels 16, 12, 9 and 6. A Pilot can always be obtained by making a link-call to Cowes 3812 (24 hours service).
ANCHORAGES: Vessels waiting to proceed to Cowes or Newport should anchor within the area bounded by Old Castle Point, "Prince Consort" light-buoy and the harbour entrance light-buoy. The prohibited anchorage on either side of the leading line must be respected, and vessels must not obstruct the fairway into Cowes, nor the deep water channel used by large vessels bound for Southampton. The mooring buoys are reserved for hovercraft and the Trinity House lighthouse tender. Mooring chains run East and West for 500 ft. from each of these mooring buoys. Tidal streams in the anchorage are strong. Cowes is an international yachting centre, and the anchorage is often crowded with small craft, especially during July, August and September.
Cowes Roads anchorage, North of the deep water channel, is used by large vessels waiting to berth in Southampton Water, taking bunkers or changing crews.
MAX. SIZE: Cowes – 300 ft. long, 17 ft. draft at high water springs. Vessels must expect to take the bottom in soft mud at low water. Newport – 150 ft. long, 8 ft. draft. Newport Harbour practically dries out at low water.
RESTRICTIONS: Tankers may load and discharge at all times, subject to the Petroleum Acts.
A channel marked by small orange buoys is reserved for the use of hovercraft. Other vessels using the area should do so with caution.
Overhead cables at Kingston; 115 ft. above MHWS.
FLOATING BRIDGE: A chain ferry plies between East and West Cowes. An all-round amber light is shown from the leading end of the bridge when under way. Approaching vessels should sound one prolonged blast on the whistle when not less than ½ mile away. The bridge gives way to all river traffic. The chains of the ferry are at least 2 ft. above the river bottom in mid-channel at all times.
HEALTH: See "Portsmouth".
RADIO: See "Southampton" entry for Sea Pilot communications. See 'Pilotage' entry for local communications.
Southampton Port Radio, the port operations and radar station for the port of Southampton, will often help out in cases of difficulty, although there is no obligation for them to do so and they accept no responsibility. Southampton Port Radio VHF Channels 16, 14, 12, 11, 10, 18, 20 and 22. Medium frequency through Nitonradio.
TUGS: Tow-boat launches are available to assist vessels.
BERTHING: *Shepards Wharf.* Vessels up to 150 ft. length, bulk cargoes of stone, grain, bagged fertilisers.
Medina Wharf. Vessels 17 ft., spring draft, length 270 ft. OAL. Loading and unloading bulk cargoes of stone, coal, fertilisers, grain, etc.
Kingston Wharf. As for Medina Wharf, above.
STEVEDORES: By arrangement with Agent and wharf owners. Normal working hours: 0800–1700 Monday to Friday. Overtime on Saturdays, etc., by arrangement. No work on public holidays.
MEDICAL: All medical facilities are available. Agent should be given advance notice of requirements. If call is solely to land sick personnel, see "Southampton" entry.
DENSITY: Cowes – 1025 salt water.
Newport – varies according to amount of recent rainfall and state of tide.
FRESH WATER: Available on all commercial wharves.
FUEL AND DIESEL OIL: Available by arrangement with Agent.
CRANAGE: Hammerhead crane at J. S. Whites, 50 tons. Shepards Wharf: mobile cranes, 1½ tons. Medina Wharf: 2 grabbing cranes of 4½ tons for bulk cargoes.
HATCHES: Opened and closed by ship's crew.
REPAIRS: All hull and engine repairs undertaken to vessels capable of Cowes entry. Graving dock for ships up to 200 ft. in length and 14 ft. draft.
SERVICES: Compass adjuster, radar and radio mechanics available from Southampton. Charts and general stores available locally.
OIL POLLUTION: Cowes and the Solent are world-famous yachting centres. Pollution is dealt with severely.
AUTHORITY: Cowes Harbour Commissioners. Harbour Master: Tel. Cowes 3952.

DARTMOUTH: 50.21 N. 03.34 W.

PORT LIMITS: A line from Inner Froward Point to Combe Point.
DOCUMENTS: Normal documents for U.K. ports.
PILOTAGE: No direct radio contact with Pilots. To obtain services of a Pilot, Master must advise his Agent by cable, giving ETA and draft. Pilots can be available at short notice but Agents only operate normal office hours. In emergency Harbour Master may be contacted by telephone at any time. Anchorage when awaiting Pilot: 5 cables E.S.E. Castle Ledge buoy in 12 fathoms.
ANCHORAGE: Vessels can anchor in 5 fathoms, 7 cables 150(T) from Kingswear Lighthouse. Or in a position as above, for Pilot.
RESTRICTIONS: Vessels up to 27 ft. draft can enter at any time.
MAX. SIZE: Maximum length 600 ft., maximum draft 27 ft.
HEALTH: Pratique granted by Customs on arrival.
RADIO: Route cables, etc., through Niton or Lands End Radio Stations.
TUGS: Tugs are not normally available.
BERTHING: All berthing on midstream buoys.
MEDICAL: All medical services are available; if possible give notice of requirement.
DENSITY: Normally salt. 1025.
FRESH WATER: Available only for small vessels.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: It is advisable to have watchmen.
REPAIRS: All repairs unless of a major or underwater type can be carried out.
REPATRIATION: Facilities exist.
AIRPORT: 35 miles from Exeter airport. Internal and short range Continental flights.
TELEPHONES: Not normally available, except for HM ships.
GENERAL: Dartmouth does not now operate as a commercial port except for small vessels up to about 800 tons deadweight en route to Totnes, although the harbour is suitable for ships of 10,000 tons deadweight, and mooring buoys are available for such vessels.
AUTHORITY: Dartmouth Harbour Commission, Lloyds Bank Chambers, Dartmouth. Tel. Dartmouth 2337.

DOVER: 51.07 N. 01.18 E.

DOCUMENTS: Required on arrival:
Declaration of Health (one copy) for H.M. Waterguard.
Crew List H.O. Form I.B.6. for H.M. Immigration.
Crew Declaration Form C.142 for H.M. Waterguard.
Deratisation Certificate.
It is required to report and clear a vessel at Customs House if remaining in port more than 24 hours. or loading and discharging cargo or embarking and disembarking passengers, with following:

Passenger List. Cargo Manifests. Ship's documents.

PILOTAGE: Requests for Pilot normally made by local Agent.

Vessels from Westward obtain Pilot from cutter stationed off Folkestone.

Vessels from Eastward obtain Pilot from position approx. 1 mile South East of Dover Harbour Eastern Arm Head.

Vessels approaching Dover Harbour Entrances should do so with caution in accordance with instructions from Port Control. Masters are warned of the high frequency of cross channel vessels and hovercraft entering and leaving by both entrances.

Port Control: Signal Station situated at end of Eastern arm operates VHF Channels 6, 12 and 16. Motor launches serving Pilots are also fitted with VHF Channels 6, 12 and 16.

DEEP SEA AND COASTAL PILOTS: For Channel, North Sea, British Coast and Baltic.

Contact agency 36 hours before arrival by radio, giving ETA Dover and destination port(s).

Agencies are: "Hutchinson Gravesend" and "Hammond Dover".

On approaching Dover contact Port Control by VHF for instructions and: For "Hutchinson" Pilot – hoist, flash or sound No 1. For "Hammond" Pilot – hoist, flash or sound "B".

Pilots will also board at any UK or continental port as required.

ANCHORAGE: Limited space available in Outer Harbour. Contact Port Control in advance for instructions.

RESTRICTIONS: Attention is drawn to the strict requirement of obtaining permission to enter or leave the harbour. It will be noted that although the traffic control signal may be exhibited for entry/departure, every vessel manoeuvring to enter or leave the port is required to obtain specific permission to enter or leave, as the case may be.

Vessels awaiting permission to proceed should keep at a safe distance and clear of the entrance until so authorised. Responsibility for entering or leaving with caution and the safe navigation of each vessel subsequent to the receipt of permission to proceed continues to remain the responsibility of the Master.

Explosives – dangerous cargo: Declaration to be made and permission obtained prior to entering the harbour. Board not compellable to receive within the harbour any articles which in their opinion would endanger safety of harbour or vessels or goods.

HEALTH: Vessels arriving in Dover Outer Harbour are boarded by Water guard who grant pratique on arrival. Coastwise vessels from U.K. ports have automatic pratique.

RADIO: Vessels from East use North Foreland Radio call sign GNF and vessels from Westward use Niton Radio call sign GNI.

RADAR/VHF: Port Control is fitted with radar and VHF, and Masters can make initial contact with Port Control VHF Channels 12, 6, and 16.

TUGS: Tugs normally join vessels inside Dover harbour, but meet vessels outside by arrangement. Tug's ropes normally used at a charge of £1. per rope.

BERTHING: All berths in Outer Harbour can be reached at all times. Those in dock can be reached 2 hours before until 1 hour after each high water. All berthing requirements are allocated by Port Control.

CARGO-HANDLING FACILITIES: Four berths equipped for handling roll-on/roll-off traffic. Additional berth under construction.

STEVEDORES: No particular ETA required as ship's Agent makes all necessary arrangements. *Packaged Goods.* Approximately 25 tons per gang per hour average discharging rate.

MEDICAL: Medical assistance can be arranged by Agent to vessels passing Dover Harbour. Doctor will board a vessel in English Channel or on arrival at anchorage in Outer Harbour. Hospital facilities are available.

DENSITY: 1016.

FRESH WATER: Available to all vessels by pipe-line 20 tons per hour.

FUEL: Gas oil, marine diesel available from Shell Mex & B.P. Ltd., and Esso. 12 hours notice required.

GANGWAY/DECK WATCHMEN: Supplied on request.

OPENING/CLOSING HATCHES: By crew.

CETIFICATES: Certificates to be obtained for foreign clearance, Load Line, Safety, Radio and Passenger.

CONSULS:

Belgium	Dover	800	Netherlands	Dover	1201
Denmark	,,	1201	Norway	,,	1201
Finland	,,	1201	Portugal	,,	1201
France	Folkstone	52561	Spain	,,	1201
Germany	Dover	1201	Sweden	,,	207
Italy	Folkstone	53962			

REPAIRS: Minor temporary repairs can be effected.

REPATRIATION: All facilities exist.

AIRPORT: Most repatriations by air through London Airport.

TIME: Local time BST one hour in advance of GMT. Reverting to GMT in winter months.

HOLIDAYS: Official holidays: Good Friday; Easter Monday; Spring Holiday (end May); August Bank Holiday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Dover 999.

TELEPHONES: Not available.

SERVICES: Repairs to radar equipment, compass adjusting, supply of charts and crew changes can be arranged outside Dover Harbour in the English Channel at all times.

SHORE LEAVE: Yes, allowed.

AUTHORITY: Dover Harbour Board, Harbour House, Dover. Tel. 2381.

AGENT: George Hammond & Co (Shipping) Limited, 134–135 Snargate Street, Dover. Telex 96213. Cables: "Hammond Dover".

DUNDEE: 56.28 N. 02.57 W.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
1 Tobacco Manifest.
1 Health Declaration.
Cargo Manifests.
Bills of Lading.
Derat.
Lights Certificate.

PILOTAGE/VHF: Port Control Service, call sign "Dundee Harbour Radio", maintains a 24 hour listening watch on VHF Channel 16 (156·8 mc/s and also operates on Channels 12 and 11 156·6 mc/s and 156·5 mc/s).

Pilotage is compulsory in Dundee Pilotage District. Pilots board incoming vessels within a 3-mile radius seaward of Tay Fairway Buoy or as close to as weather permits. The pilot boat is only on sea station when shipping is expected and accurate ETAs are essential.

ETA should be given 6 hours before arrival either by radiotelephone link call to Dundee Port Control 24121 or by radiotelegram to "Port Control" Dundee. Amendments may be made up to 2 hours before the original ETA. When within VHF range (approximately 25 miles from Tay Fairway Buoy) ETAs may be confirmed by contacting "Dundee Port Control" on Channel 16 and transferring to Channel 12 to pass messages.

Pilot boats, when on station, keep a listening watch on Channel 16 and transfer to Channel 6 (156·3 mc/s) to pass messages.

ANCHORAGES: Pilots are instructed where to anchor vessels. There are three deep-water anchorages to accommodate vessels up to 28 ft. draught. Two to accommodate vessels up to 22 ft. draught, and other minor anchorages.

RESTRICTIONS: Tide and draught 28 ft. at MHWS. Vessels enter 2 hours before HW. 24 ft. at MHWN. Vessels enter 2 hours before HW.

MAX. SIZE: Length 600/700 ft., beam 80/85 ft., draught 28 ft.

HEALTH: Health declaration on arrival – if clean, automatic pratique. Suspect disease as per international requirements. Pratique automatic if already called at another port.

RADIO: Any UK coast station. Nearest stations – Stonehaven and Cullercoats.

TUGS: Tugs join vessel in vicinity of West Ferry. Tug lines optional, charge made if tugs line used.

BERTHING: Deep-drafted vessels must arrive fairway buoy at least two hours before HW to berth on same tide.

King George V Wharf: grabbing cranes (fertilisers, coal). General cargo and tanker berths. 28 ft. MLWS.

Eastern Wharf: roll-on/roll-off berth – construction commences this year. General cargo. 20 ft. MLWS.

Camperdown Dock/Victoria Dock: general cargo, live cattle quarantine station. 16 ft. draft.

No container or liquid chemical facilities.

STEVEDORES: One ETA to Agent or port suffices for all services.

MEDICAL: If vessel arrives from a suspect port (e.g. India/Pakistan) doctor will board and request smallpox certificates. Advance notice required for ordinary medication for arrivals week-ends. Hospitals and casualty stations available.

TANKERS: Diameter of hoses – 8 in. Slop discharge facilities not available. Two tanker berths – 28 ft. draft. Discharge only.

DENSITY: 1005 oz. at MLWS. 1002 oz. at MHWS.

FRESH WATER: Available, 24 hour service. Delivery, Hose from quays. Rate, 40 tons per hour.

FUEL: Small quantities gas oil by road tanker. Large quantities any type by coastal tanker, subject 3 or 4 days notice.

FIRE PRECAUTIONS: Regulations are handed to Master on arrival.

GANGWAY/DECK WATCHMEN: Recommended for large vessels.

OPENING/CLOSING HATCHES: Stevedores will give weather cover only.

CERTIFICATES: As required by Board of Trade (Lifesaving, Radio, Registry, Medicines, Crew Agreement, Load Line) also derat.

CUSTOMS ALLOWANCE: Foreign-going, 25 cigs. or 1 oz. tobacco per day. 8 days allowance granted. Home trade, same as for foreign-going but only 4 days allowance granted. Spirits, ¼ pint per day for 4 days, further issue granted after 4 days for foreign-going only.

IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	23044	Netherlands	22267
Denmark	23044	Norway	23044
Finland	23111	Portugal	22131
France	26061	Sweden	25512
Italy	25174		

REPAIRS: Engine and deck repairs by Robb/Caledon Shipyard.

DRY DOCK: Dry dock available for vessels of up to 500 ft. length, 46 ft. beam, draft 13 ft. 6 in. springs.

REPATRIATIONS: Yes, facilities exist.

AIRPORT: Only U.K. flights available.

TIME: British Standard Time (GMT plus 1 hour). GMT in winter months.

HOLIDAYS: 1st and 2nd January; 2nd Monday April; Last Monday July; 1st Monday October; Christmas Day. Cargo can be arranged for all days except Christmas Day.

POLICE/AMBULANCE/FIRE: Tel. 999.
TELEPHONES: Quay telephones installed.
AUTHORITY: Dundee Harbour Trust, Dock Street, Dundee. Tel. 24121.

FALMOUTH: 50.09 N. 05.04 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master, or Authority X S 4.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships Only.
Load-line Certificate.
Safety Equipment and Construction Certificates.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.

PILOTAGE: This is a compulsory pilotage district. The Pilot will board from a cutter which cruises 2 miles South of St. Anthony's Lighthouse. In poor visibility a ship requiring a Pilot uses the distinguishing signal of "G" to which Pilot Cutter will reply with "5". Pilots operate R/T on Channel 16.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

BERTHS: There is a large and three smaller dry docks and in addition, Shell Mex and B.P. maintain a bulk storage plant.

TANKERS: Tankers berth at Eastern Breakwater provided draft not more than 27 ft. berthing at H.W. Max. length 550 ft. Coast Lines Berth: Max. draft 16 ft. There is a tank-cleaning installation available.

BUNKERS AND WATER: All classes of fuel oil and diesel oil are available and water is piped on the Dock Company wharves. At the repair berths, or in Carrick Roads, bunkers and water must be delivered by barge. There are no facilities for delivering gas-oil by barge.

MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

REPAIRS: All ship repairs can be carried out by local repair yards.

DRY DOCKS: Falmouth Docks and Engineering Co.
Queen Elizabeth Dock: length 850 ft. width 130 ft.
Falmouth Docks, No. 1: ,, 555 ft. ,, 75 ft.
Falmouth Docks, No. 3: ,, 750 ft. ,, 88 ft.
Falmouth Docks, No. 4: ,, 648 ft. ,, 86 ft.

TIME: British Standard Time is GMT plus 1 hour. GMT in winter months.

HOLIDAYS: Good Friday (varaible date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

AUTHORITY: Falmouth Harbour Commissioners.

AGENT: G C Fox & Company, 48 Arwenack Street, Falmouth. Tel: 311300. Telex: 45-237. Cables: "Fox Falmouth".

FELIXSTOWE: 51.57 N. 01.21 E.

DOCUMENTS:
Stores List.
Crew List.
Health Declaration.
Manifests.
Bills of Lading.
Ship's papers, including Register, Load-line Certificate, Safety Equipment Certificate, Radio Certificate, U.K. Light Dues, if any.

PILOTAGE: Cork or Sunk Pilot station, Master's option. 12 hours notice ETA vessel Cork or Sunk Pilot Cutters to be given via G.P.O. Coastal Station (Northforeland, Humber Radio) stating GRT, max. draft, and port of destination. Cables: "Sunk Pilot Vessel" – Northforeland Radio within MF range. Sunk Pilot Cutter 2182 kilocycles, VHF range 156·8 megacycles, VHF Channel 16 then transfer to 156·3 megacycles, VHF Channel 6.

ANCHORAGES: At Cork Light Vessel; Quarantine anchorage off Harwich Road; "Northshelve" off Harwich; and in River Stour.

RESTRICTIONS: All vessels up to 25 ft. draft can enter Harwich Roads day and night on any state of tide. Max. draft for Container Quays and Oil Terminal 30/33 ft. depending on tides. At least 3 ft. keel clearance required at all times between channel bed and keel of vessel.

MAX. SIZE
(*a*) General cargo vessels: Dock Basin 145 ft. wide entrance. Depth 18 ft. LWOST. No lock gates. Suitable vessels able to leave on any state of tide.
North Quay: 640 ft. in length.
South Quay: 610 ft. in length.
East Quay: 430 ft. in length.
(*b*) Container vessels. Container Quay depth: 33 ft. LWOST. Approach Channel Harwich Harbour Estuary: 23·5 ft. LWOST.
(*c*) Roll-on, roll-off vessels: Terminal: Vessels up to 450 ft. overall. Depth 22 ft. LWOST.
(*d*) Tankers. Oil Terminal: Vessels 600 ft. overall. Depth 33 ft. LWOST.

HEALTH: Pratique flag in daylight and lighted signals in darkness to be displayed by vessel on arrival. Health Declaration to be given in writing or verbally by Master on arrival. If disease suspected, then report to pilot station who will advise Health Authorities.

RADIO: Northforeland, Humber, Niton (or any other radio station convenient to vessel's position).

RADAR/VHF: No port radar service. VHF only on dock tug. Channel 16.

TUGS: Stationed at Felixstowe, join vessels Harwich approaches or where ordered by Pilots. Vessels to use tug lines at additional cost.

BERTHING: Regulated by Harbour Master through pilot stations and tugs. Vessels able berth within restrictions of individual berths.

	Depth of water at LWOST	*Length of quay in feet*
Transatlantic Container Terminal	33 ft.	1,330. Two container berths and one roll-on/roll-off berth.
Dock Basin	18 ft.	East Quay 430; North Quay 640, South Quay 610. Vessels up to 350 ft. in length are accepted.
Ferry Terminal	22 ft.	310. Vessels up to 450 ft. in length are accepted.

STEVEDORES: 24 hours notice required by Agent to advise stevedores of vessel's ETA, in order to arrange berthing and allocation of labour. All stevedoring arranged between Dock Company and vessel's agent.

MEDICAL: Prior notice desirable through Agent to arrange attention. All services available.

TANKERS: 4-inch and 6-inch connections. No slop facilities. No facilities for gas freeing alongside or in harbour.

One tanker berth available. Vessels up to 600 ft. overall, maximum draft 31 ft.

DENSITY: 1025 salt water.

FRESH WATER: Pipe-line connections to all quays. Delivery approximately 50 tons per hour. Barge service available for supplies to vessels at anchor.

FUEL: Only gas oil available, 35 secs. pipe-line and barge delivery. 24 hours notice required.

FIRE PRECAUTIONS: Standard precautions at all berths.

DEVELOPMENTS: To be completed mid 1974. (*a*) North extension beyond Oil Jetty. 60 acres land to be reclaimed from sea; new quays will exist of 2 roll-on/roll-off berths and 1,000 ft. quay for handling of unitised cargoes. Maximum draft 25/30 ft. (approx.).
(*b*) S.E. extension of present container quay by 600 ft., draft 30/31 ft.

GANGWAY/DECK WATCHMEN: Not compulsory. If required, cost negotiable.

OPENING/CLOSING HATCHES: Work undertaken by crew.

CERTIFICATES:
Valid Derrick and Rigging Certificates.
Ship's Register.
Load-line.
Safety Equipment.
Radio.
De-Rat.
Construction.
(Light Dues Receipts).

CUSTOMS ALLOWANCES: 100 cigarettes or equivalent in tobacco or cigars per man. 1 bottle spirits.

IDENTIFICATION CARDS: Not necessary if in possession of Seaman's Book or Passport.

CONSULS: Royal Norwegian and Royal Swedish Vice-Consul, Ipswich 59281.

REPAIRS: Facilities exist for small repairs only.

DRY DOCKS: None available.

REPATRIATION: All facilities available.

AIRPORTS: Southend – 70 miles; Heathrow – 90 miles. International flights.

TIME: GMT. In summer months, April to October, time advanced 1 hour.

HOLIDAYS: All normal Bank Holidays, but official notification of port closures for such holidays is given well in advance of relevant dates.

POLICE/FIRE/AMBULANCE: Emergency points on all quays. Tel. 300 or, outside dock area, 999.

TELEPHONES: Shore connections available by prior arrangement for vessels on regular trades.

GENERAL: ETA to Agent required 72 hours, 48 hours, and 24 hours prior arrival.
SERVICES: Most services available for dry cargo vessels, but no special tank cleaning or tank washing facilities for tankers.
SHORE LEAVE: No restrictions.
AUTHORITY: Felixstowe Dock & Railway Co., Felixstowe Dock, Felixstowe, Suffolk. Tel. 4433 or 2134. Telex 98277. Cables: "Docks Felixstowe".

AGENT: Cory Brothers Shipping Ltd., Powell Duffryn House, Dock Estate, Felixstowe, Suffolk. Tel. 5671. After office hours: Felixstowe 2508; Ipswich 59117; Needham Market 523. Telex 98434. Cables: "Cory Felixstowe".

FISHGUARD: 52.01 N. 04.58 W.

DOCUMENTS: as for "Cardiff".
PILOTAGE: Local Pilot available on request. Pilotage compulsory under Milford Haven Authority.
ANCHORAGES: Eastward of a line joining N. and E. breakwaters.
MAX. SIZE: Any length, any beam, 18 ft. draft alongside quay.
RADIO: Fishguard Radio, VHF Channel 16.
RADAR/VHF: VHF Channel 16.
TUGS: None.
STEVEDORES: Nostevedores – vessels loaded and discharged by British Railway dock porters.
MEDICAL: Doctors available. Hospital facilities 16 miles away.
DENSITY: 1025.
FRESH WATER: Available alongside quay.
FUEL: Available with prior warning.
DEVELOPMENTS: Stern loading, car ferry port.
GANGWAY/DECK WATCHMEN: No watchmen available; not required.
OPENING/CLOSING HATCHES: Crew.
REPAIRS: Minor repairs by BR workshops and contractors.
AIRPORT: Cardiff is the nearest.
GENERAL: Coastguard and lifeboat facilities are available.
SHORE LEAVE: Allowed.
AUTHORITY: Shipping and Port Manager. Tel. Fishguard 2881.

FLEETWOOD 53·55 N. 03·00 W.

DOCUMENTS:
Manifests.
Bills of Lading.
Ship's papers.
Crew Lists.
Customs Documents.
Health Documents.
PILOTAGE: Pilot to be picked up off No. 1 Fairway Buoy. Ordered through ship's Agent giving 24 hours notice of ETA.
ANCHORAGES: Good anchorage in outer limits of harbour in Lune Deeps in 14 fms.
RESTRICTIONS: Vessels under power must not navigate any portion of this harbour above No. 9 Buoy at a greater rate of speed than *five knots*, also on passing other vessels, either steam or sail, hopper barges, pontoons in tow, etc. in the channels outside the above-mentioned No. 9 Buoy, and within harbour limits due care must be taken to pass them at a rate of speed that will not cause risk from displacement, or what is commonly called "backwash", and that all vessels must be navigated in this harbour strictly in conformity to the Collision Regulations and Signals of Distress.

Vessels bound into Fleetwood must not enter the river without being sure they have sufficient depth of water to ensure their getting to the quays or piers to which they are bound.

In the event of any vessel grounding on the "Tiger's Tail" or in any other part of the Fleetwood Harbour, the Master shall not attempt to refloat the vessel by reversing the engines, or by any other means whatsoever, until all incoming vessels following have passed the stranded vessel and the channel is clear of shipping.
MAX. SIZE: (Within enclosed docks): 350 ft. LOA; 46 ft. 6 in. beam.

So far as draft is concerned, allowances have to be made for clearing the lock invert. These allowances vary according to the beam of the ship and the following scale may be taken as a guide:

Beam of Vessel		*Clearance Required*	
ft.	in.	ft.	in.
37	0	2	3
44	0	4	0
45	6	6	0
46	0	7	3
46	4	9	3
46	6 maximum	10	3

HEALTH: Pratique is automatic.
RADIO: VHF Port Operations and Information Service. Call sign: Fleetwood Docks Radio. Channel 16 (156.80 Mc/s): Calling and Safety. Channel 12 (156.60 Mc/s): Port Operations.

All movements of vessels arriving for and sailing from the docks are controlled by the Dock Master using the VHF Port Operations and Information Service located in the Dock Master's office at the entrance to Fleetwood Docks (Lat. 53° 55′ 6″ N., Long. 3° 00′ 30″ W.). This service is operated during the tidal period of two hours each side of high water, and vessels must maintain a listening watch when approaching or leaving the port. Messages must be restricted to matters appertaining to general navigation, berthing instructions, and the safety of ships or persons within the port area. Messages of any other nature will not be accepted.
TUGS: Tug service operated by FFVOA Ltd., 190/192 Dock Street, Fleetwood.
BERTHING: Under normal conditions the lock gates operate for two hours each side of high water.

There are no berths equipped for containers or roll-on/roll-off traffic at present. The General Cargo berths can be used for handling liquid chemicals and bulk cargoes.
STEVEDORES: Arranged through ship's Agent.
MEDICAL: Ship's Agent will organise medical attention if required.
DENSITY: 1015 at half tide; 1025 at high water.
FRESH WATER: Fresh water available through stand pipes. Charge according to consumption (sliding scale).
FUEL: All grades of fuel available.
FIRE PRECAUTIONS: No specific requirement outside usual "No smoking" precautions.
GANGWAY/DOCK WATCHMEN: Ship's watchmen required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
REPAIRS: Two slipways located in Fish Dock with lifting capacities of 1,050 and 650 tons respectively.
REPATRIATION: Arranged through ship's Agent.
AIRPORT: Squires Gate, Blackpool, 10 miles away.
TIME: GMT in winter. GMT plus one hour in summer months.
HOLIDAYS: Christmas Day and Boxing Day; Good Friday and Easter Monday; Spring Bank Holiday; Autumn Bank Holiday.

Cargo working can be arranged on any of these days upon request.
POLICE/AMBULANCE/FIRE: British Transport Police available on Docks Estate. Ambulance 999; Fire 999.
TELEPHONES: Can be arranged through Post Office.
SERVICES: Compass adjusting.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: British Transport Docks Board, Fleetwood Docks, Fleetwood. Tel. 2323.

FOWEY: 50.20 N. 04.39 W.

PORT LIMITS: The whole of the Fowey river to a line across the entrance to the harbour. A vessel is considered to have arrived on entering the harbour unless she is anchored just outside by the Pilot to await suitable conditions for entering, in which case she is considered to have arrived on being so anchored.
DOCUMENTS:
Crew and Passenger Lists are helpful, but not essential.
Aliens List is essential.
List of Bonded Stores, including beer.
List of Personal Dutiable Articles owned by Crew.
Bill of Health, if available.
De-Ratisation Certificate.
Manifest of all cargo on board.
Copies of Bills of Lading.
Stowage plan, if available.
Normal Ship's Papers.
PILOTAGE: Vessel requiring Pilot gives ETA as far in advance as possible to Agent. Vessel displays normal signals off port. VHF calling channel 16, working channel 9. Pilot boats are black. The Pilot boards off entrance. Vessels can anchor South of entrance if necessary.
RESTRICTIONS: Vessels can enter at any time, if their draft is less than 18 ft. Otherwise according to tide.
MAX. SIZE: 460 ft. in length. Loaded draft of 28 ft. Vessels of this draft have to be handled at or near high water.
HEALTH: Vessel is boarded on entering port by Port Health Officer, who gives his Pratique.
RADIO: Land's End Radio, Niton, or Portishead.
TUGS: Two diesel tugs are available and normally join vessels on entering entrance. Ship's lines usually used. Only one tug required for vessels under 350 ft. length.
BERTHING: Vessels waiting for berths are normally moored, using their own anchor with their stern to a buoy. On the berth, vessels require long ropes.
CARGO FACILITIES: The port is specially equipped to handle china clay and ball clay in bulk and in bags. No other commodity passes through the port either inwards or outwards. There are three berths each with a 3-ton crane and a bulk conveyor capable of handling up to about 330 tons per hour. A new berth is also now under construction.
STEVEDORES: Earliest ETA possible is required, especially when a vessel arrives over week-end.
MEDICAL: If medical Officer is required on arrival, advise Agent earliest opportunity. Hospital facilities are available.
DENSITY: River fully salt at all states of the tide.
FRESH WATER: Available at all jetties, delivered by hose and rate very variable.
FUEL: Gas/Oil only available. As much notice as possible is advisable.
DEVELOPMENTS: Port being developed at present, due to be completed in about two years, which will give a new berth of 500 ft. in length.
GANGWAY/DECK WATCHMEN: Not normally employed.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: 200 cigarettes or ½ lb. tobacco, if foreign-going. Wine and/or Spirits. ½ pt. if foreign-going.
IDENTIFICATION CARDS: Not needed.

CONSULS:
Belgium J. H. Samuel, Trafalgar Square, Fowey. Tel. 3414
Finland " " " "
France " " " "
Sweden " " " "
Denmark Ross Carter, Albert Quay, Fowey. Tel. 3274
Netherland Ross Carter, Albert Quay, Fowey. Tel. 3274.
REPAIRS: Not possible. Minor repairs only.
REPATRIATION: Yes, facilities exist.
HOLIDAYS: Saturdays, Sundays, and all Public Holidays.
POLICE/AMBULANCE/FIRE: Telephone 999.
TELEPHONES: No arrangements made for connection on board.
SERVICES: Compass adjusting can be arranged.
SHORE LEAVE: Allowed.
DELAYS: As clay can only be loaded when it is not raining, delays are mainly due to weather.
AUTHORITY: Fowey Harbour Commissioners, Albert Quay, Fowey, Cornwall. Tel. 2471.
AGENT: Toyne Carter & Co., Fowey, Cornwall. Tel. Fowey (072683) 3274. Telegraphic address: "Toyne Fowey". Telex: 45331 – AB: "Toyne Fowey". After hours tel. Fowey 3428; 3238; 2370 or 2525. Ship's Agents and Shipbrokers.

GARSTON: 53.21 N. 02.54 W.

DOCUMENTS: HEALTH: and all general information, refer to "Liverpool".
RESTRICTIONS: Locking into/out of Garston commences 3 hours before HW and ceases 3 hours after for vessels of 250 ft. in length or under. Vessels over this length must enter when the river and dock are level – about one hour before HW to half an hour after.
MAX. SIZE: 500 ft. length, 63 ft. beam, draft about 6 ft. less than HW Liverpool.
RADIO: As Liverpool. VHF Channel 20.
BERTHING: *Stalbridge Dock:*

Width of entrance	65 ft.
Depth on sill	26 ft. 8 in.
Lock length	276 ft.
Total water area	14½ acres
Length of quays	3,200 ft.

Old and North Docks: entered from Stalbridge Dock

Total water area	14 acres
Length of quays	4,610 ft.

DENSITY: 1025.
FRESH WATER: Available Monday to Friday 8.00 a.m. to 4.00 p.m. All watering required outside of these hours is by arrangement and must be paid for at overtime rates. Rate of delivery, 10 tons per hour.
DEVELOPMENTS: Modernization of coaling facilities and further adaptation to containers under consideration.
OPENING/CLOSING HATCHES: Hatches to be opened and closed by the crew except on request.
AIRPORT: Liverpool airport, 1 mile distant.
HOLIDAYS: Normal English Bank Holidays. Vessels can be worked on these days but this involves additional payment.
POLICE/FIRE/AMBULANCE: Dial 999 and ask for service required.
TELEPHONES: No connection can be made to vessels.
GENERAL: Vessels are required to "stem" on entering the dock; that is, to send an Officer to the Pierhead Office to enter the vessel into the Stemming Book giving all details regarding the vessel and cargo and to sign the sheet.
AUTHORITY: British Transport Docks Board, Dock Road, Garston, Liverpool L19.2JW. Tel. 051–427 5971.

GLASGOW and Clyde District: 55.51 N. 04.16 W.

DOCUMENTS: For Customs Clearance and to meet Immigration Authorities requirements, the following valid documents are required:
Ship's Crew List.
Port Health Declaration.
Register, Load-line Certificate.
Safety Equipment, Safety Construction and Safety Radio Certificates.
Derat Exemption or Fumigation Certificate.
British Tonnage Certificate.
Copy Manifests and Bills of Lading.
Grain Form (No. S/107) if bulk grain.
Completed Customs Form C.142.
PILOTAGE: Compulsory pilotage from and to Kempock Point (Gourock pilot station) tel. Gourock 31331. "Gourock Pilots Radio" Channel 14 – frequency 156.7 Mc/s.
Optional pilotage is available to and from Cumbrae Island.
Vessel to advise Agent 72, 48 and 24 hours before arrival with subsequent advice of any changes to ETA, stating where Pilot required to board, ETA and draft.
Normal ladder, etc., for Pilot boarding.
ANCHORAGES: As defined by Clyde Port Authority and in special circumstances (e.g. draft, condition of ship, hazardous cargo, etc.) under advice of Pilot.
Anchorages are available for vessels of all drafts in the Tail of the Bank area (off Greenock) and lower Firth of Clyde.
RESTRICTIONS: As defined by Clyde Port Authority and under Clyde Pilotage Authority requirements.
MAX. SIZE: As defined by Clyde Port Authority for berths in Glasgow and Greenock and subject to consideration of particular circumstances prevailing in each case.
HEALTH: The Master of a foreign-going vessel proceeding direct from a foreign port to the port of Glasgow must send wireless message to "PORTELTH GLASGOW". This message must be sent off not more than 12 hours and not less than 4 hours before the arrival of the ship and state:
(*a*) The name of ship.
(*b*) The time on the 24-hour clock it is expected to arrive at the Tail of the Bank, Greenock.
(*c*) The port of departure and last port of call.
(*d*) The number of crew, and passengers, if any.
(*e*) The state of health or any circumstances on board which are likely to lead to infection or the spread of infectious disease.
The Master must fill in and sign the Declaration of Health on pages 1 and 2. It should be completed and ready to deliver to the Officer of Her Majesty's Customs or Officer of the Port Health Authority, whichever shall first board the vessel.
If the answer to any of the health questions on page 1 is "Yes" free pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer.
The Master must therefore: 1. When the ship comes, whether by day or night, within the district, show or give the following signals:
(*a*) the international signal "ZW" flown at the masthead or where it can best be seen from the shore, and
(*b*) Between sunset and sunrise, either: (i) the signal "ZW" flashed in the Morse code by lamp, or (ii) a signal consisting of a red light over a white light, the lights being not more than 6 ft. apart, shown at the peak or where the signal can best be seen from the shore.
2. If the answer to all of the health questions on page 1 is "No" the Master must show or give the following signals when the ship comes, whether by day or night, within the district:
(*a*) the international flag signal "Q" flown at the masthead or where it can best be seen be from the shore: and
(*b*) between sunset and sunrise, either (i) the signal "Q" flashed in the Morse code by lamp, or (ii) a signal consisting of a red light over a white light, the lights being not more than 6 ft. apart, shown at the peak or where the signal can best be seen from the shore.
3. Article 17 of the Public Health (Ship) (Scotland) Regulations 1966 states:
If, within four weeks after the Master of a ship has delivered a Maritime Declaration of Health pursuant to regulation 16 or a corresponding provision in force in England, Wales or Northern Ireland, the ship arrives in a district or calls at another district, as the case may be, the Master shall report to the Customs Officer or authorised officer, whoever first boards the ship, any case or suspected case of infectious disease which has occurred on board since the Declaration was delivered and which has not already been reported.
4. Article 18 of the Public Health (Ships) (Scotland) Regulations 1966 states:
On arrival of a ship from any foreign port or from any infected area which is not a foreign port, no person other than a Pilot, a customs officer, an immigration officer or an authorised officer shall, without the permission of the medical officer, board or leave the ship until it is free from control under these regulations and the Master shall take all steps necessary to secure compliance with this provision.
5. The maximum penalty for breach of the Public Health (Ships) (Scotland) Regulations 1966 is £100, and in the case of a continued offence, a further penalty not exceeding £50 for every day during which the offence continues.
RADIO: Any GPO radio station.
There is a Port Operations VHF/FM system in operation utilising Channels 12, 14 and 16 in the International Maritime Band as under: West of Bowling, Channel 12; East of Bowling, Channel 14; calling up, Channel 16.
TUGS: As required by Master and under advice of the Pilot. Tug's lines only are used.
TANKERS: Agents will advise Master by radio to prepare appropriate manifold connections. No slop facilities at Old Kilpatrick, Bowling, Faslane, Finnart. In Glasgow a small vessel is equipped for removal of sludge, tank washing, etc.
Oil installations:
Bowling (ESSO): Private berth. Maximum length of vessels swinging off Bowling Basin is 550 ft. under suitable conditions. Berthing and unberthing is permitted day and night, according to state of tide.
A port regulation prohibits ships which are not gas free and have on board or have carried cargo with a flash-point of below 73 degrees from navigating the river East of Bowling.
Old Kilpatrick: Admiralty oil installation. Canting facilities in the river off Rothesay Dock, maximum length of vessels permitted is 630 ft. during daylight and under suitable weather conditions. Admiralty, Old Kilpatrick, advise maximum length at the berth is 570 ft., draft 30 ft.
Berthing and unberthing is permitted day and night, according to state of tide. Fully loaded vessels are berthed port side to at high water and must be capable of discharging over the tide. Light or partly loaded vessels may swing on arrival and berth starboard side to.
No low flash-point cargo may be discharged and vessels having low flash-point on board are not permitted at this berth.
Vessels which have carried crude oil as previous cargo are not permitted to load at this berth unless all tanks have been cleansed. There are no facilities for receiving dirty ballast.
Finnart: B. P. Installation. Maximum permissible size of vessel 300,000 tons deadweight – maximum draft 90 ft. salt water.

Faslane: Esso Petroleum. Maximum permissible size of vessel 40,000 tons deadweight.

CONTAINER HANDLING FACILITIES: Container terminal at Greenock for two container ships to berth and work simultaneously. Two straddle carriers and three transporter cranes available.

STEVEDORES: Arranged by Agent in accordance with Master's advice of ETA.

RADAR/VHF: Radar service not available. Port Radio service.

MEDICAL: Full medical and hospital facilities available.

DENSITY: Port of Glasgow – fresh water.

FRESH WATER: Available at all berths by shore hose.

FUEL: All major oil companies represented in Glasgow. As much notice as possible required, all grades can be supplied.

FIRE PRECAUTIONS: As per Clyde Port Authority Regulations. Tanker berths – as per B.P., Esso and Admiralty Regulations.

GANGWAY/DECK WATCHMEN: At Master's discretion.

OPENING/CLOSING HATCHES: To be carried out by ship's crew.

CUSTOMS ALLOWANCES: On arrival from a foreign port with foreign cargo an allowance of 100 cigarettes per man for each four days in port, whilst discharging foreign cargo, and an allowance of a quarter of one pint of spirits is allowed for each man per day in port up to four days.

CARGO GEAR: Valid test certificates required for all cargo gear.

IDENTIFICATION CARDS: Not required.

CONSULS:

American
Belgian
Brazilian
Cuban
Danish
Dominican
Equador
Finnish
German
Greek
Italian
Liberian
Netherlands
Norwegian
Panama
Portuguese
Spanish
Swedish
Uruguayan

REPAIRS: All types of deck and engine repairs can be effected in the Clyde Area.

DRY DOCKS: Size of largest dry dock in Clyde area: Scott Lithgow dry dock, Greenock: 1,000 ft. long clear from gate to head of dock; 156 ft. cope to cope; 150 ft. clear width between altars; 145 ft. clear width at entrance; 45 ft. top of keel blocks to cope; 37 ft. draft on sill HWOST; 27 ft. draft on sill LWOST.

In addition, there are eight other dry docks in Glasgow/Greenock area.

REPATRIATION: Facilities for crew changes, and full repatriation services are available.

AIRPORT: Glasgow Airport (12 miles from city centre) and Prestwick Airport (30 miles from city centre) are served by most major domestic and international airlines.

TIME: BST (1 hour ahead of GMT) in operation. GMT in winter months.

HOLIDAYS: Official dock holidays on which cargo work can not be arranged. Easter Monday; Whit Monday; Autumn Bank Holiday; 27th December.

POLICE/AMBULANCE/FIRE: These services can be called by telephone by dialling 999 or contacting Clyde Port Harbour by VHF.

TELEPHONES: Telephones can be placed on board at most docks, charges vary according to berth, type of service and whether prepay call-box type or linked to exchange.

SERVICES: Tank cleaning. Facilities are available for service to ship's radio, navigation aids, etc.

SHORE LEAVE: Crew allowed ashore at Master's discretion and subject to compliance with Immigration and any other interested Authorities' requirements.

AUTHORITY: Clyde Port Authority, 16 Robertson St. Glasgow C2.

GOOLE: 53·42 N. 00·50 W.

PORT LIMITS: Goole is a river port with conservancy jurisdiction to the junction of rivers Humber, Ouse, Trent. However, laytime commences from commencement of next normal working shift after ship is on berth and ship's Agent has issued "Notice of Readiness". This may be 0800 hours or 1300 hours dependent on time of issue of notice.

Precedence of order of arrival of vessels is determined by arrival time at Ocean Lock Entrance, Goole Docks.

DOCUMENTS:

Bills of Lading/Manifests (prepared by Agents at port of origination).
"Imperfect" Customs Entry.
Request (to work vessel).
*Request for Immigration Officer to be in attandance – if carrying passengers.
*Crew List to Immigration Officer (for foreign personnel).
Ship's Register.

*Agent will normally notify Immigration Officer.

PILOTAGE: Compulsory from Spurn to Goole, two stages.

1st stage: Spurn Light Vessel to Hull Roads.

Pilot vessel usually cruising around Spurn Light Vessel in fine weather. In bad weather pilot boat shifts to Bull Light Vessel area or inside Spurn during northerly gales. Vessels for Goole should inform pilot vessel by radio on normal channel, or by VHF on Channel 16. On approaching cutter by day exhibit international code flag "G". By night "PT" by flashing or exhibit blue flare. In fog sound "G" on whistle or siren. Preferably 12 hours prior notice of arrival should be given, through "Humber Radio" to Pilot Officer, Hull.

2nd stage: Hull Roads to Goole. Pilot will board vessel in Hull Roads.

ANCHORAGES: Bull Anchorage on chart of Humber Estuary, or in Hull Roads, otherwise only on advice of Pilot.

RESTRICTIONS: State of tide, springs or neaps. Port entered during tidal hours, $3\frac{1}{2}$ hours before high water to $\frac{1}{2}$ hour after high water, according to draft. Pilots will advise.

MAX. SIZE: Vessels should be within following measurements: 300 ft. overall length, 46 ft. beam and 17/18 ft. draft. Vessels exceeding any of these measurements should seek advice before arranging to visit the port.

HEALTH: Pratique issued by H.M. Customs Waterguard (in absence of Port Health Official). Pratique accepted when entering after calling at another port in the U.K.

RADIO: Via Humber Radio, call sign GKZ – call on Channel 16. Give ship's name and call sign and pass message.

TUGS: Tugs available but not normally used. If required, to be arranged through Agent.

BERTHING: Berthing instructions given to vessel on arrival at entrance locks. No specific requirements.

SPECIALISED CARGO HANDLING FACILITIES: Four appliances for loading of rail-borne bulk cargoes, e.g. coal, coke, pitch, fluorspar, etc.

Two appliances for loading of canal-borne bulk cargoes (coal, coke, pitch, etc.).

Discharging of bulk cargoes by $12 \times 7\frac{1}{2}$-ton modern quay cranes, equipped with suitable grabs for sand, ores, fertilisers, coal, grain, sulphur, scrap iron, etc.

Road-borne bulk cargoes loaded by same grabs.

32-ton Scotch derrick crane for container handling.

50-ton and 40-ton electric travelling cranes for heavy lifts.

Roll-on/roll-off traffic (cars, etc.) accommodated at various berths. The docks are maintained at a constant level and specialised link span berths are not necessary.

No bulk liquid berths.

STEVEDORES: Arrangements made by Agent who should be given ample notice of time of arrival of vessel.

MEDICAL: Agents will arrange for attendance of doctor on notification. Doctor, dentists and hospital services available. Agents can arrange service required.

DENSITY: Water in Goole Docks is fresh water and is maintained at constant level. Entry is by locks. Density 1·000.

FRESH WATER: Delivery by water-boat through hosepipes. Rate 30 tons per hour.

FUEL: All grades available on reasonable notice being given to ship's Agent.

FIRE PRECAUTIONS: No specific precautions unless there are exceptional circumstances, when special arrangements can be made with local Fire Service.

GANGWAY/DECK WATCHMEN: Necessary. Usually provided from crew. Otherwise by negotiation locally.

OPENING/CLOSING HATCHES: Responsibility of crew.

SHIP CERTIFICATES:

Ship's Register (including load-line).
Radio Safety.
Life-Saving.
Light Dues.
Change of Articles.
Deratisation Certificates.

CARGO GEAR: Normally not required, as ample port facilities available.

IDENTIFICATION CARDS: May be required to be produced to Immigration Officer or H.M. Customs official, especially in the case of foreign flags.

CONSULS: France, Netherlands.

REPAIRS: All types of deck and engine repairs possible by local ship repairers.

DRY DOCKS: No. 2 Dry Dock: 301 ft. length, 50 ft. width at entrance, 15 ft. depth on sill. Two other dry docks. The water in the wet docks at Goole is maintained at a constant level and all dry docks are entered direct from the wet docks.

REPATRIATION: Arranged by ship's Agent.

AIRPORT: Yeadon (Leeds–Bradford), 45 miles. Regular services.

TIME: GMT in winter; GMT plus one hour in summer months.

HOLIDAYS: Good Friday; Easter Monday; Spring Bank Holiday (last Monday in May); Late Summer Bank Holiday (last Monday in August); Christmas Day; Boxing Day. No cargo working on these days.

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.

TELEPHONES: No arrangements for ship connection.

SHORE LEAVE: No restrictions.

PORT REGULATIONS: Visitors to vessels require permits from Port Authority and Master or Agent. Smoking not permitted ashore in dock area.

AUTHORITY: British Transport Docks Board, Dock Offices, Goole, Yorkshire. Tel. 2691 (STD 0405). Telex 57626.

AGENT: Cutting & Company (Hull) Limited, 33 Aire Street, Goole. Tel. Goole 2656 (0405). Telex 57628 (AB GOOLESHIP Goole). Cables: "CULCUT Goole."

GRANGEMOUTH: 56.01 N. 03.43 W.

PORT LIMITS: At Grangemouth a vessel is not considered to be an "arrived vessel" until she is tied up at the allocated berth.
DOCUMENTS:
1 Crew List.
1 Passenger List.
1 List of all high duty goods in crew's possession.
1 Cargo Manifest.
All Valid Certificates.
PILOTAGE: Compulsory in river. Pilot boards at Inchkeith. Pilot boat on VHF, see Radio below.
ANCHORAGES: North of Grangemouth West Buoy, 2 fathoms. Charleston Roads 5 fathoms. East of Inchkeith, up to 8 fathoms.
ENTRY RESTRICTIONS: Vessels are allowed to enter and depart in the period three hours before high water to one hour after high water Monday to Saturday. This period is reduced to two hours, before high water to one hour after high water on Sundays. The height of the tide must always be taken into account when dealing with larger vessels. See "Development."
MAX. SIZE: 570 ft. length. 75 ft. beam. Draft according to state of tide. Vessels other than tankers maximum draft 25 ft 6 in. Tankers, up to 32 ft. 6 in. maximum draft.
HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a Port Doctor or an Officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases, when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.
RADIO: Wick – Stonehaven – Cullercoats, coastal stations.

Port VHF (FM) Communications: Station: Dock Foreman's Office, Lock Entrance, Grangemouth. This centre will maintain a continuous watch. Call sign: Grangemouth Docks.

156·8 Mc/s. Channel 16 calling and safety. All vessels should maintain a listening watch on this channel and use it to establish contact with Grangemouth Docks. Once contact is established the Duty Operator will request vessels to shift to the Port Operations Channel.

156·7 Mc/s. Channel 14, Port Operations. A working channel restricted to messages relating to the movement and safety of ships, and in emergency, to the safety of persons.

156·6 Mc/s. Channel 10, Inter-ship. A working channel for tug-to-tug and tug-to-bridge communications.

156·3 Mc/s. Channel 6, Inter-ship. A working channel for communication with other vessels.

No message of a personal character or messages of any other nature than those pertaining to the general navigation and safety of ships and persons within the Port Area can be accepted.
TUGS: Can join vessel at Hen and Chicken Buoy or Lock Gates. Optional use of towage lines. Cost for tug's line £8 per hawser.
BERTHING: The water in Grangemouth Docks is maintained at the same level by impounding pumps. On passing through the lock entrance berthing is allocated according to the nature of the cargo and draft of vessel.

The depth of water available at the berths varies in each dock, the maximum depths being approximately: Grange Dock 26 ft.; Carron Dock 23 ft.; Old Dock 18 ft. 9 in.
CARGO HANDLING FACILITIES: Bulk cargoes can be handled at most berths within the port. The East Wall berth has four 10-ton grabbing cranes. Other berths have 7½, 6, 5, 3 and 2-ton cranes. One 40-ton heavy lift crane. Container berth is 1,000 ft. long and has two 32-ton transporter cranes.

A roll-on/roll-off berth in operation. Liquid chemicals and LPG. Carriers are handled at the BP jetties or No. 1 North Jetty, which is a common user jetty.
STEVEDORES: No particular advice necessary to stevedores. Essential, however, advise Agent 24 hours prior arrival, who will advise Stevedores.
CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent of 5 ounces tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than three or four days may receive extra allowances.
MEDICAL: No advance notice necessary. Hospital facilities available in immediate district.
TANKERS: B.P. Refinery (Grangemouth) Limited. Private jetties in Eastern Channel: Nos. 2 and 3, 32 ft. 6 in.; Nos 4 and 5, 18 ft. draft No. 1 North Side Jetty, pipelines connected to Ross Chemical and Storage Co. are 1½ in. nitrogen line, 6 in. chemical line, 10 in. heavy fuel line, 2 in. fresh water supply, 8 in. motor spirit line, 8 in. gas oil line.
DENSITY: 1019 average.
FRESH WATER: Available in most berths. Watermen supervise delivery on request. Delivery rate varies depending on berth.
FUEL: All grades available from oil installations.
DEVELOPMENTS: New lock entrance 780×101 ft. with a depth of 38 ft. 6 in. at MHWST – 1973.
GANGWAY/DECK WATCHMEN: Not necessary but can be done by ship's personnel.
OPENING/CLOSING HATCHES: Custom of port crew open and close hatches but stevedores will do so if required.
CERTIFICATES: For Customs Clearance valid Certificates in respect of radio, load-line, construction, safety equipment, deratisation, necessary.
CONSULS: Norwegian, Danish and Swedish consuls available locally.
REPAIRS: All types of repairs can be carried out afloat.
DRY DOCKS: Carron dry dock length 350 ft., breadth 50 ft., depth 22 ft. Middle dry dock length 335 ft., breadth 50 ft., depth 19 ft.
REPATRIATION: All facilities exist.
AIRPORT: One hour from Glasgow and Edinburgh airports where numerous connections for London thence world wide travel.
TIME: British Standard Time (1 hour ahead of GMT). GMT during winter months.
HOLIDAYS: 1st and 2nd January; 1st Monday May; 3rd Monday July; 2nd Monday September; Christmas Day.
POLICE/AMBULANCE/FIRE: In public telephone dial 999 and ask for appropriate service. With dock circuit telephone dial 34 for Police or dial 51 and ask for Fire/Ambulance.
TELEPHONES: Telephones available at A, B, and C sheds for placing on board.
SERVICES: Compass adjusting, calibrating, etc., can be done in river. No equipment for tank cleaning but can accept tank washings ashore.
SHORE LEAVE: Allowed.
AUTHORITY: Forth Ports Authority.

GRANTON: 55.59 N. 03.13 W.

DOCUMENTS:
Health Declaration.
1 Crew Declaration Form C.142 (Tobacco List).
1 Crew List.
1 Passenger List.
(Also see "Glasgow").
PILOTAGE: Pilot station in Firth of Forth located at Inchkeith Island. Contact can be made with pilot cutters *Panther* and *Gazelle* on VHF Channels 16/14/12 and radio-telephone 2182 kHz. Pilot cutters – black hull with white superstructure.
ANCHORAGES: Good holding ground at Inchkeith Island and Leith roadstead 10–17 fathoms.
RESTRICTIONS: The entrance between the breakwaters is 340 ft. in width. The rise of tide, 17 ft. at Springs and 12 ft. at Neaps, permits the entry or exit of vessels up to 30 ft. draft at high water.

A red flag bearing St. George's Cross exhibited at the Middle Pier Head signifies that vessels should not enter the harbour until the flag is lowered. A green light takes the place of the flag during hours of darkness.
HEALTH: Vessel boarded immediately alongside berth and pratique granted provided no contagious diseases reported on board, otherwise quarantine restrictions imposed.

Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately upon arrival by either a port doctor or an officer of H.M. Customs, depending on where the ship comes from, and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases where there is sickness on board the Port Health Authority must be informed, preferable not more than 12 hours and not less than 4 hours before arrival,
RADIO: Stonehaven and Cullercoats radio stations.
TUGS: Sound signal for vessels requiring tug services is four long blasts. Tugs, if required, join the vessel in the roads. Ship's lines normally used. Tugs towing gear available, not compulsory.
BERTHING: *Middle Pier:* 1,700 ft. in length with depth shelving from the shore to 17 ft. LWOST. In addition, there is a 450 ft. cross-piece at the end of the pier where depth of water is 25 ft. LWOST.

West Pier: 2,000 ft. of quay. Depth of water varies from 15 to 23 ft. LWOST.
TANKERS: Tankers up to 18,000 dwt. are accommodated at the end of the West Pier, adjoining port entrance.
MEDICAL: No advance notice of medical attention required. All hospital facilities available.
FRESH WATER: Available alongside at all berths.
FUEL: All grades available subject 24 hours notice in advance.
REPAIRS: Facilities available for all minor repairs.
DRY DOCK: Floating dock, length 160 ft., beam 30 ft., depth 15 ft.
AIRPORT: Edinburgh Airport, served by regular airlines, situated about 10 miles away.
HOLIDAYS: Public holidays observed annually: third Monday in April; first Monday in June; third Monday in September; Christmas Day (25th December); 1st and 2nd January. Cargo work can be arranged on all public holidays except 1st and 2nd January.
AUTHORITY: Forth Ports Authority, Tower Place, Leith. Tel. 031–554 6473.

GRIMSBY: 53.34 N. 00.04 W.

DOCUMENTS:
1 Crew List form H.O. IB6.
1 List of Crew's private dutiable stores Form C.142.
1 Health declaration.
Also see "Hull".
PILOTAGE: Contact direct by Radio telephone on 2182 kc/s. or on VHF Channel 16 to "Spurn Pilot" at least 6 hrs before arrival (2 hrs required to order Pilot for vessel leaving port). Steam cutter with "Pilots" along the black hull. Either flash G, or fly G Flag.

Cutter is usually in the vicinity of Spurn light-vessel but for vessels having a draft of 36 ft. and over Pilot boards at Humber light-vessel by special arrangements between Pilot and Master. In bad weather contact either the pilot cutter direct or Humber or Hull radio on VHF Channel 12 and they will advise location of cutter. The usual International standards are required for the ladders, etc., used on boarding. If vessels have to await Pilot the pilot cutter will advise where the vessel is to wait. Portable VHF units are available on request by the Master to the Pilots.

ANCHORAGES: Hawk and Sunk Roads, Hale, Spurn and Bull Anchorages. See "Hull". The Pilots will advise where to proceed to anchor and also provide Pilot.

MAX. SIZE: Maximum breadth 65 ft., maximum length of vessel that can be locked 268 ft. but vessels of greater length can enter docks on high water when all lock gates are open. 3 ft. clearance under the keel is required. Vessels having a draft of 19 ft. can normally enter the docks on any tide when the height of water is sufficient to allow 3 ft. clearance. Vessels with 21 ft. draft can be taken on Spring Tides. Vessels can enter usually approx. 3 hrs before and 2½ hrs after high water.

HEALTH: A pratique is issued by the Customs Officers on boarding for all vessels arriving from a port outside the U.K. but this is only done at the first U.K. port of call. If disease is suspected, the master must advise the Customs Officers on boarding and it is advisable that the Agent be informed prior to vessel's arrival.

RADIO: Humber Radio. 2182 kc/s, or VHF Channel 16. Also see 'Hull'.

TUGS: Normally join in Grimsby roads. Optional whether use ship's or tug's lines, the cost for using the tug's lines is between £3 and £6.

BERTHING: Vessels are restricted from passing through the Union Dock into the Alexandra Dock by a set of lock gates in the Union Dock which are closed when the height of water in the Royal Dock reaches 24 ft. and also a restriction on the beam of 42 ft. 6 in.

STEVEDORES: Vessels are allocated labour in order of arrival so it is only necessary to give the Agent the ETA preferably before noon on the previous day. Normal working hours 0800 to 1700. Overtime can be worked 1700 to 1900 Monday to Thursday. On Saturdays and Sundays as required.

MEDICAL: Hospitals and all other medical facilities are readily available. If immediate attention is required on arrival please advise agent by radio or telegram.

FRESH WATER: Available at all quays. Rate approx. 20 tons per hr.

FUEL: Normal gas and diesel oils available by both road and barge with at least 24 hrs. notice.

GANGWAY/DECK WATCHMEN: Not necessary, but the service is available if Master requires it.

OPENING/CLOSING HATCHES: Responsibility of the crew. The hatch beams can be removed and replaced by the shore cranes but there is an extra charge for this operation.

CUSTOMS ALLOWANCES: 200 cigarettes per 8 days. 1 bottle wine and 1 bottle spirits per 4 days. All seals to be broken.

CARGO GEAR: In accordance with the regulations laid down by H.M. Factories Inspector.

CREW IDENTIFICATION CARDS: Some sort of identification whilst crew are ashore is advisable.

CONSULS:

Belgium, Vice-Consul	Grimsby	59101
Denmark, Vice-Consul	,,	3063
Dominican Republic	,,	59101
Finland, Vice-Consul	Immingham	2387
France Consular Agent	Grimsby	55176
Germany (F.R.) Consul	,,	77830
Greece, Vice-Consul	Immingham	2166
Iceland, Consul	Grimsby	58881
Netherlands, Vice-Consul	,,	3177
Norway, Vice-Consul	,,	3177
Sweden, Vice-Consul	Immingham	2387

REPAIRS: Facilities are available for all deck and engine repairs.

DRY DOCKS: Nearest at Immingham.

REPATRIATION: Can be arranged if required.

AIRPORT: No civil airport in the vicinity. Easy access to all major airports via rail, etc.

HOLIDAYS: Christmas Day; Boxing Day; Good Friday; Easter Sunday and Monday; Spring Bank Holiday (end May); Late Summer Bank Holiday (end August). All except Christmas Day and Good Friday can be worked on overtime.

POLICE/AMBULANCE/FIRE: Docks Police – Grimsby 59171; Grimsby Police – Grimsby 57571. Emergency – Police/Fire/Ambulance 999.

TELEPHONES: Not available for connection on board.

GENERAL: The Grimsby Dock Master can be contacted on VHF Channel 16 and then change to Channel 18 for speaking.

SERVICES: Compass adjusting, tank cleaning, etc., are available.

SHORE LEAVE: Crew are allowed ashore.

AUTHORITY: British Transport Docks Board, Grimsby.

AGENT: Cory Brothers Shipping Limited, 8 Cleethorpe Road, Grimsby, Lincs. Tel: 0472-58266/8. Telex: 527113. Cables: "Spurnship Grimsby."

HARWICH (Parkeston Quay): 51.56 N. 01.15 E.

DOCUMENTS:

1 Home Officer Form 1.B.6 may be obtained from HM Customs Boarding Officer.
1 C.142 Crew Declaration List.
1 Maritime Declaration of Health (Q Flag procedure).
2 Ship's report by Master.
1 Stores List.
1 Certificate of Deck Cargo Tonnage (if carried).
1 Grain Certificate (if carried).
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List required by vessels other than packet vessels.
1 Landing Card for each passenger.
1 Ship's Certificate of Registry.
1 Mercantile Marine Office Certificate – for British vessels only.
1 Load Line Certificate.
1 Safety Equipment Certificate.
1 Lloyd's Certificate.
1 Deratting Exemption Certificate.
1 Ship's Register.
1 Lights Bill.
1 Radio Safety Certificate.

In addition Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Pilotage into the harbour is compulsory for all ships of 50 tons and over, with the exception of vessels of not more than 3,500 tons gross regularly employed in the Home and Coasting trades and not carrying passengers.

Pilots can be embarked at the Cork or Sunk Pilot Stations, Master's option.

Twelve hours notice of ETA of vessel at the Cork or Sunk Cutters to be given via GPO Coastal Stations (North Foreland or Humber Radios) stating gross registered tonnage, maximum draft, etc. Cables "Sunk Pilot Cutter". North Foreland within MF range.

Sunk Pilot Cutter works on 2182 kc/s., VHF range 156·8 Mc/s., VHF Channel 16 then transfer to 156·3 Mc/s. VHF Channel 6.

There is a Harwich pilot station ashore, which keeps a continuous listening watch on VHF Channel 16 and works on VHF Channel 9. This station is mostly used for passing information regarding ship movements in the harbour.

ANCHORAGES:

Ewarton: Situated to the North and West of Parkeston Quay with an average depth of 2½ fathoms at low water.

Parkeston: Situated to the North of Parkeston Quay, with an average depth of 3 fathoms at low water.

Quarantine: Situated on the Eastern side of the junction of the Rivers Stour and Orwell. Depth on outer edge 5 fathoms; or the inner side 1½ fathoms at low water.

Shelf: Situated on the Western side of the main Channel between the North and South Shelf Buoys. Average depth of 2½ fathoms at low water.

Inner: Situated at the Pitching Ground. Average depth 4½ fathoms at low water.

Cork: Situated to the Westward of the Cork Light Vessel. Area approximately 2 miles × 1 mile. Average depth 4 fathoms.

RESTRICTIONS: Normal maximum draft allowed alongside the berths at Parkeston Quay is 18 ft.; a deeper draft may be allowed by special arrangement.

Normal cargo working at Parkeston Quay ceases at 2200 hours, but berthing and night work by arrangement at any time.

MAX. SIZE: Normal maximum permissible length 500 ft. arrangements for larger vessels can be made. Normal maximum permissible breadth for roll-on/roll-off is 75 ft. Normal maximum permissible draft – 18 ft. The height of the tide does not restrict a vessel berthing alongside the quay if her draft is within 18 ft.

PRATIQUE: Maritime Declaration of Health required (Q Flag procedure). Obtain Pratique through HM Customs Boarding Officer if no sickness on board.

If there is sickness on board the Customs Official will notify the Duty Port Medical Officer.

If the vessel is from another port in the U.K. Pratique is automatic.

RADIO: North Foreland Radio (call sign GNF) or Humber Radio (call sign GKZ) are the most convenient stations to pass ETA cables, etc., to Agents or receivers. The Pilot Land Station has a Surveillance Radar.

British Rail at Parkeston Quay keep a 24-hour listening watch on VHF Channel 16 and work on VHF Channel 18.

TUGS: No tugs are based at Parkeston Quay, but two are available at nearby Felixstowe for use in the Port's complex (MT *Sauria* 1,600 h.p. and MT *Ionia* 1,200 h.p.) 24-hour service, 7 days per week. Constant watch on 2182 kc/s. and Channel 16 VHF Additional tugs up to 2,250 h.p. can be obtained from London at 24 hours notice.

BERTHING: There are 8 berths at Parkeston Quay, of which 2 are Portal Roll-on/Roll-off berths and 1 is a Pontoon Roll-on/Roll-off berth. Normally maximum draft permissible alongside is 18 ft., but special arrangements as in (4) can be made.

Berthing, etc., by arrangement. Applications for berths must be made through the Marine Superintendent. British Rail. Parkeston Quay, giving as much advance notice as possible.

STEVEDORES: All labour at Parkeston Quay are members of National Union of Railwaymen, and arrangements for their use must be made through the Shipping and Port Manager, British Rail, Parkeston Quay.

MEDICAL: Prior notice through British Rail, Parkeston Quay, desirable to arrange attention. All services are available.

TANKERS: A berth is available for tankers for the purpose of discharging and loading to the local oil refinery.
DENSITY: 1025 (sea water).
FRESH WATER: Fresh water can be supplied from quayside hydrants.
FUEL: Can be arranged by either barge or road tanker.
DEVELOPMENTS: Eastern end of Parkeston Quay to be lengthened in due course to provide more container berths.
GANGWAY/DECK WATCHMAN: Watchmen are not provided or required by the port, but ships may use their own watchmen.
HATCHES: Opening and closing of hatches to be carried out by ship's crew.
CARGO GEAR: There are 10 level luffing cranes, safe working load averaging from 30 cwt. to 10 tons, which can be used for discharging and loading. There are also 2 transporter cranes, 30 tons SWL.
IDENTIFICATION CARDS: Seamen's Identity Cards sufficient.
CONSULS: Dutch, German, Danish, Belgian.
REPAIRS: Minor repairs can be carried out by British Rail workshops at Parkeston Quay. As much advance notice as possible required.
REPATRIATION: All facilities available.
AIRPORT: Nearest is Ipswich, 22 miles; Southend, 70 miles.
HOLIDAYS: All normal Bank Holidays. Only passengers and car travellers are dealt with at Parkeston Quay on these days. Freightliners sail only if loaded before the holiday. Train ferries operate normal services.
POLICE/FIRE/AMBULANCE: Dial 999 and ask for service required.
TELEPHONES: Arrangements can be made, with advance notice given.
AUTHORITY: Shipping and Port Manager, British Rail, Parkeston Quay.

HEYSHAM: 54.02 N. 02.55 W.

DOCUMENTS: As for other British ports plus Walney Light Dues.
PILOTAGE: Trinity House Pilotage Service, Barrow District. Compulsory for all vessels of 50 tons gross tonnage and over with the exception of vessels of not more than 1,500 tons gross regularly employed in the home and coasting trades and not carrying passengers.
RADIO: Portpatrick Radio and Anglesey Radio. Heysham Harbour Radio, VHF Channels 16 and 14.
MAX. SIZE: 400 ft. length, draft 17 ft. At Tanker pontoon, draft 21 ft.
TUGS: None available.
ANCHORAGES: Heysham Lake. ½ mile N.W. of No. 1 Buoy. Position: 53° 59.4′ N., 3° 00.0′ W. Depth: 40 ft. at low water.
RESTRICTIONS: Entry possible at all states of tide.
BERTHING: Vessels may be berthed at any time.
DENSITY: Salt water.
FRESH WATER: Available from the quays.
FUEL: Diesel and furnace by pipe-line – any quantity. Gas oil by road vehicle.
WATCHMEN: Ship's watchmen required.
CREW: No restrictions on landing.
AIRPORT: Nearest, Liverpool and Manchester; 60 miles.
REPAIRS: Small repairs possible, no docking facilities.
POLICE/AMBULANCE/FIRE: Telephone 999 in emergency.
AUTHORITY: Shipping and Port Manager, British Rail. Tel. Heysham 52373.

HOLYHEAD: 53.19 N. 04.41 W.

DOCUMENTS:
1 Crew List and where applicable a Passenger List.
1 Pratique issued by Customs.
1 Crew Declaration (C.142 for HM Customs).
1 List of Consumable Stores (tobacco, snuff, alcohol).
1 Declaration of Health.
1 Cargo Manifest.
1 Ships Report.

PILOTAGE: Pilotage compulsory under Trinity House Authority. Local Pilot available on request.
ANCHORAGES – PROHIBITED ANCHORAGE: The breakwater affords partial shelter to the outer anchorage and complete protection to New Harbour; there are depths of from 19 to 42 ft. in the former and of from 17 to 40 ft. in the latter.

The accommodation for vessels of deep draught in New Harbour is limited. Small vessels should always proceed into New Harbour and anchor in the South-Western part, leaving the outer part and the roadstead for large vessels. The bottom is hard, overlaid with mud but the holding ground is sufficiently good if an adequate amount of cable is veered. During Easterly winds an uncomfortable sea is raised; vessels may then obtain shelter in the Eastern part of outer anchorage. Anchorage is prohibited within 1½ cables on either side of the track followed by Mail Steamers from the head of the breakwater to the entrance to Old Harbour; the limits of this area are shown on charts.
MAX. SIZE:
Inner Harbour is restricted to vessels of 15 ft. draft and vessels exceeding this draft will only be accepted after consultation with the Harbour Master.
Outer Harbour: Vessels of approximately 60,000 tons can be accepted alongside the Anglesey Aluminium Jetty where the berth is dredged to 46 ft. at MLWS.
TUGS: Available through Agents. Tugs up to 1,375 h.p.
RADIO: Holyhead Radio, VHF Channel 16. No Port Radar.
BERTHING: By prior arrangement with Harbour Master.
STEVEDORES: No stevedores. Vessels loaded and discharged by British Railways dock porters. Outside vessels berthing at Public Quay can be discharged and loaded by making prior arrangements with Agent.
MEDICAL: Medical Officer available. Stanley Sailors Hospital situated in close proximity to Harbour.
DENSITY: Salt water (1025).
FRESH WATER: Available at all berths within the Inner Harbour and alongside Anglesey Aluminium Jetty.
FUEL: Fuel oil and diesel oil available provided that adequate warning is given to Agent.
GANGWAY/DECK WATCHMEN: Required at all times when vessels are in port.
REPAIRS: Repairs can be carried out by the British Rail (SISD) workshops and there are two dry docks available:
No. 1 Dry dock: Length 412 ft., breadth 70¼ ft., depth on sill 20 ft. at spring tides.
No. 2 Dry dock: Length 307 ft., breadth 62¾ ft., depth on sill 14 ft at spring tides. (Spring Rise 16 ft., Neap Rise 12½ ft., neap range 8¼ ft.)
AIRPORT: RAF Station Valley, Anglesey (6 miles away).
HOLIDAYS: Saturdays, Sundays and all public holidays.
POLICE/AMBULANCE/FIRE: Tel. 999.
TELEPHONES: No telephone connection for outside vessels. Public telephone within port limits.
SERVICES: Compass adjusting can be arranged.
SHORE LEAVE: Allowed.
AUTHORITY: British Rail Shipping and International Services Division.

HULL: 53.44 N. 00.14 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ships Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing card for each passenger.
Ships Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load Line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ships Register.
Light Bills.
Safety Radio Certificate.

In addition Manifests and Bills of Lading are usually sent to Agents direct from the loading Port.
PILOTAGE: A steam pilot cutter, having a black hull and buff funnel and with the word "Pilots" painted in large white letters on her sides, cruises in the neighbourhood of the Spurn Lightship. In bad weather conditions, the pilot cutter carries out her duties inside the river in the vicinity of the Bull Lightship or the No. 5 (Gate) light buoy.

Vessels bound to the Humber and requiring services of a Humber Pilot must give advance notice by signal through a GPO Coast Station to the Pilot Office, Hull, giving estimated time of arrival at Spurn, draft and destination preferably twelve hours in advance. Any adjustment to the time should be given at least two hours before arrival.

Vessels wishing to communicate with the Pilot Cutter by radiotelephone direct may:
(*a*) If within M.F. range (approximately 50 miles), call "Spurn Pilot" on 2182 kilocycles. As soon as contact has been established the Pilot Cutter will transfer to 2241, 2246 or 2301 or another licensed inter-ship frequency for passing messages; or
(*b*) If within VHF range (approximately 20 miles), call "Spurn Pilot" on VHF Channel 16 (156.80 megacycles) and then transfer to Channel 6 (156.30 megacycles) for passing messages.

ANCHORAGES: The undermentioned anchorages have been designated for the use of sea-going vessels. Masters are asked to co-operate by using these anchorages and to avoid anchoring in the Fairway or elsewhere.

Spurn anchorage should normally be used by inward-bound vessels and Bull anchorage by outward-bound vessels and vessels awaiting a berth.
Spurn Anchorage. From position "A" 121° distant 3·65 miles from Spurn Lighthouse, in a 125° direction 1·60 miles; thence in a 020° direction 0·60 mile; thence in a 077° direction 1·00 mile; thence in a 347° direction 0·70 mile; and thence in a direction 257° 2·40 miles to position "A".
Bull Anchorage. From Position A, 193° distance 2·1 miles from Spurn High Lighthouse, in a 090° direction 1·96 miles thence in a 294° direction 1·76 miles, thence in a 274° direction 0·93 miles, thence in a 206° direction 1·0 miles, thence in a 116° direction 0·88 miles, thence in a 026° direction 0·55 miles to Position A.

AIRPORT: Nearest is Leeds/Bradford, approx. 60 miles from docks.
RESTRICTIONS: Vessels may be accepted through the day and night, the only restrictions being influence of tides, together with the undermentioned physical limitations. Although vessels may occasionally be penned into or out of the docks outside the high water period it is more usual for them to be handled during the period immediately prior to and following high water.
MAX. SIZE: The maximum permissible dimensions for a general cargo/bulk carrier vessel (excluding tankers) requiring a berth in the enclosed docks are as follows: King George & Queen Elizabeth Docks, length 630 ft., beam 80 ft., draft 33 ft. 6 in.
HEALTH: Pratique granted by Customs Authorities after berthing. If vessel from non-infected area pratique given after Master declares all well on board. If from infected area pratique given after Port Health Authorities doctor has examined crew and given health clearance to Customs Officer. In case of suspected illness Master can send radio to Port Health Authority – telegraphic address "Portealth" Hull. Pratique is automatic when entering after calling at another port or ports in the U.K. and being granted pratique there, unless of course, illness has developed whilst on passage from previous U.K. port.
RADIO: Portishead Radio – call sign GKL but when within 200 miles of the Humber can go through Humber Radio – call sign GKZ.

Humber Ports Operation and Information Service operates a VHF (FM) radio telephone service available to all vessels navigating the River Humber, from the Humber Pilot Office Building, Queen Street, Hull.

A continuous watch is maintained on Channels 16 and 12. The call sign is "Hull Radio". The telephone number is Hull 0482–35599. Telegraphic address "Humerops".

The service provides information regarding the arrival, berthing, anchoring and departure of vessels and also information on navigational aids, navigation generally, visibility, and the safety of vessels and persons. Tidal information, including the height of tide at Bull Sand Fort in the Lower Humber, is also available on request. A general broadcast giving weather reports, tidal information and navigational warnings is made by the Humber Ports operation and Information Service on Channel 12 every 2 hours commencing at 0103 hours, prior notification being given on Channel 16.

VHF:

Saltend Jetties
Callsign, Saltend Radio
Continuous watch maintained
Channel 16, Calling and Safety
Channel 19, Berthing Instructions for Tankers.

King George Dock
Callsign, King George Dock Radio
Continuous watch maintained
Channel 16, Calling and Safety
Channel 20, Docking Instructions.

Alexandra Dock
Callsign, Alexandra Dock Radio
Operating 5 hours before HW Hull until 3 hours after HW Hull
Channel 16, Calling and Safety
Channel 5, Docking Instructions.

TUGS: Head boat normally joins vessel in vicinity of Saltend, about 2 miles from dock, and the other tug or tugs connect with vessel when approaching the dock. Where vessel supplies own ropes for towage these to be good stout hawsers. Wire ropes will not be accepted. There is a charge for use of tug's hawsers.

BERTHING:

	Entrance lock		*Depth of water*			
	Length	*Width*	*at MHWS*		*at MHWN*	
	ft.	*ft.*	*ft.*	*in.*	*ft.*	*in.*
King George Dock	750	85	42	11	37	3
Alexandra Dock and extension	550	85	34	2	28	6
		70	34	2	28	6
Albert and William Wright Docks	320	80	28	11	23	4
St Andrew's Dock and extension	250	50	29	9	24	2
			at MLWS			
River Pier, Alexandra Dock		tidal	18	8		
Salt End Jetty Number 1		tidal	35	2		
Salt End Jetty Number 2		tidal	30	11		
Salt End Jetty Number 3		tidal	35	2		
Riverside Quay		tidal	18	8		

BULK HANDLING FACILITIES: Container terminal at Queen Elizabeth Dock equipped with 40-ton transporter crane.

Roll-on/roll-off container services operated from King George and Alexandra Docks. Grain Silo of 60,000 tons capacity.

STEVEDORES: Enable Agent order gangs important receive accurate ETA particularly when week-end work involved. Latest time to order gangs: Normal day work 0730 hrs. same morning. Saturday & Sunday 1100 hrs. Friday.

MEDICAL: Necessary for Agents to be advised of any urgent cases of illness in order that they can arrange for a doctor or if necessary an ambulance to be available immediately on berthing. Hospital facilities available.

If vessel required to remain in river awaiting berth arrangements can be made for any serious case to be taken from vessel by lifeboat and conveyed to Grimsby for immediate Hospital treatment.

TANKERS: The Oil terminal at Salt End handles refined or semi-refined chemical and petroleum products which are transferred from the vessel along the oil jetties through a series of chemical and service pipes which range from 4 in. for chemicals, 8 in. and 12 in. for spirit and 16 in. for fuel oils and molasses. Facilities available for the discharge of Slop residue.

There are 3 tanker berths at Salt End and maximum dimensions of vessels are length 670 ft., draft 34 ft.

DENSITY: 1013/1015.
FRESH WATER: King George & Queen Elizabeth Docks. Available at any time. Ex Quay. Rate of delivery – 15 tons per hour.

All other Docks. Available at any time. Ex Water Boat. Rate of delivery – 100 tons per hour.

If water required urgently after 1700 hours weekdays or on Saturdays or Sundays Agents must be notified in good time to enable them order men out.
FUEL: Fuel oil available, viscosity up to 3,500 secs. Redwood. Gas oil and diesel also available. At least 24 hours notice required.
FIRE PRECAUTIONS: Copy of Handbook "Emergency Arrangements" is handed to Masters of Tankers.
GANGWAY/DECK WATCHMEN: Watchmen available if required by Master.
OPENING/CLOSING HATCHES: Can be carried out by stevedores when ordered. Ship charged with actual cost, but ship's crew may do so if required.
CUSTOMS ALLOWANCES: Foreign trade – max. allowance ½ lb cigarettes or cigars or tobacco. Home Trade – (Elbe/Brest limits) half the above Wine and/or Spirits. Foreign Trade – 1 pint – opened. Home Trade – (Elbe/Brest limits) half the above allowance.
CARGO GEAR: When working with ship's gear a Register of Machinery, Chains and Wire Ropes, etc., with all Test Certificates and record of inspections to be produced to the Stevedore before work commences.

CONSULS:

	Tel.		
Belgium	Hull 27464	Liberia	Hull 36921
Bolivia	Hull 27301	Netherlands	Hull 29841
Denmark	Hull 26081	Norway	Hull 36921
Finland	Hull 25781	Peru	Hull 25121
France	Hull 27464	Portugal	Hull 35044
Germany	Hull 25781	Spain	Hull 23096
Greece	Hull 36921	Sweden	Hull 26081
Iceland	Hull 36790	Thailand	Hull 29925
Italy	Hull 36921		

REPAIRS: Facilities available for all types of deck and engine repairs.
DRY DOCKS:

Largest Dock – King George No. 2.	
Length at cope level.	568 ft. 3 in.
Length on blocks.	520 ft.
Width at cope level.	92 ft.
Width at entrance.	72 ft.
Depth of water on sill HMWS	27 ft. 9 in.
Depth of water on sill MHWN	23 ft. 2 in.
Depth of water on block at entrance. MHWS	29 ft. 2 in.
Depth of water on block at entrance. MHWN	23 ft. 6 in.

One further dock in King George Dock. Two further docks in Alexandra Dock. One further dock in Wm. Wright Dock.
REPATRIATION: Crew changes can be effected and repatriation arranged by sea or air.
TIME: BST (British Standard Time) GMT plus 1 hour. GMT during winter months.
HOLIDAYS: Good Friday (movable Holiday); Easter Monday (movable Holiday); Spring Holiday (last Monday in May); Bank Holiday (last Monday in August); Christmas Day (25th December); Boxing Day (26th December).
Saturdays and Sundays are non-working days but overtime work can be arranged on a voluntary labour basis. Overtime work can be arranged on all the above holidays on a voluntary labour basis.
POLICE/AMBULANCE/FIRE: Emergency Calls – Police – Fire – Ambulance – Coastguard – DIAL 999. Ask the operator for the service required.
TELEPHONES: Can be placed on board at the majority of berths in King George and Queen Elizabeth Docks.
SERVICES: Tank cleaning, facilities for discharge of tank washings slop (residue), compass adjusting, etc., available.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: British Transport Docks Board.
AGENT: Cory Brothers Shipping Limited, Queens House, Paragon Street, Hull. Tel. 0482-23747. Telex: 52203. Cables: "Coryton Hull", "Coryship Hull".

IMMINGHAM and KILLINGHOLME: 53.37 N. 00.12 W.

DOCUMENTS:
1 copy Immigration Crew and Passenger List, H.O. form 1.B.6. Supplied by Agent.
1 copy Health Certificate form supplied by H.M. Customs & Excise,
1 copy Declaration of Goods obtained abroad or during a voyage, Form C.142. Supplied by H.M. Customs.
1 copy Cargo Manifest.
1 copy Dangerous cargo List.

PILOTAGE: Contact direct by R.T. on 2182 kc/s. or on VHF Channel 16 to Spurn Pilot at least 6 hours before arrival. Steam cutter with 'Pilots' painted on black hull. Cutter is usually in the vicinity of Spurn Light-vessel, but for vessel having a draft of 36 ft. and over the pilot boards at the Humber light-vessel by special arrangements between the Pilots and the Master. In bad weather contact either the pilot cutter direct or Humber or Hull Radio on VHF Channel 12, and they will advise location of pilot cutter. The usual international standards are required for the ladder, etc., for use for boarding. If vessel has to await Pilot, the pilot cutter will advise where vessel

is to anchor. Portable VHF units are available on request by the Master to the Pilots.
ANCHORAGES: Hawk and Sunk roads – Spurn and Bull anchorages. The pilot station will advise where to proceed to anchor and also provide Pilot. See "Hull".
RESTRICTIONS: No restrictions, vessels may enter the harbour day or night. Maximum draft for entering harbour 34 ft. H.W. Compulsory Pilots boarding Spurn Light-vessel, decide whether vessel shall proceed up river or anchor and await suitable state of tide.
MAX. SIZE: Tankers over 100,000 dwt., see "Tetney Terminal".
Immingham Dock max. length 650 ft., breadth 86 ft., draft 34 ft. 6 in.
National Coal Terminal, length no restriction, beam no restriction, draft average 30 ft.
HEALTH: Pratique obtained by Master from H.M. Customs Waterguard on arrival. Any suspected disease or fever must be reported by radio to Agent and Dock Master who will arrange for Port Health doctor on arrival. Pratique is granted on arrival if no contagious disease on bpard.
RADIO: Humber Radio – 2182 kc/s. or VHF Channel 16. Dock Master – VHF Channel 16. Tankers use Channel 19. Also see "Hull".
TUGS: Will join vessel off dock entrance, optional use of tow lines. If using tug's tow lines, charge for this service £3 to £6, depending on vessel's length.
BERTHING: Unless Master or Agent indicates preference, the Port Authorities will decide which side alongside. River Pilot deciding in conjunction with Dock Master most suitable berthing time for harbour and river installations.
STEVEDORES: Firm ETA to Agent required if possible before noon on previous day before arrival.
MEDICAL: No advance notice necessary for medical treatment as all hospital facilities available.
TANKERS: Also see "Tetney Terminal".
Immingham Oil Terminal. Length up to 1,200 ft., breadth, no restriction, draft depends on height of water in channel, average 43 ft. Three 12 in. lines for crude oil. Two lines 12 in and 10 in. all other products. One 8 in. line for bunkers.
Eastern Jetty. Length, no restriction, breadth, no restriction, draft depends on low water, average around 33 ft. 10 in., 8 in., 6 in. lines, depends on Receivers. Bunker line available.
Western Jetty. Length, no restriction, breadth, no restriction, draft depends on low water, average around 31 ft.
Killingholme North. Length 580 ft. max., beam, no restriction, draft 30 ft. 6 in. One 8 in. line. One 4 in. bunker line.
Killingholme South. Length 565 ft. max., beam, no restriction, draft 31 ft. One 8 in. line. Bunker line available. No slop tanks available
DENSITY: In harbour 1019.
FRESH WATER: Available all berths by hose. Rate of delivery 20 tons per hour.
FUEL: 24 hours notice required. All grades available.
FIRE PRECAUTIONS: Copy of these regulations handed to the Master on arrival.
GANGWAY/DECK WATCHMEN: Watchmen not usually employed, but left to the discretion of the Master.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES:
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction and any British Light Dues Receipts.
Derat Certificate.
CUSTOMS ALLOWANCES: 8 days – 200 cigarettes per person approx. Wine/spirits, 4 days – ¼ pt. per day; this depends on the Customs Officer's discretion.
CARGO GEAR: This must comply with the Department of Employment and Productivity regulations. Normally discharge carried out by shore cranes, although overside berths available.
IDENTIFICATION CARDS: Seaman's book or passport sufficient for crew members going ashore.
CONSULS:
Finland – Immingham 2387 Norway – Immingham 2387
Greece – Immingham 2166 Sweden – Immingham 2387
REPAIRS: All major repairs possible.
DRY DOCKS: 1. Length 740 ft., width at entrance 56 ft.
2. Length 600 ft., width at entrance 90 ft.
REPATRIATION: All facilities exist for dealing with crews and passengers.
AIRPORTS: Leeds/Bradford. Manchester/Ringway. Daily flights to London for international connections.
TIME: GMT. Summertime, GMT plus 1 hour.
HOLIDAYS: Good Friday, Christmas Day, Boxing Day are regarded as closed holidays. All other holidays work will be carried out.
POLICE/AMBULANCE/FIRE: Police; Docks – Immingham 3441, 2068, 2067; County – Immingham 2222. Ambulance; Docks – Immingham 3441; County – Cleethorpes 62912. Fire; 999 ask for Fire.
TELEPHONES: Arrangements for ship's telephone on most quays. Jetty's have public and company telephones available.
AUTHORITY: British Transport Docks Board.

AGENT: Cory Brothers Shipping Limited, Immingham Dock, Grimsby, Lincs. Tel: 04692-2341/3. Telex: 52309. Cables: "Coryton Imminghamdock," "Coryship Imminghamdock."

INVERGORDON: 57.41 N. 04.10 W.

DOCUMENTS: *At Boarding on arrival:*
1 copy Maritime Health Declaration and De-ratization Exemption.
Lists C.142 – Crew's declaration of dutiable and prohibited goods obtained abroad or during the voyage.
Form I.B.6 – List of members of the crew who are aliens or who were engaged outside the United Kingdom.
List 142.A – Parcels list – small packages of merchandise and addressed packages not borne on the ship's report.
List of ship's surplus stores and live animals on board.
Account of cargo in unregistered spaces (deck cargo) if arriving from a port outside Home Trade limits.
At Customs House when making report:
Form XS1.3 (in duplicate) – Master's report inwards. (A third copy is required if the vessel is carrying cargo for another United Kingdom port or for export.)
Surveys 107 – grain-laden ships only.
Surveys 104 – if carrying deck cargo from outside Home Trade limits.
Forms PR.4, PR.8 or PR.10 – passenger returns in duplicate (one copy for Customs one copy for Immigration). Vessels with passengers only.
Certificate of Registry.
Certificate of British Tonnage.
Light Dues Certificate relating to the vessel.
Certificate of Pratique; Form C.101 – these forms are issued by the Customs Officer who first boards the ship.
To the Agent:
Bills of lading.
Cargo Manifests.
PILOTAGE: Pilotage compulsory except when under 300 tons gross. Cruising station of pilot boat is the Cromarty Lighthouse where Pilot will board. Pilot boat painted black hull, buff upper structure.
Approaching vessels may give their ETA to pilot station via VHF Channel 16, when in the vicinity of 30 miles, but a 24-hour notice will be required. In the event of bad weather, vessels will be guided by pilot launch to safety where Pilot will board.
ANCHORAGES: In vicinity of Cromarty Bank Buoy and Cromarty Ness Light.
RESTRICTIONS: Vessels may enter between the hours 0600 and 2200 hours when Pilot will be available.
MAX. SIZE: Maximum permissible length 800 ft., draught 35 ft.
HEALTH: International quarantine signals to be used. Advise PORTELTH DINGWALL in advance if any suspected diseases on board.
RADIO: Vessels approaching from North should pass their ETA cable via Wick Radio GKR 431, and vessels approaching from East via Stonehaven Radio GND 458 to their Agents.
TUGS: Tugs are not stationed at port. For vessels 20,000 tons dead weight and over, use of a tug is compulsory, advance notice required. Use of ship's lines or tug lines optional. No separate charge.
STEVEDORES: None. Local labour employed.
MEDICAL: Medical cases can be dealt with at short notice through local Agent. Hospital facilities available.
DENSITY: 1022.
FRESH WATER: Obtainable alongside quay. Rate of delivery. 50 tons per hour, each hydrant.
FUEL: This can be ordered through local Agent, delivery by road tanker, small quantities, notice required.
GANGWAY/DECK WATCHMEN: Gangways supplied free of charge with vessel responsible while on board. Watchmen supplied by ship's personnel.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: The following Certificates are required to be held on board for production when required:
International Load Line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
CUSTOMS ALLOWANCE: Following quantities are generally left out for use on board by each member of the crew:
Ships arriving from foreign ports within Home Trade limits: Tobacco 125 gms. (4 oz. or 100 cigarettes). Spirits 0·185 litre (¼ bottle), wine 0·375 litre (½ bottle).
All other ships from foreign: Tobacco 250 gms. (8 oz. or 200 cigarettes). Spirits 0·375 litre (½ bottle), wine 0·75 litre (1 bottle).
IDENTIFICATION CARDS: Not required.
REPAIRS: None, small repairs carried out, advance notice required.
REPATRIATION: Can be arranged.
AIRPORT: Dalcross Airport, operated by BEA, distance from Invergordon 45 miles.
TIME: British Summer Time, 1 hour advanced on GMT. GMT in winter months.
HOLIDAYS: 1st and 2nd January; 2nd Monday April; Last Monday July; 1st Monday October; Christmas Day.
POLICE/AMBULANCE/FIRE: Police, tel. Invergordon 222 or dial 999; Ambulance, arrangements through local doctor, tel. Invergordon 522; Fire Station, dial 999 and ask for their service.
TELEPHONES: H.M. ships only.
SHORE LEAVE: Allowed.
AUTHORITY: Ministry of Defence (Naval)Bath. Admiralty Harbour Master, Invergordon.

INVERNESS: 57.29 N. 04.14 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs and Excise and Health Documents.
Manifest.
Bills of Lading, etc.
PILOTAGE: Apply direct to Agent or to Pilot, telephone Kessock 217. ETA 24 hours. Pilot equipped with VHF. Pilot cutter blue launch with letter P. Pilot station Munlochy Buoy. Location of anchorage while awaiting Pilot – Munlochy Buoy.
ANCHORAGES: Munlochy Buoy in 5/8 fathoms. Beauly Basin in 15 fathoms. Munlochy Bay in 5 fathoms.
RESTRICTIONS: 24 hours entry at high water.
MAX. SIZE: Ship maximum 280 ft. length, 20 ft. draft, high water springs. 17 ft. draft high water neaps.
HEALTH: Pratique as per U.K. procedure.
RADIO: Wick Radio
TUGS: None.
STEVEDORES: Arrange through Agent. 24 hours notice required.
MEDICAL: Doctor available.
DENSITY: 1012.
FRESH WATER: Available on demand, 20 tons per hour, ex hose on quay.
FUEL: Marine diesel and petroleum on request.
GANGWAY/DECK WATCHMEN: Supplied by ship.
OPENING/CLOSING HATCHES: Done by crew.
CUSTOMS ALLOWANCES: Tobacco/Wines/Spirits. Usual amount allowed by Customs and Excise.
IDENTIFICATION CARDS: None.
CONSULS: Netherlands, tel. Inverness 31171.
REPAIRS: Possible.
REPATRIATION: Facilities available.
AIRPORT: Dalcross, 7 miles from Inverness.
HOLIDAYS: 1st and 2nd January; Easter Monday; July Bank holiday; First Monday in October; and Christmas Day. All official holidays, cargo work can be arranged on these days.
POLICE/AMBULANCE/FIRE: Police Inverness 36111; Fire Brigade Inverness 34633; Ambulance Inverness 31511.
TELEPHONES: On Quay.
SHORE LEAVE: Unrestricted.
AUTHORITY: Inverness Harbour Trust, Harbour Master, Harbour Office, Shore Street, Inverness. Tel. 33291.

IPSWICH: 52.02 N. 01.10 E.

DOCUMENTS: Masters can conclude all documentation in port. Ship's Agent will give the necessary advice.
PILOTAGE: Normal International signals for "I require Pilot", VHF Channel 16 call, Channel 9 talk. 30 ft. launch painted black, with word "Pilot" in white on side, available at Sunk and Cork Light Vessels or Harwich Harbour. Desirable that Agents are advised of vessel's ETA at least two hours prior to vessel's arrival at Harwich Roads or, in the Master's option, at either the Sunk or Cork Pilot Stations.
ANCHORAGES: No anchorages within port. All vessels will proceed direct to berth, otherwise anchorage provided in Harwich Harbour.
RESTRICTIONS: Vessels up to 1,500 GRT taken up at night, draught not exceeding 16 ft. Maximum length of vessel 460 ft. Maximum draught 25 ft. 6 in. Large vessels navigate on flood tide only.
MAX. SIZE: 460 ft. overall length and 25 ft. 6 in. draft.
HEALTH: International signals. Master to contact ship's Agent when disease or fever is suspected on board. Pratique automatic for vessels calling at another port in the U.K.
RADIO: Masters to contact ship's Agent through North Foreland, Humber, Niton or Portishead depending on position of vessel. All these radio stations hold cable addresses and staff telephone numbers of Agents.
A 24 hour VHF radio facility has been established. Vessels arriving should contact "Ipswich Port Radio" on VHF Channel 16 on entering the River Orwell and report and/or maintain a listening watch as instructed. Channels 14 and 12 will be used for the passing of messages which should be restricted to the safety of navigation or persons.
TUGS: Tugs available in Harwich Roads and it is customary for tugs' lines to be used, for which there is, of course, an additional charge on the towage. It is advisable for vessels to give 4/6 hours' notice of arrival at Harwich Roads.
BERTHING: Vessels bound for berths in the Wet Dock should arrive off the lock two hours before high water.
STEVEDORES: Ship's Master normally advises his Agent of his ETA, disposal of cargo on board, and all relevant details. The Agent passes this information to Stevedores.
MEDICAL: All medical facilities available in port. Vessels requiring medical assistance on arrival should advise all details by radio telephone or on their ETA cables.
TANKERS: It is desirable that when Master of a tanker gives an ETA he also indicates the size of pipe-line, size of connection and discharging point in order that necessary arrangements can be made at discharging point of receiving oil terminal. There are no slop facilities at port of Ipswich, and all cleaning and gas-free operations must be carried out outside precincts of the Harwich Harbour Conservancy Board. Only one tanker berth at Ipswich but there are six intake points on quay and it is usual for four coastal tankers to be accommodated, depending on the overall length and berth availability. A maximum draft on the berth of 25 ft. 6 in.
DENSITY: Approx. 1020 oz. depending on the amount of fresh water in river due to heavy rain.
FRESH WATER: Available at all quays. Delivery by hose through meter at 10 tph.
FUEL:
Gas oil 35 secs. Redwood.
Light fuel oil 200 secs. Redwood.
Medium fuel oil heated 950 secs. Redwood.
Heavy fuel oil heated 3,500 secs. Redwood.
At least 24 hours' notice required.
DEVELOPMENTS: The following berths are under construction on the West Bank of the River Orwell:
(i) Break bulk general cargo berth 400 ft. in length dredged to 20 ft. alongside and backed by 3 acres of land including a transit shed with a floor area of 30,000 sq. ft.
(ii) Open berth of 400 ft. with roll-on/roll-off ramp and dredged to 20 ft. alongside, backed by 8 acres of hardstanding with the necessary Customs examination and administrative buildings.
GANGWAY/DECK WATCHMEN: No watchmen required by Port Authority, but sufficient men available at all times to move vessels, if necessary.
OPENING/CLOSING HATCHES: Hatches opened by ship's crew.
CERTIFICATES: Following certificates are required by Agents in order to arrange Customs clearance:
Ship's Register.
Radio Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Derat Certificate.
British Tonnage Certificate, if required.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes, or equivalent in tobacco, per man. Wine and/or Spirits, One bottle per man.
CARGO GEAR: Cargo working gear is supplied by stevedores. Normally, quayside cranes are used for discharging and loading. In event of cargo gear being used in port, ship's gear certificate, duly certifying that all gear has been examined and is in every way workable and suitable for discharge and/or loading of cargo, is to be produced.
IDENTIFICATION CARDS: Not required as long as each crew member has in his possession a seaman's book and/or passport.
CONSULS: Vice-Consul for Sweden and Vice-Consul for Norway. Tel. 59281.
REPAIRS: Only small repairs on board.
REPATRIATION: Facilities exist at port for effecting crew changing and arranging repatriation.
AIRPORT: A non-customed airport.
HOLIDAYS: Normal holidays for English ports.
TIME: GMT in winter months. Summer time, GMT plus one hour.
POLICE/AMBULANCE/FIRE: In emergency dial 999. Otherwise, Police – Ipswich 55811; Ambulance – Ipswich 56407; Fire – Ipswich 75345.
SHORE LEAVE: Yes, allowed.
AUTHORITY: Ipswich Dock Commission, Old Custom House, Key Street, Ipswich, Suffolk. Tel. Ipswich 56011.
AGENT: Cory Brothers Shipping Ltd., Powell Duffryn House, Cliff Quay, Ipswich, Suffolk. Cables: "Cory Ipswich". Telex: 98147. Tel: Ipswich 59285.

ISLE OF GRAIN: 51.26 N. 00.43 E.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ships Report by Master.
1 Home Office Form 1.B.6.
1 Stores List.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
Safety Construction Certificate.
PILOTAGE: See "Medway".
VLCC vessels enter and leave by North Channel. Special pilotage and entry arrangements apply.
ANCHORAGES: Vessels proceeding to Isle of Grain must contact Medway Ports Operations Centre (VHF Channels 16 and 14) when a designated anchorage will be allocated appropriate to the size of vessel.
RESTRICTIONS: Tidal port. 24 hour movements (except for vessels over 130,000 dwt. daylight only at present), subject to tidal conditions and under-keel clearance appropriate to size of vessel. Minimum depth of approach channel 28 ft. L W. at present
MAX. SIZE: Largest size of vessel accepted to date, 230,000 dwt. part loaded.
HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port

doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.

RADAR/VHF: See "Medway".

RADIO:

Notice of 72 hours and over – Portishead Radio.
Notice of 12–72 hours – Landsend Radio.
Notice up to 12 hours – from South, Northforeland Radio. from North, Humber Radio.

TUGS: Six tugs available. Three of them equipped for fire-fighting. Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.

BERTHING: There are eight main jetties, 1 to 8, and three coaster jetties viz. No. 1 Barge (No. 1 coaster incorporating No. 2 Barge) and No. 9 lub. oil jetty.

The distance between the centre of jetties is as follows: Jetties Nos. 1–7, 815 ft. Between Nos. 7 and 8 jetties, 1,200 ft.

There is strictly no maximum length for any vessel using a B.P. jetty berth, being dependent upon length of vessel on adjacent jetties.

Large crude and black oil ships usually use North-east and jetties i.e., 4, 5, 6, 7, 8. Very large ships (super-tankers) generally moor to No. 8 jetty on the first of ebb tide.

Refinery stocks all sizes of connections and reducing pieces, etc. Slop facilities available at all main-line jetties.

DENSITY: Approx. 1019.

FRESH WATER: Available all jetties by pipeline.

FUEL: All grades available on all jetties. Advance notice advisable.

MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.

FIRE PRECAUTIONS: No immobilisation or repairs allowed without prior authorisation. No hot-work allowed alongside jetties. Standard B.P. terminal regulations apply.

GANGWAY/DECK WATCHMEN: Services of shore watchmen not necessary. Vessels' own gangway used.

REPAIRS: Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted alongside jetties.

REPATRIATION: All facilities for repatriation by land, sea and air, through London and Dover. Attendance of British Ministry and Foreign Consulate officials arranged through Agent.

POLICE/AMBULANCE/FIRE: Dial following extensions on refinery internal system: Police 221; Ambulance and Fire 222. Medway Ports Operations Centre can be alerted on Channels 16 and 14 to call these services.

TELEPHONES: Telephones (coin box) placed on board at Master's request. No charge for connection.

GENERAL: Agents have difficulty in providing most services at week-ends, therefore, requests for Bond, cash, consular officials, etc., should be radioed as soon as possible.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent of ½ lb tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than three or four days may receive extra allowances.

TIME: British Standard Time is GMT plus 1 hour. GMT in winter months.

AGENT: William Hurst Limited, Foreshore Marine Offices, B.P. Refinery (Kent) Limited, Isle of Grain, Nr. Rochester, Kent. Tel. 0634–29 235. Telex 96187 Hurst Grain.

KING'S LYNN: 52·53 N. 00·15 E.

DOCUMENTS:

Pilot Note to be filled in and signed by the Master on completion of pilotage services both inwards and outwards.

Cargo tonnage return to be completed by the ship's Agent.

PILOTAGE: Pilotage is compulsory between an East-to-West line through Bar Flat Buoy in the Wash and the Freebridge at King's Lynn.

Vessels may be boarded and unboarded by pilot cutter in the Wash from approximately 2½ hours before high water between Daseley Sled, the Sunk Buoy and Roaring Middle Light Float. Unless prevented by weather or breakdown a pilot cutter cruises between King's Lynn No. 1 Light Buoy and the Sunk Light Buoy approximately 2½ hours before high water until such time as it is too late for a vessel to transit the Approach Channel on that tide.

Requests for a Pilot sent at least 24 hours before the service is required (with amendments if necessary up to 12 hours before) to the Pilot Office, Common Staith, King's Lynn (tel. King's Lynn 3411, telegrams "Conservator" King's Lynn) or through local Agent. The Pilot Office is at the Harbour Office and maintains VHF R/T watch on Channels 16 and 12 from 0900 to 1700 hours Monday to Friday and from 4 hours before high water until 1 hour after high water on each tide after 1700 and before 0900 hours. The Pilot Cutter listens on Channel 16 when on station and is fitted with Channels 14, 12, 11 and 6 as working channels.

No. 1 Pilot Cutter *Gore Point* is a 50-ft. steel craft with a blue hull and white superstructure. No. 2 Pilot Cutter *Valnic* is a 50-ft. wooden craft with black hull and a buff superstructure. In the event of bad weather the pilot cutter on duty will fore-run vessels into Daseley Sled (52° 53″ N. 0° 21″ 5′ S.) before boarding Pilots.

Requests for pilots for ships in port, should be made to the Pilot Office at least 2 hours before the Pilot is required to attend the ship. The signals to be used or displayed where the services of a pilot are required are in accordance with the provisions of the Merchant Shipping (Pilot Signals) Order, 1970. Pilots are boarded and unboarded directly to and from the Pilot Cutter as conditions allow.

ANCHORAGE: In the Wash vessels anchor within an area bounded by the Roaring Middle Light Float and the King's Lynn No. 1 Light Buoy and the Sunk Light Buoy. Anchoring close to No. 1 buoy in sufficient depth of water assists early boarding of Pilots. Depths of water minimum of 20 ft.

RESTRICTIONS: King's Lynn Harbour is situated on the River Great Ouse about 2 miles inland from its mouth, at the South-East corner of the Wash.

The shipping channel in the approaches to King's Lynn and its approaches in the Wash is subject to changes in depth and direction as published on Admiralty Charts.

Harbour Master will advise in advance upon the suitability of vessels and tides. To navigate the approach channel with sufficient under-keel clearance over shoal areas, the vessel's max. draft plus 6 ft. should not exceed the height of the tide above dock sill.

All ship movements are at high water, times in accordance with a position list maintained at the Harbour Office on the basis of information supplied in advance from Masters of vessels and their Agents.

At the Docks entrance lock docking signals are exhibited from a signal mast. Gale warnings are exhibited from a signal mast on Common Staith.

MAX. SIZE: Max. dimension for vessels entering the Harbour: length 260 ft., beam 45 ft., draft 11 ft., on lowest neap tides, and 17 ft. on highest spring tides. Access over high tide only. Harbour Master to be consulted for vessels approaching these limits.

RADIO: The King's Lynn Conservancy Board operates in the River Great Ouse and its approaches in the Wash a VHF (FM) port operations and information radio-telephone service in the International Maritime Band, call signs: "King's Lynn Harbour Radio" (Channels 16, 12 and 11); "King's Lynn Pilots" (Channels 16, 14, 12, 11 and 6).

British Transport Docks Board operates a docks operations and information service, call sign: "King's Lynn Docks Radio (Channels 16, 14 and 11).

TUGS: Controlled by King's Lynn Conservancy Board and in attendance at the discretion of the Board's Harbour Master. Vessels joined in the Wash Approaches and/or lower reach of River Great Ouse (Marsh Cut). Vessels should provide own hawsers. If ordered, tug hawser available at £2 plus cost of damage in excess of normal wear and tear.

Harbour Master may require any vessel to use and employ a tugboat.

BERTHING:

Alexandra Dock: Size 780 ft.×440 ft. Approached from the River Great Ouse and Kings Lynn Harbour by a lock 50 ft. wide and 200 ft. between gates. The depth of water on sill is 22 ft. to 26 ft. (springs) and 18 ft. (neaps).

Bentinck Dock: Size 1,000 ft.×400 ft. Connected with the Alexandra Dock by a passage and gates over which pass two swing bridges. Double-sided jetty 235 ft. long.

The quays of the two docks have a water frontage of approximately one mile and provide a total of 18 berths.

STEVEDORES: Gangs usually can be provided at minimum notice. Main commodities and handling rates: timber (60 tons pre-pack, pre-slung, per gang-hour), steel rods (70 tons per gang-hour), tinplate (90 tons per gang-hour), coal (75 tons per gang-hour), also roll-on/roll-off and container handling.

TANKERS: Four tanker berths in enclosed docks. Discharge from vessels is to 6-in. connecting pipes feeding 8-in. pipes to storage tanks.

MEDICAL: It is advisable to give advance notice of required medical attendance via Agent. In emergency the Harbour Office will pass on requests received over the VHF R/T Port Operations and Information Service. For other medical information, refer to the Port Medical Officer of Health and H.M. Customs.

FUEL: Available at berths alongside King's Lynn Harbour on 24 hours previous notice. Light-grade fuel oil, gas oil, petrol and paraffin only.

FRESH WATER: Available on all berths through 4-in. pipes off hydrants from public supply.

OPENING/CLOSING HATCHES: Done by crew. Cranes available for heavy beams.

GANGWAY/DECK WATCHMEN: Vessels responsible for providing own gangways at King's Lynn Harbour berths, where the Regulations require the Master or other person having the care of any ship or other craft to have a proper number of hands on board to attend moorings and to comply with all the requirements and directions of the Harbour Master or his Deputy or Assistants.

CONSULS: Vice-Consul for the Netherlands and German F.R. Vice-Consul for Sweden and Denmark.

REPAIRS: Limited facilities only available locally for hull and engine repairs.

AIRPORT: Charter flights from Cambridge and Norwich airports about 45 miles from King's Lynn. Regular flights from London (Heathrow) about 100 miles from King's Lynn.

POLICE/AMBULANCE/FIRE: In emergency dial 999 and ask for the service required. Normal service: Police – King's Lynn 61311; Ambulance – King's Lynn 3503 or 3910; Fire Service – King's Lynn 5163.

HOLIDAYS: Cargo work usually available at overtime rates on Saturday and Sundays and on all public holidays.

AUTHORITY: The King's Lynn Conservancy Board, Harbour

Office, Common Staith, King's Lynn, Norfolk. Tel. King's Lynn 3411 and 3412. Cables: "Conservator" King's Lynn.

KINGSNORTH: 51.25 N. 00.36 E.

DOCUMENTS: See "London".
PILOTAGE: See "Medway."
ANCHORAGES: Vessels proceeding to Kingsnorth must contact Medway Ports Operations Centre (VHF Channels 16 and 14) when a designated anchorage will be allocated appropriate to the size of the vessel.
RESTRICTIONS: Tidal port. 24 hour movements, subject to tidal conditions and under keel clearance appropriate to size of vessel. Minimum depth of approach channel 28 ft. LW at present.
MAX. SIZE: Max. lengths: 750 ft. No breadth restriction. Draft: 38 ft. alongside jetty.
RADIO: Notice of 72 hours and over, Portishead Radio. Notice of 12–72 hours, Landsend Radio. Notice of up to 12 hours, from South Northforeland Radio, and from North, Humber Radio.
RADAR/VHF: See "Medway".
TUGS: Six tugs available. Three of them equipped for fire fighting. Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.
BERTHING: *Oakhamness Jetty:* One tanker berth situated at the end of a 1-mile long jetty with T-head cargo handling platform. Vessels moor alongside dolphins abreast of cargo handling platform which is equipped with Chicksan rigid loading/discharge arms each of 12-in. diameter. Depth alongside berth is 44 ft. below chart datum.
MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.
TANKERS: Advisable radio Agents connection sizes required. No slop tank available. One large tanker berth only.
DENSITY: Approx. 1018.
FRESH WATER: Available by pipe-line on jetty.
FUEL: Bunkers not usually available on jetty, but may be delivered by barge. Advance notice essential.
FIRE PRECAUTIONS: No immobilisation or repairs allowed without prior authorisation. No hot-work allowed alongside jetty.
GANGWAY/DECK WATCHMEN: Services of shore watchmen not necessary. Shore gangway may be used.
REPAIRS: Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted alongside jetty.
REPATRIATION: All facilities for repatriation by land, sea and air, through London and Dover. Attendance of British Ministry and Foreign Consulate officials arranged through Agent.
POLICE/AMBULANCE/FIRE: Dial 999 from public call box. Medway Ports Operations Centre can be alerted on Channel 16 and 14 to call these services.
TELEPHONES: No facilities exist for placing telephones onboard.
GENERAL: Agents have difficulty in providing most services at week-ends, therefore, requests for bond, cash, consular officials, etc., should be radioed as soon as possible.

AGENT: William Hurst Limited, Foreshore Marine Offices, BP Refinery (Kent) Limited, Isle of Grain, Nr. Rochester, Kent. Telephone No. 0634–29 235. Telex No. 96187 Hurst Grain.

LARNE, Co. Antrim, Northern Ireland: 54.51 N. 05.48 W.

DOCUMENTS: See "Belfast".
PILOTAGE: Not compulsory, though private pilots operate who are engaged by ship's Agent. Pilots board off Fairway Buoy. Port VHF. Channels 16 and 14.
ANCHORAGES: Inner anchorage in Larne depth up to 5 fathoms. Anchorage outside Fairway Buoy exposed in N.E. winds.
MAX. SIZE: Draught dependent on berth but maximum 19 ft. at MLWS, and 20 ft. at MLWN. Oil tankers proceed to Ballylumford Power Station which lies across Larne Lough directly opposite Larne Harbour. Approach channel has depth of 30 ft. at MLWS and berth has 35 ft. at MLWS.
HEALTH: See "Belfast".
RADIO: Portpatrick.
TUGS: Not based at Larne, only heavy-duty motor launches, suitable for small vessels. As a rule tugs are not required for vessels using Larne Harbour.
BERTHING: Two berths are equipped with two 5-ton cranes for grabbing and general cargo work. Five berths are equipped with cranes from 25 to 35-ton capacity for handling containers. Three berths are equipped with roll-on/roll-off ramps, capable of taking loads up to 160 tons and ships up to 70 ft. beam.
STEVEDORES: Larne Harbour Ltd. carry out all the stevedoring. Twenty-four hours notice required for arrangements.
MEDICAL: No advance notice required for medical attention, a hospital being situated ¾ mile from harbour. No special inoculations or certificates required.
TANKERS: One tanker berth in Larne Harbour. Depth alongside, 14 ft. below datum. Maximum length of vessel 260 ft. Pipe diameter 6 in. Discharging only. For Ballylumford, see Max. Size.
DENSITY: 1025.
FRESH WATER: Unlimited by shore hose. Rate 7 to 10 tons per hour.
FUEL: Fueling carried out by road tanker. Arrangements to be made through ship's Agent.
GANGWAY/DECK WATCHMEN: Agents arrange watchmen.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Agents arrange with Customs.
IDENTIFICATION CARDS: Not required.
CONSULS: Norwegian Vice-Consul (C. S. Brown, F.I.C.S.) – Larne 2227. Other consuls in Belfast can be contacted through ship's Agent.
REPAIRS: Limited repairs by local firms. Major repairs by Belfast firms.
REPATRIATION: Yes.
AIRPORT: Twenty miles. Regular flights.
HOLIDAYS: 12th and 13th July, Easter Monday and Tuesday, Christmas Day and Boxing Day. No cargo worked on these days.
POLICE/FIRE/AMBULANCE: Dial 999 and ask for Emergency service required.
TELEPHONES: Only on Cross Channel vessels.
AUTHORITY: Larne Harbour Ltd., Larne Co. Antrim, N. Ireland. Tel. Larne 2604, 3110.

LEITH: 55.59 N. 03.10 W.

DOCUMENTS:
Health Declaration.
1 Crew Declaration Form C.142 (Tobacco List).
1 Crew List.
1 Passenger List.
(Also see "Glasgow".)
PILOTAGE: Pilot station in Firth of Forth located at Inchkeith Island. Contact can be made with pilot cutters "Panther" and "Gazelle" on VHF Channels 16/14/12 and radio-telephone 2182. Pilot cutters – black hull with white superstructure.
ANCHORAGES: Good holding ground at Inchkeith Island and Leith roadstead depths 10–17 fathoms.
RESTRICTIONS: None. Vessels can enter harbour day or night.
MAX. SIZE: Governed by draft of vessels. Maximum permissible draft alongside in Imperial Dock 30 ft. and in Western Harbour 32 ft.
HEALTH: Vessel boarded immediately alongside berth and pratique granted provided no contagious diseases reported on board, otherwise quarantine restrictions imposed.

Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs, depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.
RADIO: Stonehaven and Cullercoats Radio Stations.
TUGS: Attend inward-bound vessels in Leith roads. Tug's towline available but not compulsory.
BERTHING: Vessels arriving on maximum permissible drafts of 30 and 32 ft. normally docked by Pilots 1½ hours before high water.
STEVEDORES: ETA advices given by Master to ship's Agent and conveyed by them to stevedores.
RADAR/VHF: No port radar service. VHF contact can be made with Leith Harbour Radio on Channels 16 and 12.
MEDICAL: No advance notice of medical attention required. All hospital facilities available.
TANKERS: One tanker berth available – maximum permissible draft 30–31 ft. Discharge lines 6 in. and 8 in. No slop discharge facilities.
DENSITY: 1015.
FRESH WATER: Available alongside at all berths.
FUEL: All grades available subject 24 hours notice in advance.
DEVELOPMENTS: None envisaged at present.
GANGWAY/DECK WATCHMEN: Usually supplied by ship but shore watchmen arrangeable by special agreement.
OPENING/CLOSING HATCHES: Custom of the port is that this work is normally carried out by ship's crew.
CERTIFICATES:
Ship's Register.
Load-line.
Safety Radio.
Safety Equipment.
Cargo Construction.
De-Ratisation Certificates.
Light Dues receipt.
CUSTOMS ALLOWANCES: Two hundred cigarettes in an opened carton or ½ lb cigars or ½ lb tobacco and one pint spirits.
CARGO GEAR: No additional requirements necessary to comply fully with local safety regulations as all gear supplied by stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS:
U.S.A.: 3 Regent Terrace, Edinburgh. Tel. 031–556–2061.
West Germany: 16 Eglinton Crescent, Edinburgh. Tel. 031–337–2323.
Netherlands: 64 Commercial Street,. Leith. Tel. 031–554–1621.
Spain: 100 Constitution Street, Leith. Tel. 031–554–5641.
Finland: 29 Bernard Street, Leith. Tel. 031–554–4311.
Greece: 7 Regent Terrace, Edinburgh. Tel. 031–556–1701.
REPAIRS: Facilities available to carry out all types of deck and engine repairs.

DRY DOCKS: Largest dry dock "Imperial", length 550 ft., width of entrance 70 ft., depth over blocks at MHWS 23 ft. 9 in. also three smaller dry docks.
REPATRIATION: All facilities available for effecting crew changes and repatriation by sea, air and rail.
AIRPORT: Edinburgh Airport served by regular airlines and located approximately 9 miles from Leith.
TIME: British Standard Time, GMT plus 1 hour. GMT in winter months.
HOLIDAYS: Public holidays observed annually: third Monday in April; first Monday in June; third Monday in September; Christmas Day (25th December); 1st and 2nd January. Cargo work can be arranged on all public holidays except 1st and 2nd January.
POLICE/AMBULANCE/FIRE: Tel. 999 and ask for service required.
TELEPHONES: No facilities available for placing telephones on board vessels.
SERVICES: Compass adjusting facilities available.
SHORE LEAVE: No restrictions.
DELAYS: Minimal delays in berthing, loading and discharging.
AUTHORITY: Forth Ports Authority.

LERWICK: 60.09 N. 01.11 W.

PORT LIMITS: Line drawn from Knab Point to Ham, Bressay.
DOCUMENTS: See "London".
PILOTAGE: Pilotage compulsory for passenger vessels only. International Pilot signals in use. Telegraphic address, Harbour Master's Office, Lerwick, tel. Lerwick 462. Pilot boat black with white bulwarks and masts, green boot-topping, flying Pilot flag by day and International Pilot lights at night. Pilotage station, South entrance to Lerwick Harbour, at or near Kirkabister Ness lighthouse. If Pilot not immediately available, good anchorage in harbour roads. Pilot boat has VHF.
ANCHORAGE: Ample anchorages in harbour roads.
MAX. SIZE: Vessels up to 20 ft. draft and 320 ft. long alongside berth; much larger vessels at anchorage.
RADIO: Wick Radio. Lerwick harbour radio VHF operating in office hours.
BERTHING: Berths are available for the discharge of bulk cargoes, such as coal, grain, fertiliser, etc., by grab. At present no container or roll-on/roll-off facilities exist, but these are planned and it is hoped will be in operation by 1975. No berths available for handling liquid chemicals. Mobile cranes available with lifting capacity up to 30 tons.
TUGS: No tugs available.
STEVEDORES: Arranged through Agent.
MEDICAL: Medical aid can be arranged through Agent or Harbour Master at any time day or night.
TANKERS: Shell Oil have their own discharging berth.
DENSITY: Density 1025 at all states of tide.
FRESH WATER: Available at all berths, 65 to 100 tons delivery per hour. No water boat.
FUEL: Gas oil available on demand.
FIRE PRECAUTIONS: Non-smoking regulations in operation inside all transit sheds and at oil berth.
GANGWAY/DECK WATCHMEN: Ships usually supply own watchmen. No fixed sum if shore watchman is employed.
OPENING/CLOSING HATCHES: Crew opens hatches.
CUSTOMS ALLOWANCE: Tobacco, wine/spirits; at the discretion of the Customs and Excise.
IDENTIFICATION CARDS: Foreign seamen have to supply same if left behind, i.e. hospital, etc.

CONSULS:

Denmark,	Lerwick 34
Finland (Vice),	Lerwick 1057
France (Consular Agent),	Lerwick 1057 House 1060
Germany	Lerwick 191
Iceland	Lerwick 34
Netherlands (Vice),	Lerwick 1057 House 57
Norway,	Lerwick 1057 House 57
Sweden (Vice),	Lerwick 56

REPAIRS: Repairs to fishing vessels and other small craft.
DRY DOCKS: No dry dock available, slip available to take small vessels up to 100 tons d.w.
REPATRIATION: Facilities exist.
AIRPORT: 25 miles to airport. Two services per day in summer, one in winter, operated by BEA.
HOLIDAYS: Scottish holidays. Working can be arranged on these days if so desired.
POLICE/AMBULANCE/FIRE: Police, Lerwick 10; Ambulance, Lerwick 751; Fire, Lerwick 318.
TELEPHONE: Ships telephones can be arranged.
SERVICES: No tank-cleaning equipment. Compass adjuster can be procured if necessary.
SHORE LEAVE: No restrictions.
AUTHORITY: Lerwick Harbour Trust, 1 and 2 Alexandra Buildings, Lerwick. Tel. Lerwick 191, or Harbour Master, Lerwick 462; nigh or day.

LIVERPOOL: 53.32 N. 03.19 W.

DOCUMENTS: Required on arrival, Crew List Form I.B.6 to be completed; this list to include all passengers and any British subjects who joined vessel outside of U.K. If any person falling into this category should be on board they must not leave until permission to land is granted by Immigration Officer.

Customs Form C.142, Declaration of goods obtained abroad or during a voyage, must be completed and signed by Master, and each crew member. Health Declaration must be completed. Above forms should be obtained from Pilot.

Manifest and Bills of Lading should be forwarded to vessel's Agent so as to be available before vessels arrival.

Ship's Papers Required:
Ship's Register.
Certificate for British Tonnage (if issued).
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
International Load-line Certificate.
Deratting Exemption Certificate.

PILOTAGE: At least 48 hours before arrival, inward vessels should give ETA Lynas/Mersey Bar to Agent. Agent will then arrange docking and advise Pilot Office, the Master will receive radio giving final docking instructions.

Pilot Station. Vessels arriving from South should take Pilot on board at Point Lynas, Pilot Station 1, which shall extend between imaginary lines drawn on the true bearing of North and South from Middle Mouse Island and on the true bearing of North from the Great Ormes Head.

Vessels arriving from North should take Pilot at Mersey Bar Pilot Station 2, which shall extend between imaginary lines drawn on the true bearing of North from the Great Ormes Head on the true bearing of North and South from the Bar Light-ship, at the entrance to the principal buoyed channel leading to the Mersey.

VHF Channel	*Call Sign*	*Channel*	*Frequency M/cs*
Point Lynas Station	Lynas Pilot	16	156.80
Mersey Bar Station	Bar Pilot	6	156.30

Description of Pilot Boats. Black top sides with 2 in. yellow ribbon and white boot topping to water line. Yellow funnel with black top. The name "Liverpool Pilot" painted on each side.

In heavy weather if Master of the pilot boat considers it imprudent to send a launch to put a Pilot on board an incoming vessel, he will hoist signals to that effect. At night he will signal, viz. a red pyrotechnic light shown simultaneously with the flare-up light.
ANCHORAGES: In the event of berths not being readily available for vessels, normally they must wait at the Mersey Bar Anchorage which is in the open roadstead. There are river anchorages, but these are only usually for vessels about to enter the dock system.
RESTRICTIONS: No restrictions on night entry, tidal restrictions depend on vessel's draft and to which berth vessel proceeding, larger vessels usually have to wait for high water.
MAX. SIZE: Tranmere: up to 48 ft. draft dependent on tide. Birkenhead: up to 29 ft. draft. Liverpool Docks: up to 40 ft. draft.

Seaforth Dock: 50 ft. of water depth, up to 75,000 tons dwt.
HEALTH: Maritime Declaration of Health Form must be completed and handed to Customs Officer or Port Health Officer, whoever first boards ship. This form is obtainable from Pilot. In event of any suspected disease or fever on board, or if ship has called during last 4 weeks at any port in Brazil, China, Indo-China, India, Pakistan, Burma, Columbia and the port of Dar-es-Salaam, West African ports between latitude 20° North and 20° South, the Master should, prior to entering port, make radio contact with Liverpool Port Health Authority, via Anglesey Radio or port radar station (Signal "PORTELTH LIVERPOOL") giving them following information:

1. Name of Ship. 2. Date of departure from and name of last infected port. 3. Number, ages and sex of any cases of infectious diseases or other relevant information. 4. Expected time of arrival at Rock Light. Before reaching the Rock Light if medical clearance has not been obtained the following signal must be displayed: by day – fly the flag signal "Z W". By night – show red light over white light.

When medical clearance is obtained pratique will be issued at discretion of Customs Officer.

If there is no suspected disease on board and vessel has not called at any of the above ports listed, Master can radio for Free Pratique. Unless otherwise instructed, Customs Officer will again issue pratique.

Vessels arriving from another U.K. port do not require pratique or health clearance.
RADIO STATION: Portishead Radio, call sign: GKL; Landsend Radio, call sign: GLD; Wick Radio, call sign: GKR; but on approaching Liverpool, the local radio station is Anglesey Radio, call sign: GLV.
RADAR/VHF: The port radar service extends seaward over Liverpool Bay for radius of 20 miles from the station and in the River Mersey as far South as New Ferry. Continuous RT watch is maintained. Calling Channels:

Station	Call Sign	Hague Channel Number	Frequency M/cs.	Remarks
Liverpool Port Radar Station	Mersey Radio	16	156·80	Calling and safety
		12	156·60	Port operations, general
		18	156·90	
			161·50	
		22	157·10	Port operations, radar information and general
			161·70	

A continuous watch is maintained on all channels at Port Radar Station.

TUGS: Join vessel after passing Rock Light. Normally use tug's lines but optional. Charge for tug's hawsers.

STEVEDORES: Earliest possible ETA to be given to arrange gangs.

MEDICAL: If doctor is required to attend immediately on arrival of vessel, prior notice will be required, but generally doctor is arranged for most convenient time after vessel's arrival. All seamen should be vaccinated against smallpox.

Hospitalisation is available, but seamen will only be admitted if immediate treatment is required. It is preferred for foreign seamen requiring hospital treatment to be repatriated, if able to travel.

Dentist available by appointment only.

BULK HANDLING FACILITIES: Seaforth Grain Terminal designed to accommodate up to 75,000 tons dwt. vessels, length 850 ft. Discharge capacity up to 2,000 tons per hour.

Four berths equipped for container handling provided on North side of Seaforth Dock. Each length 900 ft. depth 42 ft.

Bulk handling of sugar at North side, Huskisson Branch Dock No. 3. Two berths each equipped with four grab cranes delivering direct to conveyors.

Iron ore is handled at North Bidston Dock. This berth has a quay frontage of over 1,000 ft. and can accommodate vessels of 28½ ft. draft. There are three transporters, each with an hourly free digging capacity of 350 tons which discharge either into road or rail vehicles via 175-ton hoppers, or into coasters or barges.

At Cavendish Quay there are two 20-ton cargo level luffing jib cranes with a grabbing capacity of 15 tons. Each crane is designed to handle up to 450 tons per hour. The loading of bulk materials into either road or rail wagons is speeded up by the use of two 100-ton capacity mobile weigh hoppers.

Duke Street Wharf also has specialised facilities for the handling of these commodities. There are four 7½-ton electric level luffing cranes, each with a lifting speed of 250 ft. per minute. There is good road access to this berth where vessels drawing up to 28½ ft. can be accommodated.

At the present time, packaged forest products are handled at North 3 Canada Dock. However, Seaforth will provide two adjacent berths with a combined quay length of 1,400 ft. for handling these commodities and the operations will be transferred there once the berths at Seaforth have been completed. The berths at Seaforth will have a back-up area of 18 acres – which includes approximately 15 acres for timber stacking with a timber storage barn.

Meat is handled at the following berths: North 2 Alexandra, South West Canada, and South No. 2 Seaforth. Seaforth meat terminal, with an 800 ft. quay, can handle the largest refrigerated ships in commission.

There are six berths in the port with roll-on/roll-off facilities, namely South No. 3 Seaforth, North Carriers Dock, the B and I Terminal, Princes Dock, Nelson Dock and North 3 Canada.

Birkenhead: East Tower grain berth can accommodate vessels up to 630 ft. length, max. draft 29 ft. 6 in.

Buchanans Mill, max. length 475 ft.* draft 28 ft. 6 in.; Ranks Mill, max. length 475 ft.* draft 28 ft. 6 in.; Spillers Mill, max. length 450 ft.* draft 28 ft. 6 in.

* Up to 500 ft. by special arrangement.

TANKERS: Oil tanker cleaning and slops discharging may be carried out at Rock Ferry Tanker Cleaning Jetty.

Tranmere South Stage – Capable of accommodating tankers up to 100,000 tons deadweight, maximum draft 40–48 ft., depending on height of tide.

Tranmere North Stage – Capable of accommodating tankers up to 200,000 tons deadweight after lightening to 140,000 tons, maximum 48 ft. at high water.

Dingle Tanker Buoys – River mooring for tankers of 20,000 tons deadweight.

Queen Elizabeth II Dock, Eastham – 4 berths – can take vessels of 28,000 tonnage dependent on height tide and vessels dimensions. (See "Manchester".)

DENSITY: River Mersey salt water. Docks density approximately 1020.

FRESH WATER: Available at all berths, ex quay. No water barges available. Rate of delivery 15–20 tons per hour.

FUEL: Most major oil companies are represented and can supply range of fuels of various viscosities. Notice required depends on the berth at which vessel is lying as bunkers are supplied ex lighter at most berths. Notice required can vary depending on availability of barges, but generally at least three to four days notice is required.

FIRE PRECAUTIONS: Tankers may not carry out repairs whilst at discharging berth unless permission is obtained from Harbour Authorities. Fire precautions notice is placed on board by Harbour Authorities.

GANGWAY/DECK WATCHMEN: Watchmen not necessary but available if required.

OPENING/CLOSING HATCHES: Carried out by ship's crew for bulk cargoes and by stevedores for general cargoes.

SHIP'S CERTIFICATES

Register/Certificate of Measurement.
Certificate of British Tonnage (if issued).
Safety Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Deratting Certificate.
Cargo Gear Test Certificates.

CUSTOMS ALLOWANCES: Crew members who remain on vessel during vessel's stay in port may be allowed, under certain conditions, to keep for their own use on board small quantities of any tobacco, spirits and other goods declared on Customs Form C.142. The amount allowed depends on the number of days the vessel is in port.

CARGO GEAR: Cargo Gear Certificates must be produced with the necessary up-to-date endorsement.

IDENTIFICATION CARDS: Not required.

CONSULS: The following countries have representatives in Liverpool:

Argentina	France	Paraguay
Belgium	Germany	Peru
Bolivia	Greece	Philippines
Brazil	Haiti	Portugal
Chile	Iceland	Spain
Colombia	Italy	Sweden
Denmark	Japan	Thailand
Dominican Republic	Liberia	Uruguay
Ecuador	Netherlands	U.S.A.
El Salvador	Norway	Venezuela
Finland	Panama	

REPAIRS: All types of deck and engine repairs can be carried out.

DRY DOCKS: Largest – length 950 ft.×140 ft. Also 27 smaller dry docks.

REPATRIATION: Can be effected, but must be arranged through Agent, so that Immigration clearance can be arranged.

AIRPORT: City Centre to Airport approximately 7 miles, regular service to London for international connections.

TIME: British Standard Time, which is one hour in advance of Greenwich Mean Time, reverting to GMT in winter months.

HOLIDAYS: Good Friday; Easter Monday (alterable); first Monday in June; last Monday in August or first Monday in September, whichever may be closest to August 31st. December 25th–26th, Weekly holidays Saturday, Sunday. Cargo can be worked on official holidays, other than 25th–26th December, also arrangements can be made for cargo to be worked on Sundays.

POLICE/AMBULANCE/FIRE: Telephone 999, ask for service required.

TELEPHONES: A temporary telephone can be placed on board a vessel, at most berths, whilst in port.

SERVICES: Tanker cleaning and slops services at Rock Ferry Tanker Cleaning Berth. Compass adjusting, D.F. Calibration can be arranged.

SHORE LEAVE: All bona vide crew members may be granted temporary shore leave during the vessel's stay in port, on condition that they leave in the same ship. This permission does not apply to any alien member of the crew who is refused leave to land by an Immigration Officer, or to whom an Immigration Officer has given notice prohibiting him from landing without leave.

AUTHORITY: Mersey Docks and Harbour Company.

AGENT: Lambert Brothers (Shipping) Ltd., Peel House, 5 Harrington Street, Liverpool, L2, OQQ. Tel. 051–236 7206 and 051–236 3644. Telex: 62510. Cables "Lambert Liverpool".

LONDON and Thames District: 51.30 N. 0.05 W.

DOCUMENTS:

1 copy of HM Customs and Excise form C.142 to be completed showing each crew members declaration as to the amount of cigarettes, tobacco, spirits, wine, radios, lighters, etc, belonging to them on board the ship to enable Customs to ascertain if in conformity or excess of requirements.
1 copy of HM Immigration Office (pink form) showing Master's declaration of crew members on board.
1 copy of List of Passengers on board, showing names, place of joining vessel, passport details.
Ship's Register to be available for inspection on arrival.
List of space occupied by cargo in unregistered space.
Chief Engineer's declaration as to the quantity of fuel carried in double bottom tanks.
Details of any livestock on board.
List of bonded stores in bond locker.
Details of previous ports of call.

PORT LIMITS: An arrived ship is considered (subject to Charter Party terms) to have arrived when vessel is instructed to anchor at a designated anchorage, as ordered by the Port Authority, if berth where vessel's operations are to be carried out is not available. Otherwise when vessel is alongside. Usual anchorage for larger vessels is below Southend, which is allocated to vessels by the Port Authority.

PILOTAGE: Pilotage by licensed Pilots in London pilotage district is compulsory unless previous exemption is granted.

Vessels approaching from South enter the pilotage area off

Folkestone Harbour position (Lat. 51° 04′ 37″ N. Long 01° 11′ 21″ E.). VHF Channel 16 (156·80 Mc/s.) calling, switch to Channel (156·45 Mc/s.) for working traffic. Range about 20 miles.

Vessels approaching from the North collect the Pilot at Sunk Pilot Cutter which operates in the vicinity of the Sunk Light Vessel off Harwich.

Vessels can also pick up and land Pilots at Margate Roads, VHF Channels 16 and 9.

Deep-drafted vessels can be provided with Pilots in deep water by arranging to be met by the Sunk Pilot Vessel in a suitable position about 3 miles East of Sunk Light Vessel.

Radio links: MF range 50 miles, call 2182 kc/s. Pilot transmits, listens 2241 kc/s. VHF range 20 miles, call sign Channel 16 (156·8 Mc/s.), switch Channel 6 (156·3 Mc/s.) for traffic.

Cable "Pilots Folkestone" or "Pilots Sunk Northforeland Radio" at least 12 hours before arrival, giving ETA, gross tonnage, deepest draft, destination. Advise any change at least 2 hours before ETA. Vessels for Sunk to keep in radio link with Pilot Cutter when in range. Fly "G" flag visual or Aldis lamp when making approach to pilot station. Pilot boats are black hull with "Pilot" shown in white.

If "Sunk Pilot" boat not operating in position due weather, move inshore to calmer waters; check "Northforeland" and "Scheveningen" radio for position.

Sea Pilot leaves vessel at Gravesend when River Pilot boards for final river passage.

Pilot ladders to conform to BOT approved plans.

RESTRICTIONS: No tanker carrying products with Flash-point 73° F or below is allowed to navigate, or empty tankers which have carried products below 73° F not gas-free are permitted to navigate above Coal House Point between 1 hour after sunset to 1 hour before sunrise, April to September; otherwise ½ hour. If in any doubt check with Thames Navigation Service.

Certain bulk chemical vessels are subject to this restriction also. Vessels with explosives on board to ascertain before arrival navigation restrictions with Thames Navigation Service, Gravesend, or local Agents.

The tides at London have a rise and fall of about 18 to 20 ft. above LAT (datum) depending on the tidal conditions.

The sea approach to Shellhaven is dredged to allow the passage of vessels to 48 ft. at mean neap tides. The depth to Gravesend Reach is about 26 to 28 ft. below MLWS, varying on tides.

THAMES NAVIGATION SERVICE:

Traffic Co-ordination Centre, Gravesend: This centre programmes all movements with the port, including the docks. All information required by the Authority regarding ETA, ETD, etc., should be passed through this centre. Also deals with all matters concerning provision of tugs in docks, floating derricks, dummy pontoons, or other services for vessels in dock, moorings in the river and any enquiry reference bye-laws, regulations, etc.

Gravesend Radio: VHF R/T Channel 16, Working Channels 12 and 20 – Port Health and Duty Pilot, Channel 18.

Radar coverage – Southend to Erith. Information supplied on request.

All vessels to report to this station on entering the port or before leaving the berth and whilst manoeuvring in the area below Crayford. Also report position at stated intervals.

Tidal heights – Tilbury to Estuary given on request.

Gallions Radio: VHF Channel 16; Working Channels 14 and 22.

Radar coverage (proposed) – London Reach to Blackwall Reach. Information on request. All vessels entering the area above Crayfordness, leaving the berth, manoeuvring, and whilst on passage, report to this station.

Tidal heights at Royals given on request.

Warden Point Radar: (proposed) VHF and radar coverage for Thames Estuary from Southend to outer limits.

Patrol Service: 24-hour patrol by launches fitted VHF Channels 16, 14, 12, 6, and radar. Can be contacted through Gravesend or Gallions Radio.

Liaison is maintained through the Thames Navigation Service with Owners, Agents, Pilots, Watermen and all emergency services.

For help, advice, assistance or any matter affecting ships and shipping, contact: Thames Navigation Service: Traffic Co-ordinator; Duty Officer, Gravesend, 0474–6811; Duty Office, Gallions, 01 476–7801.

ANCHORAGES: Southend, Warps Deep Water, Great Nore. Little Nore, Higham Bight (check with Thames Navigation if anchorage available), unrestricted time limit; Thameshaven (for oil tankers only); Gravesend, 12 hr. time limit. Depth's, boundaries vary. Sea Pilot is aware of safe anchorages depending size, type draft of vessel.

SIZE OF VESSEL: Maximum, oil carriers.

Berth	*Depth at low water*	*Size–length*
Coryton	46 ft. maximum	1,100 ft.
Shellhaven	48 ft. maximum	1,200 ft.
Holehaven	37 ft. maximum	720 ft.
Purfleet	28–37 ft. maximum	700 ft.
Grays	37 ft. maximum	620–750 ft.
Enclosed docks	*Maximum*	*Maximum length*
Royals/K.G. V	26–35 ft. depth	720 ft.
Tilbury	37 ft. depth	850 ft.
West India	26–29 ft. depth	565ft.

Other river and tanker berths restrictions apply according to tides and berth.

Deep-draft tankers for berthing at Shellhaven is sometimes over a period of 2 tides. Passage on the 1st tide to deep water anchorage, vessel to leave anchorage on make of 2nd tide and arrive off the installation ½ hour before high water of this tide.

HEALTH: No automatic pratique, or radio pratique given. The London Maritime Declaration of Health Form which is normally handed to the ship by the Pilot boarding vessel is to be completed and strictly complied to. Any doubts can be clarified by VHF to Thames Navigation, Gravesend, who will connect to the Port Doctor, or to "Northforeland Radio". Pratique is issued by the Customs at the berth after health requirements adhered to, and must be retained on board.

RADIO: Outside UK waters from the South call long range station "Portishead Radio"; approaching London, "Niton Radio" or "Northforeland Radio" giving agents draft and ETA.

TUGS: Tugs usually pick up vessels for Shellhaven and Holehaven in reaches approaching berth, or Gravesend for berths/docks up river. Tug lines can be hired to ships.

DRY CARGO BERTHS: *Containers:*

Tilbury Dock:
- No. 39 Berth OCL depth 37 ft.
- No. 40 ,, Common User depth 37 ft.
- No. 41 ,, ,, ,, ,, 37 ft.
- No. 42 ,, ,, ,, ,, 37 ft.
- No. 43 ,, ,, ,, ,, 37 ft.
- No. 45 ,, ,, ,, ,, 37 ft.

Victoria Deep-water Terminal depth 20 ft.

Roll-on/roll-off Traffic: Tilbury Dock
- No. 4 berth – Heavy lifts, depth 36 ft.
- No. 42 ,, – Canadian Transport, 37 ft.
- No. 44 ,, – SCA Transport, 37 ft.
- No. 46 ,, – Seaboard Terminals 37 ft.

Grain
- Tilbury Grain Terminal, depth 40 ft.
- Albion Wharf Erith ,, 25 ft.
- Royal Docks:
  - Empire ,, 29 ft. 6 in.
  - Spillers ,, 28 ft.
  - Premier ,, 25 ft. 6 in.

Iron Ore
- Fords Jetty, Dagenham depth 15 ft.

Latex
- Tilbury Cargo Jetty ,, 27 ft.

Cement
- Wouldhams No. 3 Jetty ,, 15 ft.
- Bevans Northfleet ,, 25 ft.
- Whites Wharf, Swanscombe ,, 20 ft.
- Alpha Jetty, Cliffe ,, 27 ft.
- Tunnel Cement, Purfleet ,, 30 ft.
- APCM Greenhithe ,, 18 ft.

Sugar
- Thames Refinery, Silverton ,, 27 ft.

Paper and Liner Board
- Imperial Papers Mills ,, 28 ft.
- Empire Paper Mills ,, 20 ft.
- Erith Deepwater Jetty ,, 11 ft.
- S. Williams No. 4 berth ,, 35 ft.
- Convoys Deptford ,, 14 ft.
- New Northfleet Wharf ,, 25 ft.
- Bowaters Northfleet ,, 25 ft.

LPG (Methane)
- North Thames Gas Board, Canvey ,, 35 ft.

Fertilisers
- BOCM, Erith ,, 25 ft.

The depths quoted are to be taken as approximate only. For detailed information contact the wharf operator or Thames Navigation Service.

The above list of wharves is not exhaustive.

TANKERS: There are about 40 berths for tankers in the Thames District, main terminals of which are listed below. Recommended that Masters cable terminal with discharge manifold size, enabling wharf have correct pipes ready. Slop tanks are available at most wharves.

Regent
- Upper depth alongside 40 ft.
- Lower ,, ,, 28 ft.

L.C.O.W. ,, ,, 35 ft.

Coryton
- No. 1 ,, ,, 30 ft.
- No. 2 ,, ,, 13 ft
- No. 3 ,, ,, 41 f
- No. 4 ,, ,, 45 f

Shellhaven
- Berth A ,, ,, 41 ft.
- ,, B ,, ,, 48 ft.
- ,, C ,, ,, 34 ft.
- ,, D ,, ,, 14 ft.
- ,, E ,, ,, 29 ft.
- ,, F ,, ,, 11 ft.
- ,, G ,, ,, 27 ft.
- ,, H ,, ,, 32 ft.
- ,, J ,, ,, 34 ft.
- ,, K ,, ,, 11 ft.
- ,, L ,, ,, 31 ft.
- ,, M ,, ,, 31 ft.

Wouldhams
- No. 1 ,, ,, 36 ft.
- No. 2 ,, ,, 36 ft.

West Thurrock Oil Terminal
- No. 1 ,, ,, 24 ft.
- No. 2 ,, ,, 24 ft.

Purfleet
Shell Mex No. 1 ,, ,, 28 ft.
Esso No. 1 ,, ,, 28 ft.
No. 2 ,, ,, 28 ft.
Cory's ,, ,, 35 ft.
Harrisons ,, ,, 20 ft.
S. Williams No. 5 ,, ,, 26 ft.
Cliffe
Jet Jetty ,, ,, 44 ft.

BRIDGES: No bridges below Tower Bridge which opens for shipping on request.

STEVEDORES: Ordered by the Agents; no ETA to stevedores from vessel necessary; labour to be ordered by 1500 hrs. day before required.

MEDICAL: Not necessary to contact Agents once port health requirements satisfied unless urgent medical treatment required on board on arrival. All medical treatment, vaccinations available.

DENSITY: Varies according to position and tides.

FRESH WATER: Available at all berths either from shore or barge.

FUEL: All types, grades available by barge, or from terminals.

FIRE PRECAUTIONS: Tankers – no smoking on open decks, only cabins. Deck fire hoses to be connected. Explosive workings at Chapman anchorage, same precautions. Red flag to be flown by these vessels. Fire tug to be in attendance when explosives being worked. Smoking not permitted in the docks or berths.

GANGWAY/DECK WATCHMEN: Available but not compulsory, Master's discretion.

OPENING/CLOSING HATCHES: Liner vessels by crew, with stevedore assistance. Tramp vessels according to the charter party.

CERTIFICATES: These certificates to be on board.
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction.
Derat. Exemption.
Previous U.K. Light Due Bills.
Cargo Gear and Chain Register complying to U.K. Factory Acts.
British Tonnage Certificate if available.

CUSTOMS ALLOWANCES: Customs usually permit 200 cigarettes or ¼ lb. tobacco per person on board for 4 days. They can refuse to issue duty free or amount allowed at their discretion. Usually permit 1/6th gallon or 1 bottle spirits per person for 4 days, They can issue less or refuse allow as duty free at their discretion.

CARGO GEAR: To comply with U.K. Factory Acts, valid chain and Cargo Gear Register to be on board. Stevedores usually supply cargo slings, etc.

IDENTIFICATION CARDS: Seamen's identity book required to be retained on board in port.

CONSULS: All British Commonwealth countries are represented in London by a High Commissioner's Office.

All foreign countries maintain embassies or a consular representative in London.

REPAIRS: All repairs, gas freeing possible; pre-advice recommended.

DRY DOCKS: Largest dry docks at Tilbury, 752 ft. length, 133 ft. breadth; King George Docks, 750 ft. length 128 ft. breadth. There are smaller dry docks available.

REPATRIATIONS: All facilities exist for changing crews, repatriations.

AIRPORTS: All flights serve London Airport, about 18 miles from centre of London. Gatwick and Southend Airports serve local and Continental services also.

TIME: British Standard Time which is one hour in advance of GMT. GMT during winter months.

HOLIDAYS: No work is available on official holidays usually. Official Days: Good Friday; Easter Monday; Whit. Monday; August Monday; Christmas Day; Boxing Day. Some weekend work is possible at certain berths only, at overtime rates.

POLICE/AMBULANCE/FIRE: Contact by telephone; dial 999 and ask for service needed.

TELEPHONES: Ship to shore connections available at most berths.

SERVICE REPAIRS: All types of service for navigational aids, radar, compass adjusting, nautical instruments repaired, slop discharge barges available. Tank-cleaning, gas-freeing services available.

SHORE LEAVE: Crew members allowed ashore but must rejoin on sailing.

PORT REGULATIONS: No livestock allowed ashore without permission Customs and Port Health Authorities.

AUTHORITY: Port of London Authority, World Trade Centre, London.

AGENT: Lambert Brothers Shipping Limited, 193–207 High Road, Ilford, Essex. Telegrams: "Lambert Ilford" and "Lambert London EC3". Telex: 897147. Tel.: 01 553–3311.

LONDONDERRY (incl. Moville): 55.00 N. 07.20 W.

The main port of Londonderry is situated about 21 miles from the sea on the River Foyle.

PORT LIMITS: Extend from Lifford Bridge to a line drawn from Greencastle Fort in the County of Donegal to the Tower on Magilligan Point in the City and County of Londonderry.

DOCUMENTS: For Londonderry see "Belfast". For Moville see "Dublin".

Since the Port of Londonderry falls within the Republic of Ireland and the United Kingdom, both Governments are concerned in regard to Customs documents. Moville, which is situated down river from Londonderry, is located in the Republic of Ireland and is the anchorage where deep-sea vessels lie prior to proceeding to Londonderry. Should vessels discharge cargo or load cargo at this anchorage, Irish documents are required. The port is under the control of the Londonderry Port and Harbour Commissioners who are recognised by both Governments.

PILOTAGE: The Londonderry Port and Harbour Commissioners are the Pilotage Authority for the Londonderry Pilotage District. For information regarding pilotage application should be made to The Secretary, Harbour Office, Londonderry, Northern Ireland.

Pilotage is compulsory, vessels taking the Pilot at the Foyle Buoy or Fairway Buoy, about 2½ miles N.E. from Dunagree Point, Innisshowen Head.

The pilot station is located at Carrickarory Pier, Moville, 55° 10′ 57″ N.; 07° 03′ 27″ W.

Deep-sea vessels usually take Pilot 2 hours before High water time Londonderry, so as to arrive at Londonderry on the top of High Water.

Pilotage service may be obtained in response to following signals:

Inward-bound vessels: By day. 1. The International Code Signal G; 2. The International Code Signal P.T.; 3. The Pilot Jack hoisted at the fore; 4. By daylight signalling lamp to the pilot station.

By night. 1. The pyrotechnic light, commonly known as a blue light; 2. A bright white light flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time; 3. The International Code Signal P.T. by flashing; 4. By signalling lamp to the Pilot Station.

By day or night. 1. By VHF (FM) radiotelephony to the pilot station at Carrickarory Pier. 2. By VHF (FM) radiotelephony to the pilot launch "Foyle Leader." 3. By I.F. radiotelephony to the pilot launch "Foyle Leader."

In poor visibility. By sounding the letter G in Morse Code on the steam whistle or siren.

As visibility to seaward from Carrickarory Pier is restricted it is important that Owners, Masters or Agents notify the Harbour Master (tel. Londonderry 3680) or outside Office hours the pilot station (tel. Moville 92) of the name of vessel; estimated time of arrival at the Fairway Buoy; draft of water of the vessel. It is also important that VHF (FM) communication be established with pilot station or pilot launch "Foyle Leader" or IF R/T communication with the pilot launch "Foyle Leader" as early as possible before arrival in Lough Foyle. Call signs, frequencies and procedure are as follows:

VHF (FM) and R/T Communications:

1. Pilot Station at Carrickarory Pier, Moville: Callsi gn "Foyle Pilots". Equipment VHF (FM) R/T single frequency working. A continuous listening watch is kept on Channel 16 (156.80 megacycles) except when pilot launch is operating, when watch is transferred to the launch. When communication has been established on Channel 16 (calling and safety channel) operators should switch to Channel 12 (156.60 megacycles.)

2. Pilot launch: Name of vessel "Foyle Leader". Call sign MIBC Equipment VHF (FM) R/T single frequency working and IF R/T When launch is operating a listening watch is kept on Channel 16 (158.80 megacycles). When communication has been established on Channel 16 (calling and safety Channel) operators should switch to Channel 6 (156.30 megacycles).

When arrival of vessels not yet fitted with VHF (FM) R/T is expected a listening watch on IF R/T will be kept on the pilot launch on frequency 2182 kilocycles per second (calling and distress frequency). When communication has been established on this frequency operators should switch to 2246 or 2301 kilocycles per second.

3. Harbour Office, Londonderry: Call sign "Harbour Office" Equipment VHF (FM) R/T single frequency working. All vessels fitted with VHF (FM) R/T while navigating in the river or at anchor in Moville Bay should keep a listening watch on Channel 16 (156.80 megacycles). When communication has been established on Channel 16 (calling and safety channel) Operators should switch to Channel 12 (156.60 megacycles).

Messages must be restricted to those related to the movement of vessels and safety of vessels and persons. Messages of any other nature and messages of a personal character cannot be accepted.

Outward-bound vessels and vessels shifting:

When the services of a Pilot are required for an outward-bound vessel or for shifting a vessel, notification should be given to Harbour Master (tel. Londonderry 3680) during office hours, of name of vessel; time of departure; draft of water of vessel; where bound. Early notification should be given to enable Pilot to board vessel in good time.

ANCHORAGES: The only anchorage at Londonderry is located at Moville.

MAX. SIZE: For vessels using main port of Londonderry, overall length 500 ft., draft (salt water) 23 ft. 6 in., beam 60 ft.

For vessels using E.B.N.I. Oil Jetty, Coolkeeragh, Londonderry, overall length 600 ft., draft (salt water) 23 ft. 6 in.

HEALTH: Pratique is automatic except in the case where the Master suspects one of the dangerous diseases on board when he should notify the Agent.

RADIO: Malin Head Radio Station, Republic of Ireland, covers WT transmissions and Portpatrick Radio Station, Scotland, covers RT transmissions.

TUGS: One tug is available which is under the control of the Londonderry Port and Harbour Commissioners.

BERTHING: Vessels of deep draft or large dimensions can only

berth at Londonderry to arrive on top of high water. Decisions in this matter are taken by the Pilots in conjunction with the Harbour Master.

The reconstruction in ferro-concrete of 300 feet of existing wharf at Coal Cranes Berth, Queen's Quay, made a total length of ferro-concrete wharves of approximately 2,000 ft. All berths have been dredged to give depth of 25 ft. at LWOST.

The Commissioners have also completed reconstruction in ferro-concrete of 15 Berth which is used by Anglo-Irish Transport Limited for a container service between Londonderry and Preston.

The port is especially adapted for shipment of live stock on large scale. The pens for reception of cattle, sheep and pigs for inspection by Government veterinary officers before shipment are situated close to shipping berths, and are completely roofed over for protection of animals.

STEVEDORES: ETA advices should be given before 1600 hours on week-days to arrange work for the next morning and before 1100 hours on Saturday to arrange work for Monday morning. Bagged cargoes at Londonderry are discharged by the ship's winches/derricks.

MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

TANKERS: No slop facilities available. Deep-sea tankers discharge heavy fuel oil for electricity power station at E.B.N.I. Jetty, Coolkeeragh, diameter of pipes 8 in. Crew are required to connect and disconnect hoses under port conditions.

DENSITY: Water at Londonderry is brackish and average density 1015 to 1018.

FRESH WATER: Available at all berths direct from shore lines.

FUEL: Gas-oil and light marine diesel available from road tankers and, in the case of Shell Mex and B.P., from their jetty which can accommodate vessels up to 1,200 DW.

GANGWAY/DECK WATCHMEN: Can be covered by crew; shore watchmen available if required.

OPENING/CLOSING HATCHES: This is required to be carried out by ship's crew under local port labour conditions.

CARGO GEAR: Ship's winches and derricks should be in good working order and have BOT Certificates or equivalent. Winches are also required to plough grain on grain vessels. Cluster lighting is required for night work.

IDENTIFICATION CARDS: Not obligatory but should be carried.

CONSULS:

Portugal Vice-consul – A. Mackenzie, Esq., 8 Foyle Street, Londonderry. Tel. 2033.

Norway Vice-consul – A. Mackenzie, Esq. 8 Foyle Street, Londonderry. Tel. 2033.

Norway – Under the Nordic Treaty, Norway also acts for Denmark, Finland, Iceland and Sweden.

REPAIRS: Deck and engine repairs are carried out by a local engineering works. No major repairs available.

DRY DOCKS: A small dry dock owned by the Harbour is available when harbour equipment is not being serviced. Size: 345 ft. long on floor, 50 ft. wide at entrance, depth of water on sill HWOST., 14 ft. 6 in.

REPATRIATION: Can be arranged by ship's Agent on request.

AIRPORT: The nearest airport to Londonderry is Aldergrove (Belfast) Airport, which is 80 miles from Londonderry.

HOLIDAYS: Port Holidays at Londonderry are: St. Patrick's Day (17th March); Easter Monday; 1st Monday and Tuesday in August; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required, or Police 2244; Ambulance 5171; Fire 2222.

TELEPHONES: No telephones available for connecting on board.

SERVICES: No tank cleaning available or facilities for discharging of tank-washings. Compass adjusters available from Glasgow.

REGULATIONS: Copies of Port Bye-Laws may be obtained through Agent.

AUTHORITY: The Londonderry Port and Harbour Commissioners.

LOWESTOFT: 52.29 N. 01.45 E.

DOCUMENTS:

Crew List (at least two copies).
Passenger List (at least 2 copies).
Manifest (at least 3 copies).
Customs & Health Documents (normal U.K. regulations).
Ship's Papers (to be presented to Customs or Port Authorities).

PILOTAGE: Pilots on standby at all times. Pilot launch fitted with VHF and maintains listening watch on Channel 16. Pilots can also be ordered by RT via Humber and North Foreland Radio, hence by phone.

Pilot's private telephone no. Lowestoft 4970 or Lowestoft 61976, or at the Lowestoft Harbour Masters Office, tel. Lowestoft 2286 (this number manned 24 hours). Pilot boat, black hull, white upper work with "Pilot" painted on each side. Light and sound signals as laid down in the International Code of Signals.

Pilot boards vessel at West Holm buoy or East Newcome buoy. Vessel should not approach harbour closer than these limits when awaiting Pilot.

ANCHORAGES: Pilotage anchorage North of a line joining West Holm buoy and Lowestoft Lighthouse.

RESTRICTIONS: No specific restrictions provided the height of tide is sufficient for draft of vessel. Large vessels normally enter on high water slack tide due to cross currents at entrance.

There are regulations governing the passage of vessels through the harbour entrance. Masters of vessels shall observe the Harbour Control Light which is a white flashing light situated below the fixed red light on the South Pier Lighthouse. This light is visible except between 232 degrees to 286 degrees true from the light. When this light is flashing vessels may proceed to sea, but no vessel shall enter the harbour. At all other times vessels may enter the harbour, but no vessel shall proceed to sea.

A green light is shown on the North Pier head and a red light on the South Pier Head, from sunset to sunrise. A green light is shown from sunset to sunrise on each of the Inner Pier Heads. These lights will become visible to the person in charge upon his vessel entering the harbour. A reed signal is fixed on the South Pier Head for use in foggy weather, four blasts of two seconds each will be given every minute.

MAX. SIZE: Maximum length approx. 300 ft. Draft 16½ ft. MHS.

HEALTH: U.K. Regulations.

TUGS: Two tugs are available; tugs' lines normally used.

BERTHING: *Outer Harbour* (comprising Hamilton and Waveney Docks and Trawl and Yacht Basins). Used largely for fish traffic:

Width at entrance	150 ft.
Depth at entrance	22 ft. MHWS
Water area	40 acres
Length of quays	4,500 ft.
Depth of water at quays	18 ft. MHWS
	12 ft. MLWS

Inner Harbour. Used for general cargo and grain traffic.

Water area	70 acres
Length of quay	6,500 ft.
Depth of water at quays	20 ft. MHWS
	14 ft. MLWS

STEVEDORES: Shipping Agent should be advised of ETA, etc., to enable gangs to be available.

MEDICAL: Advance notice desirable of medical attention required on arrival. Hospital facilities available in Lowestoft.

FRESH WATER: Can be supplied at various points on quays from hydrants with waterman in attendance. Normal hours 8.00 a.m. to 5.00 p.m. Monday to Friday, outside those hours overtime rates payable. Approx. flow 15 tons an hour.

FUEL: Marine diesel available from road tankers or fueling points within the docks. Twenty-four hours notice is normally required for supplying gas oil or boiler fuel; this comes from road tankers.

FIRE PRECAUTIONS: Local fire services available in an emergency. Special arrangements can be made for taking fire-fighting equipment to sea. Normal harbour fire-prevention regulations apply to all berths.

OPENING/CLOSING HATCHES: Carried out by crew.

CONSULS: Belgium tel. Lowestoft 2301
Denmark " " "
France " " "
Netherlands " " "
Norway " " "

REPAIRS: All types of deck and engine repairs are possible in the port.

DRY DOCKS: One dry dock. Length 248 ft. Width at entrance 48 ft. Depth of water on sill 13½ ft. MHWS.

AIRPORTS: Nearest international airport served by regular airlines is London (Heathrow). Smaller airport at Norwich (27 miles) not served by regular airlines.

POLICE/AMBULANCE/FIRE: In an emergency dial 999 and ask for service required. For normal enquiries: Police Lowestoft 2121; Ambulance Lowestoft 2572; Fire Lowestoft 2227.

GENERAL: Helipad on Dock Estate, also Heliport at Beccles (8 miles away).

Air/Sea Rescue Services at R.A.F. Cottishall (35 miles).
Royal National Lifeboat Institution, lifeboat berthed at Lowestoft.
200-ton crane available for heavy lifts.
Modern transit sheds, cattle lairage facilities.

SERVICES: Compass adjusting. VHF, Radar, radio repairs. All ships' provisions are available by arrangements with the shipping Agencies.

SHORE LEAVE: Leave is permitted.

AUTHORITY: British Transport Docks Board, Custom House, Lowestoft, Suffolk. Tel. Lowestoft 2286.

MANCHESTER: 53.29 N. 02.14 W.

GENERAL: The port of Manchester includes the whole of the Manchester Ship Canal and Queen Elizabeth II Dock. The Canal is approximately 36 miles long from its entrance at Eastham on River Mersey to the Manchester Docks.

DOCUMENTS:

1 Maritime Declaration of Health.
1 Crew Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.

1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-Line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bill of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Non-compulsory. Orders for Pilots may be lodged with the Pilotage Office at Eastham (Tel. Eastham 1242) or at Dock Office at Manchester (Tel. Trafford Park 2411). As much notice as possible should be given, particularly in the case of inward-bound vessels due to arrive at Eastham. Helmsmen can be obtained in same manner.

RESTRICTIONS: Eastham Locks. The main entrance to the Canal is at Eastham where there are two locks side by side, one 600 ft. by 80ft., and the other 350 ft. by 50 ft. The outer or lower sill of each lock is 13 ft. below Liverpool Bay Datum. The levels of upper sills of the 80 ft. and 50 ft. locks are 32 ft. and 29 ft. respectively below statutory water level in Canal.

Both locks are operated for incoming and outgoing vessels of suitable draft during a period of 8 hours on each tide, i.e. from 4 hours before high water to 4 hours after high water.

The Canal is constructed to give an available depth of water of 30 ft. from Eastham to Ince Oil Berth (5⅜ miles) and of 28 ft. from Ince to Manchester Docks.

The size of vessel which can navigate the Canal is governed by dimensions of locks, the height of fixed bridges and limitations for the draft of vessel.

Maximum length: The greatest length measured between perpendiculars drawn at the foreside of the foremost extremity and at the afterside of the aftermost extremity of the hull or any attachments to the hull shall not exceed 560 ft.

The length measured between perpendiculars drawn at the foreside of the stem and at the afterside of the rudder post, or through centre of the rudder stock if there is no rudder post, on the summer load water-line shall not exceed 535 ft.

The length measured between perpendiculars drawn at the afterside of the rudder plate and at the foreside of the foremost extremity of any part of the hull which is below a horizontal line drawn through the top of the rudder plate shall not exceed 544 ft.

Maximum beam: Vessels not proceeding beyond Ince Oil Berth: 72 ft. overall. Vessels proceeding beyond Ince Oil Berth: 63 ft. 6 in. overall.

Provided the height of masts and/or funnels or other structures is not more than 71 ft. 6 in. from water-line, vessels can pass under all fixed bridges under normal conditions. As, however, the headroom is less during periods of high-water levels, a vessel, in order to avoid possible detention, should reduce masts and funnels or other structures to 70 ft. above the water-line. The restriction as regards height does not apply to vessels proceeding only as far as Runcorn Bridge.

Facilities are available at Eastham for removing and replacing tops of masts and funnels.

MAX. SIZE: When vessels are Loading inwards for the canal Master should take these facts in to their calculations and have regard to the following limitations, all of which are expressed as maximum draft in fresh water:

Vessels inward bound to a berth	*Arrival draft at Eastham not to be such as would exceed:*
Between Eastham Locks and Ince Oil Berth	28 ft. 10 in.
Between Ince Oil Berth and Manchester Docks (other than Pomona Docks)	26 ft. 6 in.
To or from Pomona Docks (for coastwise shipping)	16 ft. 0 in.

in fresh water

Vessels loading outwards at any point between Eastham Locks and Ince Oil Berth should not have a draft exceeding 28 ft. 6 in. upon completion of their loading in this section.

Vessels loading outwards at any point between Ince Oil Berth and Manchester Docks (other than Pomona Docks) should not have a draft exceeding 26 ft. 6 in. upon completion of their loading in this section.

Large vessels can swing in the basins at Stanlow and Manchester Docks. Small vessels can swing at certain other points on the Canal.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

RADIO: A VHF radio-telephone service is available for communication between ships and shore and vice versa for exchange of information of a navigational character. The Canal Company's Control Station, which operate on channels allocated by the General Post Office are:

Eastham	Hague Channel 2
Latchford	Hague Channel 2 and 20
Manchester Docks	Hague Channel 2 and 18

A continuous watch on Channel 2 is maintained.

TUGS: The Canal Company maintains a fleet of high-powered tugs which may be hired to assist vessels.

BERTHING:

Locality	*Miles above Eastham*	*Bank N—North S—South*	*Total Length in feet*
Queen Elizabeth II Dock	—	S	3,155
Eastham Laybyes	—	N	645
Eastham Laybyes	—	S	1,560
30-ton Crane Berth	½	S	600
Bowater's Wharf	2	S	1,100
Ellesmere Port	2⅞	S	2,250
Associated Octel Wharf	4	S	600
Stanlow Oil Docks Nos. 1 & 2	4½	N	2,070
Stanlow Laybye	4⅝	S	600
Shell Company of the United Kingdom Ltd., Ince Coaster Berth	5¼	S	352
Shell Company of the United Kingdom Ltd., Ince Oil Berth	5⅜	S	600
I.C.I. Salt Berth	11¼	S	500
Runcorn Docks	12¼	S	7,500
National Coal Board, Acton Grange Wharf	17½	N	300
Warrington Wharf	19	N	350
Partington	27⅜	N	1,885
Partington	27⅜	S	1,236
Lancashire Steel Manufacturing Co. Ltd., Irlam Wharf	27¾	N	600
Barton Oil Berth	31⅞	S	508
Irwell Park Wharf	32¼	N	1,100
Eccles Oil Wharf	32½	N	600
Brown & Polson Wharf	32¾	S	700
Weaste Oil Wharf	33¼	N	557
Southern Oil Wharf	33⅝	N	500
Esso Petroleum Co. Ltd. Wharf, Mode Wheel	33¾	S	934
Manchester Docks (including Pomona Docks)	34½	N & S	29,875

TANKERS: *Queen Elizabeth II Dock.* This dock is adjacent to the locks at Eastham which give access to the Canal, and is approached from River Mersey through its own entrance lock. This lock is 807 ft. long by 100 ft. wide. The level of outer sill is 20 ft. below Liverpool Bay Datum. The dock covers an area of 19 acres in the form of a square and has four berths designed to accommodate large tankers, the dimensions of berths being as follows:

Berth No. 1 800 ft.	Berth No. 3 900 ft.
Berth No. 2 725 ft.	Berth No. 4 730 ft.

The dock is directly connected to oil installations by pipelines.

Stanlow Oil Docks. No. 1 & 2 (5 berths) 45 miles above Eastham Lock. Length 560 ft., draft 28 ft., beam 72 ft.

Ince Oil Berth. 55 miles above Eastham Lock. Length 560 ft., draft 28 ft., beam 72 ft.

Barton. 32 miles above Eastham Lock. Length 560 ft., draft 26 ft., beam 63 ft. 6 in. Daylight movements only. Max. height above water-line 70 ft.

DENSITY: The water in lower section of the Canal between Eastham Locks and Latchford Locks is brackish. In all sections above Latchford Locks the water is fresh.

MEDICAL: Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

FUEL: At Partington, coal tips are available for the loading of cargo coal, etc., and bunkers to vessels. Oil bunkers may be taken by arrangement with oil companies either from craft alongside or at various oil berths along the Canal.

DRY DOCKS: The Manchester Dry Docks Company Limited operates three graving docks at Manchester Docks:

No. 1 Dock–length 535 ft., width 65 ft., depth of water on blocks 20 ft, 3 in.
No. 2 Dock–length 500 ft., width 65 ft., depth of water on blocks 18 ft.
No. 3 Dock–length 450 ft. width 65 ft., depth of water on blocks 19 ft.

There is also a pontoon dock 260 ft. long and 45 ft. wide with a lifting capacity of 2,000 tons. The same Company operates a Pontoon Dock at Ellesmere Port of 300 ft. length and 58 ft. width with a lifting capacity of 4,000 tons.

CUSTOMS ALLOWANCES: At discretion of local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

TIME: British Standard Time is GMT plus 1 hour. Reverting to GMT during winter months.

HOLIDAYS: Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

AUTHORITY: The Manchester Ship Canal Company is the Authority for Port of Manchester, and also controls pilotage, towage and labour services of Port.

Ship Canal House, King Street, Manchester 2. Telegrams: Canal Manchester. Tel. Deansgate 2244.

AGENT: Cory Brothers Shipping Ltd., Royal London House, 196 Deansgate, Manchester, M3 3WF. Cables "Cory Manchester". Telex: 667207. Tel. 061 834 1167/8.

MEDWAY

PILOTAGE: *Folkestone.* Vessels for River Medway that are approaching from the South obtain Inward Sea Pilot at Folkestone Pilot Station. Telex: 96381. Tel. Folkestone 56766. Telegraphic Address: "Pilots, Folkestone". Notice required: preferably 24 hours notice ETA, then confirmation 12 hours prior arrival with ETA, draft, gross tonnage and destination.

Pilot boards from launch 1 mile South of Folkestone Pier. Contact Pilots by VHF Channel 16, then 9, two hours before arrival (call sign "Folkestone Pilots Radio").

Sunk Light Vessel: Vessels for River Medway that are approaching from the North, obtain Inward Sea Pilot at Sunk Pilot Station. Telegraphic address: "Pilots Harwich". Telex: 98472. Tel. Harwich 3129. Notice required: 12 hours prior to arrival. Cutter cruises in vicinity of Sunk Light Vessel, but in bad weather usually moves to Barrow Deep. Contact cutter on VHF Channel 16, then 9 or RT 2182 kHz (call sign "Sunk Pilot").

Deep drafted vessels can be provided with Pilots in deeper water by arranging to be met by the Sunk Pilot Vessel in a suitable position about 3 miles East of the Sunk Light Vessel.

Margate: Vessels approaching within the range Dieppe/Amsterdam obtain inward ISP at North East Spit Buoy. Telegraphic address: "Pilots, Folkestone". Telex: 96381. Tel. Folkestone 56766. Advance notice essential as Pilots not always on station. Notice required: preferably six hours, giving ETA, draft, gross tonnage and destination, confirming two hours prior to arrival. Contact Pilots by VHF Channel 9 (call sign "Margate Pilot"). Light or sound signals as per International Code. Pilot boat works from Margate Pier Head and boards in vicinity of North East Spit Buoy, but often has difficulty working in bad weather. Contact Pilots by VHF Channel 9 (call sign "Margate Pilots Radio") or call pilot boat on MF 2182 kHz (call sign "Margate Pilot"). Light or sound signals as per International Code.

Medway: Medway Pilots join ships at Little Nore Sheerness for all Medway ports, i.e. Isle of Grain, Sheerness, Beeness, Oakham Ness, Otterham, Rochester, Queensborough and Ridham. Telegraphic Address: "Pilot Sheerness". Tel. Sheerness 2276. Notice required: minimum two hours. Pilot boat keeps watch on VHF Channel 16, then 14. Call sign "Medway Radio" or Medway Patrol Launch on RT 2182 kHz. Call sign "Medway Patrol". Lights and sound signals as per International Code.

VHF/RADAR: Medway Port Operations and Information Service (Medway Ports Authority) is situated at Garrison Point, Sheerness. Tel. Sheerness 2035. Telex: 96435 (call sign "Medway Radio"). Fitted with VHF, Channels 16, 14, 9 and 22. The station has radar service surveillance of Inner Estuary, Sea Reach, Medway Approach Channel and Lower Reaches of River Medway. Pilot launch maintains watch on RT 2182 kHz (call sign "Medway Patrol") and is also fitted with VHF and radar.

PORT REGULATIONS: All vessels required to proceed in accordance with instructions of Port Authority. Vessels are requested to advise Medway Ports Authority – Medway Port Operations Service (call sign "Medway Radio") VHF Channels 16, 14, 9 and 22, or Medway Ports Authority Launch (call sign "Medway Patrol") on 2182 kc/s of ETA, shifting or sailing movements.

MILFORD HAVEN: 51.42 N. 04.56 W.

DOCUMENTS:
Port Health Form.
Immigration Form.
Customs Forms (Crew Declaration, List of Stores.)
3 Crew Lists.

PILOTAGE: Call Milford Haven Signal Station on VHF Channel 16. For link call with signal station telephone Milford Haven 2343.

ETAs normally required at 12 hours notice. In exceptional circumstances an ETA of two hours notice will be sufficient, but ships giving only 2 hours notice may be delayed in receiving a Pilot.

Pilot launch, green hull, white wheelhouse, keeps continuous watch on VHF Channels 16 and 12 with facilities for operating on Channels 14, 8 and 6.

The pilot launch does not cruise continuously at St. Ann's Head, and early ETA to signal station necessary to avoid delay. If contact not made with pilot boat it should be made through signal station.

PORT VHF: It is important to maintain continuous radio telephone contact with Signal Station when within one hour's steaming of St. Ann's Head, and at all times when in Haven and not safely moored to an alongside berth, including times spent at anchor or at buoys. All vessels equipped with F/M, VHF, R/T should adopt following procedures:

Entering the Harbour: Contact Signal Station on Channel 16 (156·8 m/cs) when within one hour's steaming of St. Ann's Head. After making contact ship will be requested to maintain watch on Channel 12 (156·6 m/cs) until vessel safely moored alongside or at anchor.

Going to anchor or to a buoy mooring: report to Signal Station when secured and then maintain a continuous listening watch on Channel 16.

Berthing alongside: report to Signal Station when safely moored and may then shut down.

Leaving the Haven: Maintain continuous listening watch on Channel 12 (156·6 m/cs) until Pilot has disembarked, when Signal Station should be informed and vessel should maintain a continuous watch on Channel 16 (156·8 m/cs) until one hour after passing St. Ann's Head.

Navigating within the Haven: Maintaining a continuous watch on Channel 12. When radio telephone is used between vessel and tugs during berthing operation Channel 6 or 8 will be used and Signal Station will be informed before vessel comes off Channel 12.

Signal Station will answer calls on Channel 16 for any ship in the port which has been instructed to move off international calling frequency.

ANCHORAGES: Anchorage normally available for vessels up to 40 ft. draught in Dale Roads. Anchorage for smaller vessels normally available in Dale Shelf. Signal Station will advise mariners on the availability of these anchorages.

RESTRICTIONS: The "West Channel" with minimum depth of 55 ft. at the entrance and 54 ft. inside is the channel used by the largest tankers. The "East Channel" with minimum depth of 32 ft. is available to all vessels of suitable size and vessels able to do so are requested to use it when the largest tankers are entering or leaving in the "West Channel".

MAX. SIZE: Vessels of 65 ft. draft can be handled on virtually all high waters, but draft restriction always dependent on tide, e.g. 63 ft. at worst HW neaps, or up to 67 ft. in favourable conditions. Contact Milford Haven Signal Station on VHF Channel 12 for latest information.

HEALTH: All vessels from endemic areas are boarded by Port Health Officials on arrival. Any suspected disease or fever on board radio Port Health, Milford Haven not more than 18 hours before arrival and not less than 4 hours before arrival.

RADIO: Lands End Radio, Ilfracombe Radio.

TUGS: Tugs normally join vessels to Westward of Esso Jetty, but master will be advised by Pilot. Tug's lines used, cost of lines inclusive of towage charge.

BERTHING: VLCCs enter at HW and berth heading East. Vessel will be required to swing after unloading and prior to departure.

STEVEDORES: Ordered prior to arrival with at least 3 days notice.

MEDICAL: Advance notice to Agent not necessary. Local hospital facilities available. Smallpox and yellow fever certificates required.

TANKER TERMINALS:

Esso No. 1 Berth depth 57 ft. five 12-in. cargo lines
No. 2 Berth: depth 65 ft. four 16-in. and one 10-in. cargo lines
No. 5 Berth: depth 20 ft. for small coastal vessels
Esso swinging ground dredged to 37 ft. Also see "Developments".

B.P. Angle Bay
No. 1 Berth: depth 54 ft. five 10-in. cargo lines; one 8-in. fuel line
No. 2 Berth: depth 54 ft. five 10-in. cargo lines; one 8-in. fuel line
No. 3 Berth: depth 66 ft. five 16-in. cargo lines; one 10-in. fuel line
B.P. swinging ground dredged to 32 ft.

Texaco, Pembroke
No. 1 Berth: depth 68 ft. 16-in. crude lines
No. 2 Berth: depth 52 ft. 8-in. crude lines
No. 3 Berth: depth 36 ft. 8-in. product lines
No. 4 Berth: depth 18 ft. 6-in. product lines
No. 5 Berth: depth 21 ft. 6-in. product lines
Texaco swinging ground dredged to 32 ft.

Gulf Oil
No. 1 Berth: depth 42 ft. three 10-in. and two 12-in cargo lines
No. 2 Berth: depth 55 ft. six 12-in. cargo lines
No. 3 Berth: depth 34 ft. six 8-in. and one 4-in. cargo lines
Gulf swinging ground dredged to 42 ft.

DENSITY: 1025.

FUEL: All terminals Gulf, Texaco, B.P. and Esso supply all grades of bunkers.

FIRE PRECAUTIONS: Fire wires to be rigged fore and aft.

DEVELOPMENTS: *Esso:* Two new berths under construction, each to be fitted with two 10-in. and three 12-in. hydraulically controlled loading arms.

Amoco: A new refinery and associated marine terminal under construction for Amoco, situated on north shore, close east of Esso terminal.

GANGWAY/DECK WATCHMEN: Supplied if necessary – very rarely.

CERTIFICATES:
Register.
Load Line.
Safety Radio.
Safety Equipment.
Light Dues, etc.

CUSTOMS ALLOWANCE: Tobacco, ½ oz. per man per day. Wine/Spirit, ¼ pint per man per day.

IDENTIFICATION CARDS: Not necessary.

CONSULS:

Norway	tel. Milford Haven 2313
France	,, Milford Haven 2313
Belgium	,, Milford Haven 2313
Spain	,, Pembroke Dock 2603
Italy	,, Milford Haven 2473

REPAIRS: All types of deck and engine voyage repairs carried out.

DRY DOCKS: One dry dock at Milford, 600 ft. × 63 ft.

REPATRIATION: Crew changes frequently carried out and repatriation arranged.

AIRPORT: Nearest airport at Rhoose (near Cardiff) distance approximately 100 miles. Flights to London, etc., for onward connections.

TIME: Local Time is BST (GMT plus 1 hour). GMT during winter months.

HOLIDAYS: Standard U.K. Holidays. Cargo work can be arranged on these days.

POLICE/AMBULANCE/FIRE: Police Milford Haven 2351, Pembroke Dock 2121; Ambulance Haverfordwest 3347; Fire Haverfordwest 2131.

TELEPHONES: No telephones on board. Public call boxes exist on all jetties.
GENERAL: Anti-oil Pollution plan in force with facilities for dealing with any oil pollution.
SERVICES: Compass adjusting. D.F. calibration. A "Scamp" underwater hull cleaning service is available.
N.B. Crew and stores directed by rail to vessels at Angle Bay (B.P.) or Pembroke (Texaco) should be directed to Pembroke Station. For vessels at Esso and Gulf Terminals, stores should be directed to Milford Haven.
SHORE LEAVE: Shore leave allowed.
PORT AUTHORITY: Milford Haven Conservancy Board, PO Box 14 Milford Haven Pembrokeshire. Tel. Milford Haven 2341 2343 and 2342.

AGENT: Cory Brothers Shipping Ltd., 5, Victoria Road, Milford Haven, Pembs. Cables: "Cory Milfordhaven". Telex: 48338. Tel. Milford Haven 2473.

NEWHAVEN: 50.47 N. 00.04 E.

PORT LIMITS: A line drawn from a position 300 ft. South of the breakwater in a 075° direction to Seaford Bay.
DOCUMENTS: See "London".
PILOTAGE: Trinity House Pilots, Newhaven District: VHF "Newhaven Radio" Channels 16 and 12. Tel. Newhaven 4822 and Neptune 580. Pilot boats are small fast launches painted red and white. Light and sound signals for a Pilot is "G". Notice of ETA 12 hours before arrival, if possible. Anchorage for a vessel awaiting a Pilot is ½ to 1 mile S.W. of the breakwater, depending on weather conditions. Pilots normally board S. to S.W. of the breakwater, but in severe gale conditions they keep station 100 metres from breakwater end. and guide vessels in with VHF or lamp. Notice should also be given to the red and green signal lights at the West Pier end lighthouse, and on no account should vessels pass breakwater end if signal is at red. In normal weather, pilot ladder should be on lee side about 1 m. above water. In Southerly gales Pilots prefer a ladder on each side, if available.
RESTRICTIONS: Three fathoms through entrance to port LWOST through to inner harbour then dredged depth of 13 ft. in accordance with new chart datum 11·40 ft. above OD Newlyn.
MAX. SIZE: 450 ft. length, 21 ft. 6 in. draft taking bottom on soft mud at low water. Vessels greater than 350 ft. LOA length must either be towed into or out of port. Vessels for North Quay must not exceed 250 ft., length, draft 17 ft.
RADIO: Radio Station Niton Radio, call sign Niton Radio.
RADAR/VHF: No radar service. Ship's may contact West Pier control point on Channel 16, working on Channel 12.
TUGS: Available upon request.
BERTHING: Vessels may be berthed at any time, with prior notice given.
BRIDGES: Vessels requiring to berth at North Quay must arrive within 2 hours either side of high water in order to pass through swing bridge which governs access to this quay.
STEVEDORES: ETA should be given as far in advance as possible and not less than 24 hours before ETA.
DENSITY: Salt water.
FRESH WATER: Available on request. Supplied by shore hosepipe.
FUEL: Available.
FIRE PRECAUTIONS: Usual no-smoking precautions on quayside in port area.
GANGWAY/DECK WATCHMEN: Not provided by Port Authorities but recommended at discretion of Ship's Master.
CONSULS: Norwegian Vice-Consul and French Consular Agency,
REPAIRS: Repairs of a temporary nature only may be carried out by B.R. workshops.
AIRPORT: Nearest airport Gatwick, distance 30 miles. Served by regular airlines.
POLICE/AMBULANCE/FIRE: Police: Civil, Newhaven 5219; Port, Newhaven 4131 (extension: 29). Ambulance: 0830–1700 hours, Lewes 5400; 1700–0830 hours, Lewes 2819; Fire: 999.
SHORE LEAVE: Allowed.
AUTHORITY: Shipping and Port Manager, British Railway Board, Newhaven Harbour, Newhaven, Sussex. Tel: Newhaven 4131. Telex: 87151.

NEWPORT, Mon.: 51.35 N. 02.59 W.

PORT LIMITS: The seaward boundary of the port within which a vessel is considered to be an "arrived vessel" and laytime commences to count is Barry Roads.
DOCUMENTS:
Crew List.
List of stores for individual crew members.
Cargo Manifest.
Cargo Plan.
Ship's Register.
Loading Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
United Kingdom Light Bills.
PILOTAGE: Telegraphic address – "Newpilots Barry". Advance notice required – 24 hours. VHF Channel – Channel 16 for contact, thence Channel 6 for conversation. Description of pilot boat – diesel launch, black hull, white superstructure, buff funnel and "Newport Pilots" painted in white on bulwarks. Particular light or sound signals to be made by vessels requiring a Pilot – Code Signal 8, i.e. 3 longs 2 shorts. Pilot boat is located in vicinity of Breaksea Lightvessel, or in vicinity of Mercur Buoy, for small vessels. Maintain VHF contact (if possible) with pilot cutter and obey instructions with reference to positioning of vessel to facilitate boarding of Pilots.
ANCHORAGES: Large vessel should anchor in deep water to North of one Fathom banks. Deeper water anchorage (10–14 fathoms) in area between Breaksea Lightvessel and East one Fathom Bank Buoys to the South, and shallow water off Barry Roads to the North. Small vessels will find safe anchorage in Barry Roads in varying depth, depending on weather conditions and draft.
RESTRICTIONS: Entrance to Newport Docks is by means of a sea lock 1,000 ft. long, 100 ft. wide.
MAX. SIZE: Maximum size of vessels accepted at Newport is 800 ft. long, 96 ft. beam, 33½ ft. draft.
HEALTH: Port Health Authority Board vessel at entrance lock and pratique is automatic.
RADIO: At sea – Land's End radio station, call sign GIL. Within Bristol Channel radio station Portishead, call sign GK– (last letter according to frequency).
VHF: Vessels requiring entry can contact port on VHF radio Channels 16 and 11.
TUGS: Normally join at Newport Deeps. Ship's line used.
BRIDGES: Junction passage connecting South and North Dock restricts vessels to a maximum size of 56 ft. 6 in. beam and 25 ft. draft.
BERTHING: South Dock, normal depth of water 35 ft. North Dock, normal depth of water 27 ft.
BULK HANDLING FACILITIES: Container terminal on sight of former East Lock equipped with derrick crane of 32 tons capacity.
New container terminal in South Dock equipped with container crane of 35 tons capacity.
Two side loaders each of 35 tons capacity.
One floating crane of 50 tons capacity.
STEVEDORES: Labour is allocated to vessels on arrival.
MEDICAL: No advance notice of medical attention for crew members is required and hospital facilities are available.
DENSITY: Average density of water in docks is 1016.
FRESH WATER: Available at all berths.
FUEL: All classes of fuel available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, ½ lb. per crew member, reduced by 50% on coastal trade. 1 pint of spirit and 1 pint wine per crew member, reduced by 50% on coastal trade.
IDENTIFICATION CARDS: Not required.
REPAIRS: All wet dock and engine repairs possible.
DRY DOCK: 454 ft. × 64 ft.
REPATRIATION: All facilities for the changing of crew and repatriation are available.
AIRPORT: Glamorgan Rhoose Airport terminal 28 miles from Newport. Regular connection planes to London Airport.
TIME: BST, GMT plus 1 hour. GMT in winter months.
HOLIDAYS: Work not undertaken on Christmas, Easter, Spring and Summer Bank holidays. With the exception of Christmas holiday (25 and 26 December) dates on other holidays vary.
POLICE/AMBULANCE/FIRE: Telephone number 999 stating which service is required.
TELEPHONES: Telephone facilities are available aboard vessels.
SERVICES: Tank cleaning equipment. Facilities for tank washing, compass adjusting are available.
SHORE LEAVE: No restrictions to crew members.
AUTHORITY: British Transport Docks Board, Alexandra Docks, Newport, Mon. Newport 65411. Telex 49585.

AGENT: Cory Brothers Shipping Ltd., 66 Dock Street, Newport, Mon. Cables: "Corship Newportmon". Telex: 49429. Tel. Newport 66351.

PLYMOUTH: 50.22 N. 04.90 W.

DOCUMENTS: Importer to supply Agent with Customs documentation, e.g. original B/L with cheque to cover various details; plus copies of Invoice and Forms C.105 with packing lists. Deratting or Exemption Certificate required.
PILOTAGE: Compulsory for merchant vessels. Call sign FSG, or 4 short blasts on whistle. Vessels not subject to compulsory pilotage may obtain docking Pilot in Plymouth Sound otherwise Pilot Station off Penlee Point.
Pilot boat is motor boat with white upperworks, black hull. "Pilot" in black on wheelhouse.
RADIO: Station PQIS fitted VHF. Continuous watch. Pilot cutter has FM.RT – C 2182 kc/s (Channel 16). W. 2301, 2246 (Channels 6, 8 and 12). Continuous watch kept. Shore based Trinity House Pilots call Cattewater Harbour Radio, keeps continuous watch on Channel 16 and is fitted with Channel 12 (first choice PQIS).
ANCHORAGES: In Plymouth Sound.
MAX. SIZE: Maximum depth of water 30 ft. Vessel drawing 26 ft. would leave anchorage two hours before High Water.
HEALTH: Pratique. Apply to Customs Waterguard. Pratique issued when requirements satisfied.
TUGS: Available in Sound.
BERTHING: The Outer Basin is tidal and enters directly from Plymouth Sound. West wharf, 750 ft. length, depth 30 ft. LWOST.
Trinity Pier, 500 ft. length
Mill Bay Pier, 450 ft. length.

The Inner Basin, general depth of water 20 ft., with 25 ft. depth alongside a 600 ft. length of wharf quay.

CARGO HANDLING FACILITIES: Silo for grain imports owned by Spillers Ltd. Calor Gas plant on North Quay for imports of butane and propane gas. Bulk coal imports and processing for the Plymouth Co-operative Society is situated on South Quay.

A roll-on/roll-off ferry terminal will commence operations in January 1973.

STEVEDORES: British Transport Docks Board: Commodities regularly handled include fresh fruit and vegetables, timber, coal, scrap metal and general cargoes.

MEDICAL: No advance notice required; hospital facilities in Plymouth.

FRESH WATER: Available from shore at all berths.

FUEL: All normal grades available at short notice.

OPENING/CLOSING HATCHES: Performed by ship's crew or by stevedores at request of ship.

CERTIFICATES: Tonnage registration.

CONSULS:

Norwegian	65154	Greece	60604
Swedish	65154	Italy	63445
Spanish	65154	Netherlands	64846
French	65154	German	66444
Belgian	65154	Dominican Rep.	63175

REPAIRS: Ship repairing facilities available.

HOLIDAYS: Cargo work can often be arranged on Public Holidays subject to prior notice.

POLICE/AMBULANCE/FIRE: Telephone 999.

TELEPHONES: By special arrangement with the GPO, can be placed on aboard.

AUTHORITY: British Transport Docks Board, Millbay Docks, Plymouth. Tel. Plymouth 62191.

POOLE, Dorset: 50.43 N. 01.59 W.

DOCUMENTS: As for other British ports.

PILOTAGE: Pilots board ½ mile South of Poole Bar Buoy from cutter. Prefer ladder 2 ft. from water and a good lee. R/T watch kept on 2182 k/cs working frequency 2241 k/cs. As much notice as possible. Address: Pilots, Poole.

ANCHORAGE: Vessels can anchor anywhere in Poole Bay and Studland Bay. Good holding ground and protected in all but Easterly gale.

RESTRICTIONS: Vessels drawing up to 13 ft. can enter at any state of tide. Draughts of 16 ft. must wait to within 2 hours of high water.

MAX. SIZE: Maximum length 350 ft., beam – no limit, draft 17 ft.

RADIO: Niton.

TUGS: Join off North Haven. Ship's lines. No difference in charges.

BERTHING: Berthing time depends on draft at some private quays. No restriction at New Quay, Ro/Ro berths in operation Jan. 1973. 25 ton container crane available. Pneumatic bulk grain and fertiliser loading/discharging equipment in operation.

BRIDGES: Poole Bridge at West end of Poole Quay. Will open at any time on request by commercial vessel.

STEVEDORES: Normal notice for gangs. No Sunday work.

MEDICAL: Advance notice required for ambulance services. Normal medical and hospital services available.

TANKERS: Three oil berths. Diameter of load/discharge lines 6 in.

DENSITY: 1021.

FRESH WATER: Delivery 25 tph by 2 in. hose.

FUEL: Gas oil only.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Work carried out by crew.

IDENTITY CARDS: Not required.

CONSULS: None.

REPAIRS: All types deck and engine repairs can be carried out. Slipways (2) available for vessels up to 220 ft. LOA by 40 ft. beam and 120 ft. LOA by 30 ft. beam.

AIRPORT: Charter flights for crew changes can be carried out from Poole/Bournemouth Airport 7 miles away from port.

POLICE/AMBULANCE/FIRE: Call 999 and ask for service required.

AUTHORITY: Poole Harbour Commissioners: Harbour Master and Collector of Dues, Harbour Office, The Quay, Poole, Dorset. Tel. Poole (020 13) 3845.

AGENT: John Carter (Poole) Ltd. The Quay, Poole. Tel. Poole 4102. Telex 41176. Cables: Maritime Poole.

PORTSMOUTH: 50·48 N. 01·07 W.

DOCUMENTS: (Those marked* to be produced to H.M. Customs Boarding Officer.)

*1 Maritime Declaration of Health.
*1 Crew's Effects List C142.
2 Ship's Reports by Master.
*1 Home Office Form 1B6.
*1 Stores List.
*1 Certificate of Deck Cargo Tonnage.
*1 Grain Certificate.
1 Light Dues Certificate.
1 Port Dues Certificate.
*1 Passenger List.
*1 Landing Card for each non-British passenger.
*Ship's Certificate of Registry.
Mercantile Marine Office Certificate (British ships only).
*Load Line Certificate.
*Safety Equipment Certificate.
Lloyds Certificate.
*De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
*List C143 for packages not cargo or crew/passenger effects.
*Danish Tollpass for ships arriving from Denmark.
XS4 (Authority for Agent to make Report and clear vessel outwards for Master).

Note: Where cargo is to remain on board for unloading at another port after Portsmouth, 3 copies of Ship's Report are required by the Custom House.

PILOTAGE: See "Southampton" entry for sea pilotage. As Portsmouth is within the Isle of Wight Pilotage District, a Sea Pilot must be employed by vessels subject to compulsory pilotage. Trinity House Portsmouth Pilots conduct vessels to and from the commercial berths. (Admiralty Pilots must also be employed by commercial vessels making use of any Admiralty berth or tugs.) Harbour Pilots put to sea only as required. Pilot boat "Spit Sand" (call sign "Portsmouth Pilots") is equipped with VHF, Channels 16, 11, 9 and 6, and shows international signals by day and night. In most cases, vessels bound to and from the Westward will find it more convenient to use the Nab or Eastern approach to Portsmouth.

ANCHORAGES: Small vessels may anchor close Westward of the "Outer Spit" buoy, unless prohibition signal flying – see "Restrictions". Larger vessels will be allocated a numbered anchor berth in the Spithead Man-of-War anchorage by the Queen's Harbour Master; Sea Pilots will be fully informed before vessel's arrival. If anchorage is prohibited in Spithead, St. Helen's Roads or Cowes Roads are the nearest safe anchorages. Mooring buoys inside the harbour are occasionally used.

MAXIMUM SIZE: Commercial berths: Camber – length 260 ft., draft 16 ft. Flathouse – length 280 ft., draft 18 ft. Albert Johnson Quay – length 340 ft., depth at Spring low water, 14 ft.

Draft refers to arrival at spring tides. Vessels at all these berths must expect to take the bottom in soft mud at low water springs.

Admiralty berths used by commercial vessels: South Railway Jetty, Portsmouth, and Admiralty Oil Jetties at Gosport; regular use; maximum length 648 ft., maximum draft 36 ft. These figures may occasionally be exceeded in special cases.

RESTRICTIONS: The following traffic signals are exhibited and must be complied with by all vessels. Shown by Central Signal Station (C), Blockhouse (B), Gilkicker (G), Dolphin Pier (D) and H.M. ships concerned (S).

Day	*Night*	*Meaning*	*Shown by*
Red flag with white diagonal.	Red	No vessel to enter or leave harbour or enter approach channel	C
	Green		B
	Green	North of Outer Spit Buoy.	G
Red flag with white diagonal over black ball.		No vessel to enter harbour or approach channel. Outward shipping may proceed.	C B G
Black ball over red flag with white diagonal.		No vessel to leave harbour. Inward-bound shipping may proceed.	C B G
Black pendant.	White Red Red	No merchant or private vessel to anchor in man-of-war anchorage in Spithead.	G
Answg. Pendant over Pt 0.		All vessels North of Outer Spit keep clear of warship flying this signal.	S
Answg. Pendant over Pt. 9.	Green Green Green	All vessels and boats keep clear of H.M. ships under way.	C B G
Answg. Pendant over flags N E	Green Red	Proceed with great caution, ships leaving Camber (Not ferries).	B
Answg. Pendant over flag A.	Red Red	Divers down, keep clear.	Diving boat.
Flag E	Orange	Submarine entering or leaving Haslar Lake. At night, light flashes when sub. under way. All vessels keep clear of submarines.	B D

Speed limit of 7 knots in harbour and when within 1,000 yards of shore; 12 knots within 1,000 yards of any of H.M. ships and anywhere within the Dockyard Port not covered by the 7 knots limit. Dockyard Port boundaries are shown on Admiralty charts.

Time of entry is restricted by the vessel's draft and state of tide. Enter Camber only at 4 hours before high water or at high water slack. Vessels do not berth at South Railway Jetty from 2 hours before high water until high water.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a Port Doctor or an officer of H.M. Customs, depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (North European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board, Port Health Authority must be

informed, preferably not more than 12 nor less than 3 hours before arrival.
RADIO: See "Southampton" entry for Sea Pilot Communications. "Portsmouth Harbour Radio" keeps continuous watch during normal office hours and from 00 minutes until +15 minutes of every hour when office is closed. VHF only. Channel 16 for calling and Channel 11 working frequency.
Gilkicker Signal Station is equipped with VHF Channels 16, 13, 12, 11, 10 and 6 with limited range, and is also equipped for visual signalling. Medium frequency radio-telephone only by link call through Nitonradio.
TUGS: 200-ton tug with bollard pull of 2 tons and several two-boat launches are available for commercial vessels at commercial berths. Two 1,600 hp diesel paddle tugs and five screw tugs are available for larger vessels using Admiralty berths.
STEVEDORES: Registered dock workers and cranes must be ordered by 1500 hours on the day previous to commencement of discharge or loading, depending upon receipt of exact ETA from Master.
MEDICAL: All medical facilities available. Agent should be advised in advance. (See "Southampton" entry if arrival is solely to land sick personnel.)
CUSTOMS ALLOWANCES: As for "Southampton".
DENSITY: 1025 salt water.
FRESH WATER: Available.
FUEL AND DIESEL OILS: Available by road tanker or bunker barge from Fawley.
FIRE PRECAUTIONS: Notices will be delivered to Master if berthing at any jetty where special precautions apply.
HATCHES: Opened and closed by ship's crew.
CRANAGE: Two mobile cranes of 15 tons, 1 mobile crane of 10 tons and 13 mobile cranes of 2 tons capacity are provided by the Port Authority.
CONSULS:

Belgium	Norway	Sweden
Denmark	France	
Finland	Netherlands	

REPAIRS: Minor deck and engine repairs can be carried out locally. Larger repairs and dry dock facilities at Southampton.
AIRPORT: Fast train service from Portsmouth to London Airport. Portsmouth and Eastleigh airports are local, but mainly short flights to Channel Islands and feeder services.
SERVICES: All marine, radio and radar services can be obtained from Southampton.
REPATRIATION: All facilities exist.
TELEPHONES ON BOARD: No.
AUTHORITY: Admiralty acting through Queen's Harbour Master. City of Portsmouth for Commercial berths.

PORT TALBOT: 51.35 N. 03.49 W.

DOCUMENTS:
Ship's Register.
Test Certificate for ship's gear.
Manifest.
Master's Report to be completed on arrival.
Customs and Health Documents as required by H.M. Customs and Port Health Authorities, to be completed on arrival.
PILOTAGE: Station – Swansea Bay. Usual International signals. VHF Channels 16 and 12.
ANCHORAGES: Swansea Bay.
RESTRICTIONS: *Ore terminal* in New Harbour, entrance channel 1½ miles long, 550 ft. wide. Depth 60 ft. MHWS, 53 ft. MHWN.
MAX. SIZE: *Ore terminal* – 100,000 tons dw ore carriers – draft 49 ft.
TUGS: Off Breakwater.
BERTHING:
New Harbour. British Steel Corporation provide two unloading appliances on the jetty and also a conveyor-belt system to carry the iron ore to the stocking ground close to harbour and steel works. Grabs on the unloading appliances weigh 22 tons each, and each have a pay-load of 22 tons. The two discharging appliances together have an unloading rate of 3,600 tons per hour. Average rate throughout discharge from start to finish of the two discharging appliances together is 1,800 tons per hour.
STEVEDORES: ETA advices sent by vessels to local Agent and then advised to British Steel Corp. as stevedores. Labour ordered by Agent from B.S.C.
DENSITY: Ore Terminal 1025.
FRESH WATER: By gravity 10 tons per hr. Harbour pumping 100 tons per hr.
FUEL: By barge or road tanker. Any grade available.
GANGWAY/DECK WATCHMEN: None, But by-laws state that vessel must be manned.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Tobacco, 1 oz. per day per man, maximum 8 days. Wine/Spirits, ¼ pint per day per man, every 4 days.
IDENTIFICATION CARDS: Docks Police would require identification to be available.
CONSULS: None at Port Talbot; contact Swansea.
REPAIRS: Facilities exist.
DRY DOCKS: 460 ft. × 58 ft.
REPATRIATION: All facilities exist.
AIRPORT: Rhoose Airport 25 miles away. Mainly short trips connecting with main airports.
TIME: GMT plus 1. GMT in winter months.
HOLIDAYS: It is the custom, at the Tidal Harbour, to work on Bank Holidays.
POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.
TELEPHONES: Can be connected on board.
AUTHORITY: Docks Manager, Swansea & Port Talbot, Swansea.
AGENT: Cory Brothers Shipping Ltd., Commercial Buildings, Station Road, Port Talbot. Cables: "Cory Port Talbot". Telex: 48295. Tel. Port Talbot 2292.

ROCHESTER: 51.23 N. 0.30 E. (including Chatham, Strood, Upnor, Gillingham, Otterham Quay, Snodland, Halling & New Hythe)

DOCUMENTS: See "London".
PILOTAGE: See "Medway".
ANCHORAGES: See "Sheerness".
RESTRICTIONS: No entry restrictions only as to state of tide and draft and as directed by Medway Radio (Medway Port Control Authority). Station keeps watch on Channel 14. Medway patrol launch on RT 2182 kc/s. For vessels exceeding 350 ft. in length, daylight navigation on river only.
MAX. SIZE: For Rochester ship berths maximum length 400 ft. and 25 ft. draft. River berths available 160/500 ft. in length, with depths of water HWST 14/25 ft. and HWNT 9/20 ft. All wharves are NAABSA.
HEALTH: Pratique obtained on arrival at Sheerness where Port Medical Officer is available if required.
RADIO: From South: Lands End, Niton, North Foreland. From North: Cullercoats, Humber, North Foreland.
TUGS: Compulsory for vessels over 300 ft. in length.
MEDICAL: Port Medical Officer available if necessary on arrival at Sheerness with 24 hours notice to Agents. Doctor and hospital facilities available at Rochester.
DENSITY: 1020 unless excessive land water coming down river.
FRESH WATER: Quantities up to 200 tons available for delivery by water barge.
FUEL: Oil bunkers may be obtained at the main installation at the Isle of Grain Oil Refinery, or by barge or by road tanker. The last two methods require minimum 48 hours notice, similarly with supplying lubricating oil which is not available at the Isle of Grain.
HATCHES: Opening/Closing to be carried out by crew.
CARGO GEAR: Discharge by ship's gear at ship berth and by mobile cranes up to 5 tons at all river berths.
CONSULS:
Vice-Consul Netherlands, tel. Medway 43256.
Vice-Consul Sweden, tel. Medway 44632.
Vice-Consul Finland, tel. Medway 44632.
REPAIRS: All types deck and engine repairs possible.
DRY DOCKS: All repair facilities available on river berths for vessels up to 200 ft. in length; on a grid for up to 250 ft., and a slipway for up to 140 ft.
AIRPORT: London Airport (Heathrow), Southend Airport.
POLICE/AMBULANCE/FIRE: Police, Medway 41566; Ambulance, Medway 52201; Fire, Medway 50005 or Maidstone 54207.
SERVICES: Compass adjustors available.
PORT REGULATIONS: See "Medway".
AUTHORITY: Medway Ports Authority.
AGENT: George Watson & Gill Ltd., 276 High Street, Rochester, Kent. Tel. Medway 43256 and 43257. Telex: 96125. Cable: Tug Rochester.

SHEERNESS: 51.27 N. 00.44 E.

Situated on Isle of Sheppey at junctions of Thames and Medway Rivers.
DOCUMENTS: See "London".
PILOTAGE: See "Medway".
ANCHORAGES: For vessels entering River Medway up to 350 ft. length, Little Nore Anchorage, Sheerness. Over 350 ft. length – As directed by Medway Port Authority (Medway Radio) or Thames Navigation to Great Nore, Sea Reach or Warps.
RESTRICTIONS: Entry restrictions only to state of tide and draft and as directed by Medway Radio (Medway Port Control Authority). Station keeps watch on Channel 14, Medway Patrol launch on R/T 2182 kc/s. Occasional restriction for entering approaching channel when Navy claim priority.
MAX. SIZE: Sheerness. Max. length of vessel 600 ft., draft 38 ft. deep water berth. 12 berths in docks for vessels up to 300 ft. in length and 16–18 ft. draft dependent on tides.
Queenborough: Max. length of vessel 335 ft., draft of 22 ft.
Ridham Dock: Max. length of vessel 335 ft., beam 50 ft., draft of 22 ft.
RADIO: Portishead. Local Stations: From South – Lands End. Niton. North Foreland. From North. Cullercoats. Humber. North Foreland.
TUGS: River Medway – For Sheerness, Ridham Dock, Isle of Grain, Bee Ness, Oakham Ness – Tugs usually meet vessels at Garrison Point Sheerness – 7 tugs available with BHP range from 900 to 3,000 BHP. Tug's lines used, no extra charge.
BERTHING: Sheerness, deep water berth – no restriction. Dock berths – limited to 2 hours before and 1 hour after high water.
Queenborough: Berthing restricted to daylight only.

Ridham Dock: Berthing restricted to daylight only.

Berths equipped mainly for handling fresh fruit and vegetables, general cargo, wines in cask and bulk.

Storage facilities available for bulk wine.

No facilities exist for handling bulk cargoes at present.

Containers can be handled in Inner Docks where a 30-ton crane is available.

Sheerness Deep Water Berths – No. 1 – suitable for vessels up to 560 ft. length and 29 to 30 ft. draft.

No. 2. Suitable for vessels up to 550 ft. length and 38 ft. draft.

No. 3. Suitable for vessels up to 650 ft. length and 38 ft. draft.

Roll-on/roll-off ferry berth. Suitable for either bow or stern door vessels of up to 450 ft. length and 18 ft. draft. Present service daily Sheerness/Ostend and vice versa.

Inner Docks. Twelve berths suitable for vessels up to 260 ft. length and 16 to 18 ft. draft, dependent on tides. Berths in Inner docks are n.a.a.b.s.a. berths, there being about 8 ft. of water on berths at LW.

STEVEDORES: ETA's of vessels passed to Stevedores in daily consultation with Agents – minimum notice of arrival required being 24 hours for arranging gangs. (Main commodity handled at Sheerness is canned or fresh fruit with average discharge rate of 18 tons per gang hour.)

VHF/RADAR: See "Medway".

MEDICAL: 24 hours notice to Agents so that Port Medical Officer can be advised. Normal boarding point – Garrison Point Sheerness – smallpox vaccination certificate required for sighting. All usual hospital facilities available within 15 mile range of Sheerness.

DENSITY: Average density 1021/22.

FRESH WATER: Available alongside all berths at Sheerness. Otherwise available anywhere in River by barge.

FUEL: All grades available at BP Refinery Isle of Grain – or available by barge or lorry given 48 hours notice.

GANGWAY/DECK WATCHMEN: Gangway watchmen – services recommended as all berths at Sheerness are tidal with average rise and fall of 16 ft.

OPENING/CLOSING HATCHES: In the River Medway Ports this always has to be performed by crew as local regulations do not permit stevedoring gangs to undertake this work.

REPAIRS: All types of deck and engine repairs can be carried out either in berth, in dry dock or at river buoys.

DRY DOCKS: Sheerness: 4 dry docks available. Largest for vessels up to 280 ft., otherwise only small slipways available.

REPATRIATION: Usual facilities available for crew changes – repatriation can be arranged by various air/sea routes.

TELEPHONES: Police: Sheerness 2261; Fire: Sheerness 2382 or dial 999 and ask for Fire Service; Ambulance: Sheerness 2028. At Sheerness coin boxes are available for placing on board.

GENERAL: All shipping movements co-ordinated by Medway Port Control Authority, tel. Sheerness 3025, all arrangements being made after notification of arrival or departure by vessel's Agent.

PORT REGULATIONS: See "Medway".

AUTHORITY: Medway Ports Authority.

AGENT: Wm. Hurst Ltd., 19 West Street, Sheerness. Tel. 0795–6–2356. Telex 96116. Cables "Hurst Sheerness".

SHOREHAM: 50.50 N. 00.15 W.

DOCUMENTS and all general information, refer to "London". Distance from London, 50 miles.

PILOTAGE: Trinity House Pilotage Service. Pilotage Cutter equipped with VHF.

ANCHORAGE: Off Harbour. Depths as per English Channel Charts.

RESTRICTIONS: No night restrictions. Port normally accessible 4 hours before and 2 hours 40 minutes after High water. According to size and draft these times can be extended.

Main entrance channel, 400 ft. wide, leads into a 300 ft. channel for the Eastern arm, and a 135 ft. wide channel for the Western arm.

Dimensions of Prince Philip Lock: 374 ft. length, 57 ft. width.

MAX. SIZE: Length 350 ft. Draft 21 ft. subject tide.

RADIO: Niton Radio/North Foreland Radio.

Port operation and information service manned continuously, contact by VHF calling Channel 16, working Channel 14. Station is situated on the middle pier.

TUGS: One tug available if required. Tug lines used for which no extra charge.

BERTHING: Vessels passing lock gates have locking period of 4½ hours before High water to 2 hours 40 minutes after – both according draft. Heavy lift crane, 32 tons capacity for container handling.

STEVEDORES: Reasonable ETA is sufficient for gangs to be called.

MEDICAL: All facilities available.

DENSITY: Approx. 1025.

FRESH WATER: Available at Lock Gates and most berths.

CONSULS: Danish – P. D. Wharfage & Transport Ltd.

AUTHORITY: Shoreham Port Authority.

AGENT: P. D. Wharfage & Transport Ltd., 31, High Street, Shoreham-by-Sea, Sussex, BN4 5EG. Tel. Shoreham-by-Sea 2345. Telex: 87187. Cables: "Shipbroker Shoreham-by-Sea".

SOUTHAMPTON: 50.54 N. 01.24 W.

DOCUMENTS:

1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment and Safety Construction Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Compulsory, with usual regular Home Trade and other small exemptions. In addition to 48 hours notice to local Agent, advise Nab or Needles Pilot as appropriate, ETA 48 hours and again 2 to 3 hours immediately prior to arrival. The Nab and Needles stations are maintained by fast launches under the control of the Duty Pilot at Ryde Pier Pilot Station. Duty Pilot keeps a continuous watch on VHF Channel 16; call sign NABPILOT or NEEDLESPILOT as appropriate. Working frequency: Channel 9 only, but can listen on Channels 6, 12 and 14. No medium frequency: M/F and R/T messages via NITONRADIO. Duty Pilot's GPO telephone numbers: Ryde 3192 and 3228.

The launches only put to sea when required. *Failure to send an accurate ETA 2 to 3 hours before arrival could cause delay to the offending vessel.*

The Nab and Needles Pilots also act as sea Pilots for vessels bound for Portsmouth, Cowes and other small ports within the Trinity House Isle of Wight Pilotage District. The limits of the District are defined by a line drawn from a point 180°–1 mile from Selsey Bill to a position in latitude 50° 40′ N., longitude 0° 57′ W (Nab Tower), thence to a point 180°–1 miles from Culver Cliff, thence to a position 180°–1 mile from St. Catherine's Point and thence direct to Peveril Point.

Strict compliance with the requirements of the Merchant Shipping (Pilot Ladders) Safety Rules is requested by the Pilots, who may refuse to board vessels with unsatisfactory and dangerous ladders. Man ropes are not required. Ladders should reach to approximately 3 ft. from the water and a good lee provided whilst making approximately 5 to 7 knots headway.

Eastern Approaches or Nab Tower. The station is maintained by 40-ft. fast launches, black hulls, white wheelhouses, showing international signals. VHF Channels 6, 9, 12 and 16. Vessels under 40 ft. draft are normally boarded between the "New Grounds" and "Dean Tail" light buoys, although in bad weather, boarding at the "Warner" buoy or St. Helen's Roads might be advised by the Duty Pilot. Launches operate from Ryde pier.

Vessels over 35 ft. draft are restricted by tide for time of entry, and will be advised by the Duty Pilot. Vessels of 40 ft. draft and over use the Nab Channel and a message advising Tanker Master of transit times will be sent by Essoship Fawley and confirmed prior to arrival by Duty Pilot on VHF.

The Nab Channel has a limiting depth of 42 ft. below Chart Datum (June 1971). Pilot will board all vessels of 40 ft. draft and over in a position 2 to 3 miles South of the Nab Tower. Masters of such vessels are strongly recommended not to approach closer than 2 miles to the Nab Tower without a Pilot, owing to strong tidal streams. It is advisable for a deep-drafted ship to anchor 3 miles South of the Nab Tower if waiting for the tide. Advice will always be given on request to the Duty Pilot by VHF.

Pilot *will not* board vessels under 40 ft. draft outside the defined pilotage district unless specifically requested by the Master to do so. The additional "Out of District" charge for boarding beyond the normal limits will be debited to Owners.

Western Approach – Needles: Vessels drawing more than 31 ft. are advised to enter via the Nab. Masters are strongly urged not to proceed beyond the Fairway Buoy without a Pilot, especially on the flood tide. Safe anchorage in vicinity of Fairway Buoy.

Station maintained by 40 ft. fast launch with black hull and white wheelhouse, showing international signals. Launch operates from Yarmouth pier or Totland Bay Pier. Needles pilot launch is fitted with VHF Channel 6, 9, 12 and 16. No medium frequency.

When it is considered that the weather is deteriorating to the extent that the boarding and landing of Pilots could in the near future become dangerous, a message will be sent to all ships through Nitonradio, as follows:

> "Needles Pilot operating bad weather routine. Vessels should ascertain at least three hours before their ETA Needles whether a Pilot will be available. This information can be obtained either through Niton Radio or direct from Needles Pilot on VHF."

If it is not safe to ship or land the Pilot at the Needles, Masters will be advised to proceed to the Nab.

In poor visibility a vessel requiring Pilot at either Nab or Needles

uses a distinguishing signal of "G" to which the pilot launch will reply with "H".

Vessels (*a*) drawing more than 35 ft. (*b*) more than 1,000 ft. in length or (*c*) of more than 100,000 tons deadweight exhibit a large black cylinder by day and three vertical red lights by night. Vessels showing these signals are not to be passed or overtaken within channel limits between the "West Bramble" and "Hook" light buoys and may not be able to comply with the Collision Regulations at other times. Will indicate inability by five short blasts on the whistle. "Clear channel" control is exercised by the Operations Officer at Southampton Port Radar Station.

Information on movements of other vessels can be obtained on VHF from this station, which also controls the movements of the Patrol Launch (Harbour Master flag by day; all-round blue light at night) used for pollution detection and keeping yachts and small craft clear of large vessels navigating in the channels of the port. The Thorn Channel has a limiting depth of 40½ ft. (June 1971) at low water datum.

Up to seven vessels of under 300 ft. in length are permitted to anchor out of the channel to the East of the Hook Buoy in the designated Small Ship Anchorage, the limits of which must be strictly observed. Three numbered anchor berths are available in the Fawley Reach Controlled Anchorage, where vessels must moor to two anchors. Permission to use the Small Ship and Controlled Anchorages must be obtained from the Operations Officer, Southampton Port Radio.

MAX. SIZE: The largest passenger and container vessels call regularly at Southampton. Tankers: Fawley can accept partly loaded 200,000 dwt. up to 49 ft. draft.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases: when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

RADIO: A Duty Port Operations Officer, responsible to the Southampton Dock and Harbour Master, maintains a continuous watch at 37 Berth Port Communications and Radar Station: call sign "Southampton Port Radio". He is to be informed prior to any movement to, from or within the port area. The following VHF Channels are operated within the port:

Southampton Port Radio: Channels 16, 14, 12, 11, 10, 18, 20 and 22.
B.T.D.B. Patrol Launch: Channels 16, 14, 12, 11, 10, 8 and 6.
Nab and Needles Pilot Launches: Channels 16, 14, 12, 9 and 6.
Berthing Pilot's Launch: Channels 16, 12, 9, 8 and 6.
Tugs: Channels 16, 12, 10 and 8.
Esso Petroleum Terminal, Fawley: Channels 16, 14 and 19. Private frequencies: 163.0/158.5 Mc/s. am and fm.
Shell-Mex-B.P., Hamble Jetty: Channels 16 and 14.
Duty Pilot, Ryde Pier and Berthing Pilots, Southampton Docks: Channels 16 and 9: can listen on Channels 14, 12 and 6.

TUGS: Two tugs are permanently stationed at Fawley; if more than 2 tugs are required it should be noted that week-end requirements have to be advised to the tug operators not later than 1600 hours on Friday of each week.

If a vessel requires more than 2 tugs and is due to arrive at Fawley between 0000 hours Saturday and 0900 hours Monday, ETAs must be submitted well in advance of 1600 hours on the Friday prior to arrival. It is usual to use the wires provided by the tugs for towing.

TANKERS: Esso Marine Terminal, Fawley. There are 9 berths at Fawley, all running parallel to the main channel. The 5 berths on the outside of the jetty facing the main channel are for ocean-going vessels, No. 1 berth being the most Northerly. The 4 berths on inside of jetty are for small coastal craft. No. 6 berth being the most Northerly.

The following LWD depths are dredged and subject to alteration:

	Alongside	*Approaches*
Berth No. 1	33·5 ft.	33·5 ft.
,, No. 2	37·5 ft.	35·5 ft.
,, No. 3	41·5 ft.	45·0 ft.
,, No. 4	49·0 ft.	45·0 ft.
,, No. 5	49·0 ft.	45·0 ft.
Berth Nos. 69	18·5 ft.	18·5 ft.

Shore gangways are available on Berths 4 and 5 for vessels of 47,000 DWT and over.

Dirty Ballast Facilities: Dirty ballast facilities are on all berths with maximum storage of 14,000 tons.

Shell Terminal, Hamble. Situated immediately opposite Fawley; has two main berths running parallel to main channel, No. 1 being the Northern berth and also a small inside coaster berth. Depths 32 ft. alongside and approaches 29 ft. at LW.

Facilities and services as for Fawley with the exception of transport facilities, no transport being available within the depot. Ship's personnel are permitted to walk through the depot to Hamble Village where public transport to Southampton is frequent.

All grades of fuel and diesel bunkers and fresh water available on all berths.

BUNKERS AND WATER: All grades of fuel oil and diesel oil are available and water is piped on all berths.

REPAIRS: All ship repairs can be effected.

OIL POLLUTION: Southampton Water is an international yachting centre and has many holiday beaches on its shores. Consequently, oil pollution is treated very severely and heavy fines are imposed on offenders.

The Refinery operates a clean-up service, the cost of which is billed to the offending ship.

MEDICAL: Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

An organisation exists for hospitalisation of sick seamen from vessels off Cowes, Isle of Wight. Arrange through Nitonradio, Duty Pilot, Ryde, or local Agent. Minimum delay to vessel.

CUSTOMS ALLOWANCES: At the discretion of local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

DEVELOPMENTS: The limits of the port of Southampton have been extended to join up in the East with the westward limit of the dockyard port of Portsmouth. Legislation is in hand to designate a main shipping channel serving the combined port areas, with priority given to vessels using it.

Plans are well advanced for an amalgamated pilot service for Southampton, thus abolishing the need to change Pilots off Netley.

TIME: British Standard Time is GMT plus 1 hour. GMT in winter months.

HOLIDAYS: Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); Autumn Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

AUTHORITY: British Transport Docks Board, Southampton.

AGENT: P. D. Wharfage & Transport Ltd., Dibles Wharf, Belvidere Road, Southampton, SO1 1QY. Cables: "Shipbroker Southampton". Telex: 47373. Tel. Southampton 24682.

STORNOWAY: 58.12 N. 06.22 W.

PORT LIMITS: An imaginary line from Helen Head to Arnish Point. Any vessel anchored inside the line would be normally considered an arrived vessel.

PILOTAGE: Pilotage not compulsory. Vessels requesting Pilot request same with ETA. Boarding off Arnish Point lighthouse.

ANCHORAGES: Anchorage in harbour between Goat Island and mouth of Creed River, 8 fathoms.

RESTRICTIONS: Entry night or day and at any state of tide. No bar on entrance.

MAX. SIZE: 400 ft. by 60 ft. by 22 ft. draft to berth alongside, 600 ft. length by 35 ft. draft for anchorage in bay.

HEALTH: The customary flying of "Q" flag.

RADIO: Wick Radio or alternatively Oban Radio.

RADAR/VHF: No port radar or radio service but emergency messages may be passed through Stornoway Coastguard on 181·8 metres.

TUGS: No tugs available at port. Fishing vessels have been used, when necessary, for this purpose.

BERTHING: Vessels can be berthed at any time, provided berth is free.

Roll-on/roll-off ferry terminal for Stornoway/Ullapool service to be inaugurated spring 1973.

STEVEDORES: Arranged by Agents on receipt of ETA.

MEDICAL: Advance notice desirable. Hospital facilities available in the town.

TANKERS: Normal safety requirements. One tanker berth only 15 ft. mean draught, maximum length 220 ft.

DENSITY: Pratically always dead salt; 1025 density.

FRESH WATER: Fresh water available by hose at 15 tons per hour.

FUEL: 24 hours notice required.

GANGWAY/DECK WATCHMEN: Service of watchmen not necessary. Watchmen from shore may be employed if required.

OPENING/CLOSING HATCHES: Normally crew.

IDENTIFICATION CARDS: Not required.

CONSULS: French, Swedish, Norwegian; tel. Stornoway 12 55, and 367, 73.

REPAIRS: Minor deck and engine repairs can be carried out locally.

DRY DOCKS: No dry dock but one slipway of 750 tons displacement.

REPATRIATION: Facilities exist for this service.

AIRPORT: 3 miles from port, served regularly by BEA from Glasgow, Aberdeen and Inverness.

HOLIDAYS: New Year's Day, Christmas Day and all other local Bank Holidays. Cargo work can be arranged except New Year's Day. (No Sunday work.)

POLICE/AMBULANCE/FIRE: Police, Stornoway 222 (can deal with all three).

TELEPHONES: Can be arranged by prior application through Aberdeen office.

GENERAL: ETA to be sent 24 hours beforehand so that necessary arrangements can be made.

AUTHORITY: Stornoway Pier and Harbour Commission, Harbour Office, Stornoway. Tel: Stornoway 3285.

STRANRAER: 54.55 N. 05.02 W.

DOCUMENTS: As for other British ports.
PILOTAGE: Not compulsory—no Pilot available.
MAX. SIZE: Largest vessel handled 375 ft. long. Working draft 12 ft. 6 in.
BERTHING: Three berths dredged to 14 ft. One with vehicular ramp. Deep water anchorage at Lady Bay.
CARGO GEAR: Portable crane of 10 tons capacity.
TUGS: Not available.
RADIO: VHF watch kept on Channel 16 at Ferry Terminal.
MEDICAL: Hospital in town.
FRESH WATER: Available at Railway Pier.
FUEL OIL: Limited quantities of fuel can be supplied from road tankers.
REPAIRS: Small repairs can be carried out by local engineering firm.
AUTHORITY: Stranraer East Pier is controlled by the British Rail Shipping and Port Manager, tel. 2262; telex 778125.
Stranraer West Pier is controlled by the Town Council Harbour Master, tel. 2460.

SUNDERLAND, Durham: 54.55 N. 01.21 W.

DOCUMENTS:
Crew List. One form I.B.6A to be delivered to an Immigration Officer within 12 hours of arrival.
Passenger Lists. Form P.R.4. in duplicate and Form P.R.10. in duplicate.
Customs Documents. Crew Declaration Form C.142 in duplicate.
Cargo Manifests, triplicate.
Ship's Papers:
Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
De-ratisation Certificate.
Customs Light Bills.
PILOTAGE: Call Sunderland Harbour Radio, Channel 16, working Channel for port is 14. Pilotage not compulsory, but advisable for all but small vessels. Pilots maintaining continuous watch on VHF Sound signals for vessel requiring Pilot is Morse Code number 6. Pilot boards ½ to ¾ mile off piers. In bad weather pilot cutter leads vessel into inner harbour, and Pilot boards there.
ANCHORAGES: ½ to ¾ miles North-east of Roker Pier Lighthouse.
ENTRY RESTRICTIONS: Vessels enter two hours before high-water for entry into South Dock. For Corporation Quay only restriction is on draft.
MAX. SIZE: South Dock – length 465 ft. beam 62 ft., draft 26 ft. 6 in. with spring tides, 23 ft. 6 in. with neap tides.
River – length 600 ft., beam – no restriction, draft 27 ft. 6 in. subject to siltage.
HEALTH: Pratique procedure: pratique granted by Port Health Authority on arrival.
Suspected disease or fever: all ships from suspected areas must radio Port Health Authority 24 hours in advance of arrival, stating general condition of crew members. Pratique is automatic when ships arrive from other U.K. ports.
RADIO: Cullercoats.
RADAR/VHF: Radar based in Pilot House on Old North Pier and is used by Pilots in conjunction with VHF.
TUGS: Join vessel at or outside harbour entrance. Ship's ropes normally used.
BERTHING: In South Dock vessel must arrive from two hours before up to a half an hour after high water. At Corporation Quay small vessels berth at any time. Large vessels usually berth at same time as mentioned for South Dock.
BRIDGES: In South Dock bridges operated at tide time two hours before to a half hour after high water. Railway Bridge clearance, 82 ft. 4 ins. MHWS.
STEVEDORES: River Wear Commissioners carry out all stevedoring. Agents should advise as early as possible in order to arrange berthing and gangs, 5 to 6 days notice if possible. ETA from ship 2–3 days in advance. Working rates of principal commodities are:

Bagged cargoes	15 tons per hour
Sisal	20 ,, ,, ,,
Scrap – heavy	30 ,, ,, ,,
Scrap – light	17 ,, ,, ,,
Chrome and heavy ores	30 ,, ,, ,,
Wood Pulp	30 ,, ,, ,,

MEDICAL: Well served with General Practitioners and hospital facilities, and attention can be arranged at very short notice. However, unless urgent, 24 hours notice desirable.
TANKERS: Four installations – lines either 6 in. or 8 in. Three installations in South Dock and two berths, the South-east oil berth 320 ft., the South-west oil berth 290 ft. One vessel of maximum length 465 ft. can use this berth, draft 26 ft. 6 in. spring tides; 23 ft. 6 in. neap tides. At Corporation Quay vessel 600 ft. long, draft 27 ft. 6 ins.
DENSITY: Salt water density 1025.
FRESH WATER: Available. Arrangements can be made to supply water at any time.
FUEL: Bunkers supplied at Corporation Quay by pipe-line from Petrofina Ltd. All grades available – Corporation Quay and Hendon Dock. Viscosities range from 32 seconds to 3,500 seconds, and can be blended to any requirement in this range. 12 hours notice necessary.
GANGWAY/DECK WATCHMEN: Services of watchmen recommended.
OPENING/CLOSING/HATCHES: This work is normally carried out by ship's crew, otherwise shore riggers.
SHIP CERTIFICATES:
Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
De-ratization Certificate.
CUSTOMS ALLOWANCES: As per HM Customs and Excise Regulations. Approx. ½ lb. tobacco and approx. 1 pint wine/spirits.
IDENTIFICATION CARDS: Not required. Must possess valid Seaman's Book and/or Passport.
CONSULS:

Belgium	tel. Sunderland	72846
Denmark,		
Iceland	,, ,,	70811
Finland		72846
France	,, ,,	73694
Norway	,, ,,	70101

REPAIRS: All repairs possible.
DRY DOCKS: Large dry dock, length 675 ft., breadth 87 ft. 6 in. 2 smaller dry docks.
REPATRIATION: Facilities available for effecting repatriations, with good rail, road and air communications.
AIRPORT: Approximately 20 miles. Airport served by regular airlines, all the year round, to all parts of the world. Also chartered flights by Britannia.
HOLIDAYS: Official Holidays for General Cargo ships: New Year's Day (no work except by special agreement); Good Friday; Easter Monday; Summer Bank Holiday; Christmas Day (no work except by special agreement); Boxing Day (no work except by special agreement). For colliers, substitute Spring Bank Holiday for Boxing Day.
POLICE/AMBULANCE/FIRE: Police Station tel. Sunderland 76155; Ambulance Control tel. Sunderland 72875; Fire Station tel. Sunderland 56456. Or call 999 from any telephone and ask for service required.
TELEPHONES: Permanent arrangements do not exist, but a temporary arrangement can be made at any time.
AUTHORITY: Sunderland Corporation.

SWANSEA: 51.37 N. 03.56 W.

DOCUMENTS:
Light Bill receipt.
Ship's Register.
Crew List.
Manifests.
Bill of Lading copies.
Customs and Health.
PILOTAGE: Request for Swansea Pilots by International Signal Code for Sea Pilots, by telephone call for Dock Pilots. Telegraphic address for Swansea Pilots is "Pilority, Swansea".
Advance notice of ETA required at least 12 hours. VHF Channels 16 and 6. Pilot boat has bright yellow hull with red boot-topping; superstructure painted white. Pilot cutter's sound signal is SM. three shorts and two long blasts. The area of boarding is usually one mile South-east of Mumbles Lighthouse in all weathers. Usual requirements for ladders are in force, and Pilots require ladder to be about four to five feet above water.
ANCHORAGE: About 1 mile South-east of the Mumbles Lighthouse.
RESTRICTIONS: Berthing is in accordance with tide. King's Dock Lock operates for a minimum of 8 hours each tide. River-side berths and Swansea Ferryport Terminal operate over a greater period.
No night-time restriction of entry.
MAX. SIZE: Maximum size for entry is 655 ft. long, 86 ft. beam, 32 ft. 6 in. draft.
These vessels are docked over high water period. Any vessel whose dimensions are approaching maximum for port should advise Docks Manager well in advance.
HEALTH: Usual international health regulations are to be observed. Any vessel which is suspect should inform Port Medical Officer of Health.
RADIO: All communications for ship movements through "Swansea Dock Radio" Channels 16 and 14 VHF. Agents, receivers, etc., can be called through usual coastal radio stations – this includes Ilfracombe Radio.
TUGS: Towage undertaken by private operators. The Alexandra Towing Co. Ltd., at present use a modern fleet of tugs at Swansea and Port Talbot. It is optional whose lines are used, but if tugs line is taken, an extra charge will be made.
BRIDGES: Two in-dock bridges are under direction of duty Assistant Dock Master. A vessel which has to pass them will be informed by the Assistant Dock Master as to their availability.
BERTHING: Normal depths of water:

Queen's Dock 35 ft.
King's Dock 33 ft.
Prince of Wales' dock 24 ft. 6 in.

BULK HANDLING FACILITIES: *Petro Chemicals.* One jetty in Queen's Dock operated by BP Chemicals International Ltd.

Coal. Five coal hoists in the King's Dock, operated by the British Transport Docks Board.

Bulk Cargoes (Sulphur, ores, etc.). Two berths in King's Dock equipped with five 7½-ton and five 10-ton grabbing cranes. Operated by British Transport Docks Board.

Ferryport: On East bank of River Tawe, used by the B & I Line for its fast service between Swansea and Cork for passengers, cars and wheeled freight.

STEVEDORES: Stevedoring services are provided wholly by British Transport Docks Board. Advice of labour requirements must be received by the following times:

General Cargo: By 07.00 hours to start work at 07.00 hours. By 10.30 hours to start work at 11.30, 1400 or 2200 hours same day.

Coal Shipping: By 1530 hours for work at 0600 hours next day. By 1030 hours for work at 1400 hours same day.

MEDICAL: Port Medical Officer of Health has an office on King's Dock Lock. Medical attention can be obtained at short notice. In emergencies, the duty Assistant Dock Master can be communicated with, to obtain medical help. Hospital facilities available, and there is a first-class medical centre on the Prince of Wales Dock. Vaccination and fever certificates will be examined when receiving pratique.

TANKERS: All tankers arriving, working cargo, and departing are required to observe port's Petroleum By-laws and Oil in Navigable Waters Act. British Petroleum Company has further private directives for oil tankers. Five main tanker berths in the Queen's Dock, and three main lay-byes. Also several coastal berths. One tanker/general cargo berth in King's Dock. Deepest draft permitted is 32 ft. 6 in. A special fire-float to deal with tanker casualties is maintained in the Queen's Dock by the B.P. Company Ltd.

DENSITY: King's Dock Lock density is 1025.

FRESH WATER: Fresh water supplied from hydrants on quays by watermen. Rate of delivery is 2,000 gallons per hydrant, approximately, depending on the demand.

FUEL: Various grades of gas oils and diesels can be supplied by barge or road vehicles, or it can be delivered ex-pipeline at Queen's Dock.

FIRE PRECAUTIONS: All matches and lighters must be declared at entrance to oil installation. There are arrangements at the Queen's Dock depot for shore cooking and eating. There is an oil boom between the King's Dock and Queen's Dock to serve as an oil fire break between two docks. A 24 hours observation is kept at Scherzer Bridge for oil pollution and fires.

GANGWAY/DECK WATCHMEN: Under Port Regulations, there shall always be on board sufficient men to move or take care of the vessel. Some vessels employ watchmen. Cost is a tariff charge.

OPENING/CLOSING HATCHES: Normally done by the ship's crew, but if riggers are employed by vessel for general duties they open up hatches.

CERTIFICATES:
Certificate of Freeboard.
Certificate of Registry.
Certificate of Pratique.
Light Bill.
Manifest.
Bill of Health.
Bills of Lading.
AA (1) Certificate.

CUSTOMS ALLOWANCES: At discretion of local H.M. Customs inspectors.

IDENTIFICATION CARDS: Not compulsory, but they are helpful if a crew member has to identify himself to Authorities.

CONSULS:

France	tel. Swansea 55274	Norway	tel. Swansea 50564

Vice-Consuls:

Belgium	tel. Swansea 50021	Netherlands	tel. Swansea 53921
Finland	,, ,, 53921	Portugal	,, ,, 57757
Greece	,, ,, 50957	Spain	,, ,, 25121
Italy	,, ,, 55146	Sweden	,, ,, 55146

REPAIRS: All types of deck and engine-room repairs are possible.

DRY DOCK: Two dry docks in port are entered from King's Dock. Dry docks: "Duke of Edinburgh" 670 ft. × 92 ft.; "Palmers" 560 ft. × 75 ft.

REPATRIATION: Mercantile Marine Office in Swansea where ship's crews are paid-off before Superintendent of Shipping. Necessary arrangements can be made for repatriation through the Consular Channels.

AIRPORT: Nearest airport at Swansea, 8 miles from Docks. Next are Rhoose (Cardiff) and Bristol airports where regular scheduled flights are handled.

TIME: Local time is British Standard Time which is plus one hour to Greenwich Time. Reverting to GMT during winter months.

HOLIDAYS: Christmas (25th December); Boxing Day (26th December); Easter, Good Friday and Monday (movable dates); Spring Holiday, Summer Bank Holiday (both movable dates). No cargo is worked on these days.

POLICE/AMBULANCE/FIRE: Call 999 from any telephone, and ask for service required.

TELEPHONES: Arrangements at most berths for placing telephones on board ships in port.

GENERAL: Entrance lock is 875 ft. in length, 90 ft. across at cope level. The inner sill is 7 ft. higher than the outer sill. The outer sill is 11·4 ft. below Admiralty Chart datum.

Tugs are available at the port for in-dock as well as sea towage.

A diver can usually be obtained by enquiry to the British Transport Docks Engineer, Swansea.

Docks Manager: Tel. 50855/200. Dock Engineer: Tel. 50855/275. Dock Master and Fire Officer: Tel. 50855/260.

PORT AUTHORITY: The British Transport Docks Board, Adelaide Street, Swansea. Tel. Swansea 50855.

AGENT: Cory Brothers Shipping Ltd., Powell Duffryn House, Adelaide Street, Swansea. Cables: "Cory, Swansea". Telex: 48186. Tel. Swansea 55146.

TEES and HARTLEPOOL: 54.42 N. 01.11 W.

DOCUMENTS: Ship's official papers including Register, Load-line Certificate, Derat, Safety Certificates.
Immigration Crew List (one copy).
Manifest (normally sent in advance from last port).
Bill of Lading (if any).

On arrival Master signs X.S4 giving Agent right to sign all documents on his behalf. Pratique, Surplus Stores Lists X.51, Z.5, 25 and 35 and other documents are completed by H.M. Customs on arrival.

PILOTAGE: Official Address: The Tees Pilotage Authority, 13–14 Bridge Street East, Middlesbrough, Teesside. Tel. Middlesbrough 2924/5 office hours; Middlesbrough 85255 after hours.
Radio telegraphic address: "Tees Pilots Middlesbrough".

Pilot station is situated at South Gare and Pilot cutter on duty is moored there. Pilot cutter is of MFV type painted black with cream structure, flies pilot flag by day and lights as per International Regulations at night.

The Cutter is equipped with R/T, VHF MHF. VHF call sign "Tees Pilots" on Channel 16. MHF call sign "Tees Pilots" last 10 minutes of every hour on 2182 kc/s. Cutter is also equipped with radar.

As much advance notice of a vessel's arrival as possible should be given to Pilots; this is normally passed from Agent about 24 hours before a ship arrives; minimum requirement for vessels arriving is one hour, and one hour fifteen minutes for sailing.

Pilots will board in vicinity of Tees Fairway Buoy, smaller vessels are occasionally boarded at the South Gare. During severe gales pilot cutter moves to Tees Dock and will board ship when possible at South Gare at No. 11 Light Buoy.

Pilotage is not compulsory.

ANCHORAGES: Vessels prohibited from anchoring inside dredged channel and within a ½ mile radius of Tees Fairway Buoy and within area bounded by lines projected through 3 and 1, and 4 and 2 light buoys towards the Fairway Buoy.

Small vessels can anchor close N.E. of No. 4 light buoy; larger vessels are advised to anchor in an area about 1 mile N.E. of the Tees Fairway Buoy and in all cases outside the 10 fathoms line. Vessels awaiting Pilots anchor in these areas.

RESTRICTIONS: Vessels over 650 ft. length can only arrive and sail during periods of Traffic Control operated by the Harbour Master. During this period only vessels having Harbour Master's permission may move. Control of traffic on the River Tees for periods of up to approximately one hour may be necessary at any time, at short notice during the passage of large vessels.

Vessels entering the River Tees. Masters should, before entering contact Harbour Master's Office by VHF R/T on Channels 16, 14 or 12, call sign "Tees Harbour Radio".

Vessels moving within or sailing from the River Tees. Masters should first obtain permission to do so from the Harbour Master's Office by any available means, e.g. telephone Eston Grange 2541 (3 lines); VHF R/T on Channels 16, 14 and 12.

Harbour Master will endeavour to give at least six hours notice of traffic control to all those who are likely to be involved during the period.

Vessels bound for Middlesbrough Dock can only enter dock during a period of 2½ hours before to 1½ hours after high water.

Dock Sill, 16 ft. LWOST. Draft formula for entry 14 ft. plus height of tide.

Vessels bound for Tees Dock. Nominal dredged depth in dock, 25 ft. Nominal dredged depth in berths, 32 ft. These depths subject to siltation.

MAX. SIZE: Max. length accepted is 900 ft., with a max. draft of 45 ft. Vessels in excess of this max. draft may enter after consultation with Harbour Master.

Middlesbrough Dock. Max. size 580 ft. by 76 ft.

HEALTH: Pratique procedure is handled on arrival by HM Customs Boarding Officer. No other notice is required except in case of sickness when Agent can advise Port Health and information can also be passed to Tees Harbour Radio via VHF R/T when within 2 hours of the port.

RADIO: Ships approaching from North use Cullercoats Radio. Ships approaching from South use Humber Radio.

VHF: Frequencies and channels in use in the Tees and Hartlepool are as follows:

Channel	*Frequency*	*Use*
16	156·80 mc/s	Calling and Safety
14	156·70 mc/s	Port Operations
12	156·60 mc/s	Port Operations
11	156·55 mc/s	Port Operations (Domestic)
10	156·50 mc/s	Intership (3rd choice)
8	156·40 mc/s	Intership (2nd choice)
6	156·30 mc/s	Intership (1st choice)

Station	*Call Sign*	*Channels*
Harbour Master's Office (Tees)	"Tees Harbour Radio"	16, 14, 12, 11, 8
Harbour Master's Launch	"Tees Harbour launch"	16, 14, 12, 11, 8, 6
Harbour Master's Office (Hartlepool)	"Hartlepool Radio"	16, 12, 11, 8
Hartlepool Tugs	"Name"	16, 12, 11, 8, 6
Tees Tugs	"Name"	16, 14, 12, 8, 6
Middlesbrough Dock	"Middlesbrough Dock Radio"	16, 14, 12, 11, 8
Tees Pilot Cutters	"Tees Pilots"	16, 14, 12, 11, 10, 6
Hartlepool Pilot Cutter	"Name"	16, 14, 12, 6
Tees & Hartlepool Port Authority, Maintenance Craft.	"Name"	16, 11, 6

Whenever practicable ship/tug operations within the port should be conducted on Channel 8.

TUGS: Official Address: Tees Towing & Co. Ltd., Cleveland Buildings, Queen's Square, Middlesbrough. Tel. Middlesbrough 47277 day and night.

Fleet of seven tugs between 750 and 3,000 horsepower. Tugs join vessel in Redcar Reach between No. 9 and No. 17 buoys depending on size, draft and destination. Tug's lines may be used at Master's discretion. Tugs are on duty daily and only available on four hours notice for sailing and arriving after normal office hours.

BERTHING: Small vessels can usually berth at any state of the tide. Middlesbrough Dock is tidal, 2½ hours before to 1½ hours after high water. Deep-drafted vessels enter in accordance to tide.

STEVEDORES: In order to prepare for loading/discharging, i.e. ordering of gangs, transport, etc., it is necessary to give ETA through their Agents not less than 24 hours before arrival.

In Tees berths the port works two shifts daily, i.e. 0600–1400 hr. and 1400–2200 hr. Mondays to Fridays, with voluntary overtime at weekends.

BULK HANDLING FACILITIES: Three berths at South Bank Wharf, suitable for vessels up to 660 ft. length and max. draft 32 ft. 6 in., at high water. No. 6 berth is a lay-by berth. No. 5 berth a discharging berth equipped with two unloaders. No. 4 berth is a completion berth equipped with tubbing cranes.

Iron Ore Terminal: On the site of Redcar Wharf, a terminal which will handle all iron ore imports for British Steel Corporation plants in the region, berth dredged to 17·63 metres (57 ft. 10 in.) and able to accommodate ships of up to 120,000 dwt. and 150,000 dwt. on suitable sites. Two ore dischargers each able to handle 2,000 tons an hour

Potash Terminal: A terminal for the export of potash mined near Boulby in the North Yorks National Park is being built on the East side of Tees Dock. Ships of up to 30,000 dwt. will be accommodated at the 365·8 metres (1,200 ft.) quay. Two ship loaders will each be able to handle 1,000 tons per hour. The terminal will have a storage silo for 56,898·6 tons capacity. Throughput is expected to reach 100,000,000 tons. The terminal is scheduled to open in March 1973.

Roll-on/roll-off: Berth at Tees Dock can accommodate vessels up to 525 ft. length and 78 ft. beam. Berth dredged to 25 ft. LWOST:

TANKER BERTHS:

Name	*Vessel's Length*	*Depth at Low Water*	*Remarks*
Teesport No. 1 Jetty (Queen Elizabeth II)	650 ft.	37 ft.	Port Authority berth used by ICI & Shell/B.P.
Teesport No. 2 (West Byng)	650 ft.	34 ft.	
North Tees No. 1	300 ft.	21 ft.	Owned by I.C.I./ Phillips
North Tees No. 2	700 ft.	37 ft.	Owned by I.C.I./ Phillips
North Tees No. 4	890 ft.	43 ft.	Used by Phillips for import of crude oil
Shell Crude Oil Jetty	875 ft.	45 ft.	Used exclusively by Shell for import of crude oil
Billingham Oil Wharf	265 ft.	16 ft.	Used by I.C.I.
Middlesbrough South Wharf	270 ft.	14 ft.	Movements subject to tide
Middlesbrough No. 2 Quay	600 ft.	(Max. draft up to 28 ft. depending upon state of tide)	
Middlesbrough No. 11 Quay	300 ft.	25 ft.	

Slop/oily residue facilities available at most berths.

DENSITY: At Teesport 1015 at LW to 1025 at HW.

FRESH WATER: Plentiful from wharf and small quantities available from tug in emergency approx. 20 tons per hour.

FUEL: All grades available, 48 hours maximum if by barge.

DEVELOPMENTS: Port Authority plans to deepen the channel to 47 ft. 6 in. at LWOST in order to accommodate on all tides vessels of 100,000 dwt. drawing up to 50 ft.

MEDICAL: Notice of medical attention required in advance, as much notice as possible if emergency expected. All medical facilities available.

GANGWAY/DECK WATCHMEN: Recommended (tidal berth and spring range 17 ft.). Travel allowance usually charged.

OPENING/CLOSING HATCHES: Always by crew. Riggers available.

CUSTOMS ALLOWANCE: ½ lb. tobacco or 200 cigarettes. (¼ lb. tobacco for coasters). 1 spirit and 1 wine bottle. (½ bottle spirit and ½ bottle wine for coasters).

IDENTIFICATION CARDS: Not used in Tees.

CONSULS:

Swedish	tel. Middlesbrough		43662
Norwegian, Danish, Netherlands	,,	,,	43231
Portuguese	,,	,,	44402
Belgium, W. Germany	,,	,,	45141
French Consular Agency	,,	,,	47273

At Hartlepool

Belgium	tel. Hartlepool		3820
Sweden	,,	,,	3142
Finland	,,	,,	3820

Denmark, France, Netherlands and Norway tel. Hartlepool 67011

REPAIRS: All types of repairs deck and engine available.

DRY DOCKS: Largest dock 575 ft. × 73 ft. sill 26 ft. Four other dry docks of smaller dimensions.

REPATRIATION: All facilities exist.

AIRPORT: Teesside Airport 12 miles from port. Regular flights to London, etc.

TIME: BST is GMT plus 1 hour. GMT in winter months.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Whit Monday; Autumn Bank Holiday (Monday); Christmas Day. Work can be arranged if suitable notice is given and at overtime rates.

POLICE/AMBULANCE/FIRE: Telephone 999 in emergency will result in quick action or VHF call to Control Room, Harbour Office (24 hour manning).

TELEPHONES: Most berths can be connected to telephone system (coin boxes); small connection charge is made.

PORT AUTHORITY: Tees and Hartlepool Port Authority, Queens Square, Middlesbrough, Teesside. Tel. Middlesbrough 48321. Telex 58675 Teesbay, Middlesbrough.

TETNEY MARINE TERMINAL: 53.32 N. 00.07 E.

DOCUMENTS, and all General Information: Refer to "Immingham and Killingholme".

LOCATION: *Tetney Marine Terminal* is the deep water crude oil terminal of Crude Oil Terminals (Humber) Limited, operated by Conoco Limited.

The position of the mono-buoy is Lat. 53° 32′ 20″ N., Long. 00° 06′ 51″ E., lying in approximately 65 ft. of water at low water and about 2½ miles offshore.

Tetney is an open roadstead in the entrance of the river Humber on the East coast of England. The currents are particularly strong in the area, at times as much as 6 knots, and 4½ knots is common in spring tides. The currents run, generally, parallel to the Southern coastline. The tides have a rise and fall of about 18 ft.

PILOTAGE: Vessels are requested to send ETA to Hull Pilots about 72 hours before arrival.

Pilotage is by the Humber Pilots whose vessel is usually stationed near the Humber Light Vessel, and vessels are recommended to anchor in this area and await instructions. Such vessels may contact "Tetney Base" and request any information.

The Berthing Controller will board as the vessel approaches the buoy and will assist the Pilot in the mooring operation by advising the ship's officers. He will also advise on the hose connection, which will be carried out by the ship's crew and will act as Company representative throughout the discharge.

Vessels must provide adequate means of boarding for Pilots and Berthing Controllers, Customs and Agents. A pilot ladder with spreaders and grab lines for the Pilot and Berthing Controller, or alternatively a mechanised pilot hoist.

While in the berth the vessel should provide a suitable gangway with a pilot ladder near the end in order to board from a small boat.

COMMUNICATIONS: There is a VHF station at Tetney which is manned 24 hours a day and has the call sign "Tetney Base".

VHF Channels 16 calling 19 (161.55/156.95) for berthing and communication. 48 (163.00/158.40) for port operations.

UHF. 467.725 mc/s. for berthing emergency.

Portable radios can be provided for vessels not having a VHF set and the Agent should be so informed in order to allow time to despatch a portable to the ship on her arrival. A vessel arriving without suitable means of communication and not having informed the Agent of the fact could incur delays which would be to the ship's account.

MOORING: The following equipment is required to moor with safety:

4 each 50-ton SWL alloy steel screw-type bow shackles.

2 each 1½ diameter slip wires, with a soft eye in one end and the other end plain, overall length being not less than 100 ft.; some vessels may need a greater length depending on the distance from the forward fairlead to the bitts.

The vessel approaches the mono-buoy head to wind and tide or the resultant of these forces, and should have two mooring ropes lowered to the water, each having a 15-ft. lashing of 3-in. rope on it.

As the vessel nears the moorings a launch will take the port rope from the ship and connect it to the port pick-up rope and return to the ship to take the starboard rope and repeat the operation on that side.

The vessel should have on these ropes as soon as they are inboard and heave herself to the buoy until the chain is in the fairlead. The slip wire should then be shackled to the chain and turned up

on a convenient set of bitts. This applies to both sets of moorings. When the vessel is in the berth, additional moorings can be shackled to the chain as required, dependent on the expected weather conditions.

HOSES: The ship should be capable of lifting up to 10 tons on her derrick with a minimum of 7½ tons.

Tankers manifolds should be 16-in. 150 ASA. The following sizes can also be accommodated; 10-in. and 12-in. 150 ASA. Should a vessel have any other than these sizes, or be unable to find adaptors to suit one of these sizes, Tetney Terminal will need to be notified at least 72 hours before arrival.

When both hoses are on deck they may be connected to the ship's manifold by the ship's crew under the supervision of the Berthing Controller.

After completion of discharge the hoses will be filled with sea water by the ship. The hoses can then be disconnected from the manifold and lifted over the side of the ship and hung there on slip ropes to be slipped simultaneously with the moorings. This last operation will be carried out on the advice of the Berthing Controller and will depend on weather conditions at the time.

POLLUTION: It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oil water from the bilges, crude residues from previous voyages or any other matter that may result in the pollution of the sea. Owners and Masters should comply with any international regulations and recommendations concerning the prevention of pollution of the sea, especially in regard to the river Humber.

SHORE LEAVE: None of the officers or crew shall be allowed shore leave and no boats of any kind, except in an emergency, shall be lowered during the vessel's stay in the berth.

TYNE DISTRICT: 55.01 N. 01.24 W.

(Including Newcastle, North and South Shields, Jarrow, Tynemouth and Gateshead).

DOCUMENTS:

1 Crew List for H.M. Immigration Office.
1 Form C.142 (Tobacco List) supplied by H. M. Customs.
1 Health Declaration Form supplied by H.M. Customs.
1 List of Private Addressed Packages not manifested (C.143) supplied by H.M. Customs.
Details of Oil in DBT, also measurement in cu. ft. of cargo in non-registered spaces.

PILOTAGE: Pilots normally stationed outside Harbour entrance within 1 mile radius. In bad weather Pilots will advise concerning entering. Twelve hours advance notice via Agent requested. Frequency medium wave 2182 kHz. Call "Tyne Pilots". VHF – Call on Channel 16, working Channel 6. Cutter – 55 ft. in length painted black with white lettering "Pilots" – displaying pilot's flag. Efficient pilot ladder required as per Board of Trade regulations.

ANCHORAGE: Off entrance River Tyne, recommended 1½ mile N.E. of North Pier. Minimum 12 fathoms.

RESTRICTIONS: Depths below Chart Datum:
From sea to Jarrow Oil Jetty (West end) 30 ft.
From Jarrow Oil Jetty (West end) to Newcastle Bridges (except in main channels of Swing Bridge and High Level Bridge, Newcastle) 23 ft.
From Newcastle Bridges to West end of Dunston Flour Mills 20 ft.

MAX. SIZE: Harbour entrance, length and breadth: no limit. Draft 30 ft. any state of tide: up to 36 ft. at high water.
Iron Ore Quay, draft up to 36 ft.
Esso Oil Terminal, draft up to 32 ft.
Newcastle Quay, 25–30 berths – 28 ft.
Ranks Mill, 28 ft.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board. Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present declaration. In all cases, when there is sickness on board, the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.

RADIO: Cullercoats Radio WT "GCC." Cullercoats Radio On RT.

VHF: Call sign "Tyne Harbour Radio" on Channel 16, frequency 156·80 mHz and on Channel 12, frequency 156·60 mHz. A VHF Radio Port Operations and Information Service on 24-hour coverage is provided for use by vessels approaching the port, for movement of vessels in the port and for giving information to Shipowners and Agents.

TUGS: Normally join inside piers, tow ropes optional except manufactured of man-made fibres. Towing hawsers £6.60 per rope. Orders for week-end arrivals must be given before 10.30 am. Saturdays.

BERTHING: Albert Edward Dock – Warehouse Quay: 1,170 ft. long, depth of water 26 ft.
East Dock Wall: 530 ft. long, depth of water 25 ft.
Tyne Commission Quay: 1,100 ft. long, depth of water 25 ft.
Tyne Commission Quay Extension: 390 ft. long, depth of water 22 ft.
Car Ferry Terminal: 25 ft. depth.
Tyne Dock – North-west Quay: 800 ft. long, depth of water 28 ft.
Factory Quay: 645 ft. long, depth of water 23 ft.
Sutherland Quay: 450 ft. long, depth of water 22 ft.
Iron Ore Quay: 867 ft. long, depth of water 36 ft.
Newcastle Corporation Quay: 7,920 ft. long, depth of water 15 ft. to 30 ft.
Spillers' Tyne Mill, Newcastle: berth 570 ft. long, depth of water 30 ft. discharge rate 200 tons per hour.
Baltic Flour Mill, Gateshead: berth 650 ft. long, depth of water 28 ft. discharge rate 200 tons per hour.
Coal Staiths – Whitehill Point Staith – 1 berth rate of shipment 1,000 tons per hour depth of water 25 ft.
Jarrow Staith – 2 berths, rate of shipment 1,000 tons per hour, East berth, 500 tons per hour West berth, depth of water 25 ft.
Harton Staith – 1 berth, depth of water 21 ft. 6 in.
Dunston Staith – 3 berths, depth of water 21 ft. to 25 ft.

TANKERS: Jarrow – (Shell Mex & B.P. Ltd.) Jarrow Oil Jetty, 600 ft. in length with a depth of 30 ft. below Chart Datum and New Berth 620 ft. length with a depth of 34 ft. below Chart Datum.

Tynemouth – (Esso Petroleum Co. Ltd.) 1 tanker berth 900 ft. in length with a depth of 32 ft. below Chart Datum and 1 Coaster Berth 550 ft. in length with a depth of 22 ft. below Chart Datum.

Tynemouth – Tanker Cleaning River Berth, 700 ft. length with a depth of 25 ft. below Chart Datum.

The Lawe, South Shields – Velva Liquids Ltd. Berth 560 ft. length with a depth of water 27 ft. below Chart Datum.

BRIDGES: At Newcastle 10 miles from entrance for proceeding to CWS Flour Mill and Dunston Staiths, Swing Bridge negotiated against tide; other bridges, max. mast height 80 ft. above MHWS.

STEVEDORES: All arrangements through Agent. Stowage plan required prior to arrival.

MEDICAL: Hospitals available, Advise Agent in advance if medical attention required on arrival.

DENSITY: Entrance/Tyne Dock – 1025; Tyne Dock/Jarrow 1020; Newcastle Quay 1005/1010.

FRESH WATER: Available ex Water Boat, rate of delivery up to 150 tons per hour.

FUEL: All grades ex installation, or by barge, 24 hours notice required.

GANGWAY/DECK WATCHMEN: Available if required.

OPENING/CLOSING HATCHES: Crew allowed open and close.

CERTIFICATES:
Register.
Load-line.
Safety Construction.
Safety Equipment.
Safety Radio.
Trinity Light Bills.

CUSTOMS ALLOWANCE: At the discretion of Local Customs Inspector. Normal allowances are equivalent of ½ lb. tobacco per man and equivalent to 1 bottle wine per man. Allowances may be halved for home trade vessels. Vessels in port more than 3 or 4 days may receive extra allowances.

IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	tel.	Newcastle	20523
Brazil	,,	,,	24276
Denmark	,,	,,	21763
Finland	,,	,,	28767
France	,,	Whitley Bay	25320
Germany (Fed. Rep.)	,,	Newcastle	25060
Norway	,,	,,	21966
Portugal	,,	,,	25256
Greece	,,	,,	25414
Iceland	,,	,,	811212
Italy	,,	,,	28971
Liberia	,,	,,	20275
Luxemburg	,,	,,	20523
Netherlands	,,	,,	27314
Panama	,,	,,	26214
Sweden	,,	,,	850621

REPAIRS: All types of repairs possible at many building/repair yards.

DRY DOCKS:

Name of Owner or Occupier	*Dock No.*	*Length on bottom Feet*	*Breadth at Entrance Feet*	*Depth Sill at M.H.W.S. Feet/Inches*
North side of river:				
Swan Hunter	2	182	40	18 0
North Shields	3	160	45	22 0
	4	490	68	23 3
	5	500	68	24 3
	6	550	72	22 6
	7	297	52	17 9
	8	709	96	28 0
Swan Hunter, Wallsend	1	540	66	25 0
Swan Hunter (Dry Docks)	1	560	76	26 0
Ltd. Wallsend	2	490	70	24 6
	3	570	80	26 0
	4	715	105	29 0
South side of river:				
Brigham & Cowan Ltd.,	1	715	95	25 0
South Shields	2	455	55	24 0
	3	204	40	18 0
Tyne Dock Engineering	1	315	45	16 6
Co., S. Shields	2	280	46	18 6
Middle Docks & Engin-	1	340	48	18 0
eering Co., South	2	477	58	21 0
Shields	3	500	64	23 6
	4	640	80	26 0

Swan Hunter Ltd., South Shields	1	331	48	23	6
	2	480	65	23	6
Mercantile Dry Dock Co. Ltd., Jarrow	1	425	60	21	0
	2	362	50	19	6
	3	450	60	21	3
	4	600	85	23	6
Vickers Ltd., Shipbuilding Group, Vickers Armstrong Palmers, Hebburn Works, Hebburn	1	714	90	26	0
	2	850	145	35	0
Swan Hunter, Hebburn-on-Tyne	1	503	66	24	0

Slipways:	*No. of Slipways*	*Length of Cradle*
North side of river		
Swan Hunter, Wallsend	2	235′ & 310′
South side of river		
R. B. Harrison & Son Ltd., Hill Quay	2	200′ & 90′

REPATRIATION: All facilities available.
AIRPORT: Newcastle Airport, served by regular airlines.
TIME: British Standard Time, GMT plus 1 hour. GMT in winter months.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Whit Monday; Autumn Holiday Monday; Christmas Day.
POLICE/AMBULANCE/FIRE: Dial 999, and ask for service required.
TELEPHONES: Can be arranged on board at certain berths.
SERVICES: The tanker-cleaning berth at North Shields provides accommodation for vessels about 800 ft. length, depth alongside 25 ft. below Chart Datum. The shore installation, which is owned and operated by the Tyne Tanker Cleaning Co. Ltd., includes large reception capacity for tank washing and oily sludge, separators of the latest type which can deal with oily water at the rate of 1,000 tons per hour and various treatment and storage tanks; together with boilers and steam and pumping plant. Expert staff and modern equipment for carrying out tank washing, cleaning and gas-freeing of vessels at the berth, and for other essential duties are also available, making it possible for tanker crews to be paid off immediately on arrival. The whole installation is protected by a most complete system of fire precautions and fire-fighting equipment. Also available is compass adjusting, etc.
SHORE LEAVE: Allowed.
AUTHORITY: Port of Tyne Authority, Head Office, Bewick Street, Newcastle-upon-Tyne, NE1 5HS. Tel. Newcastle 25541.
AGENT: Lambert Brothers (Shipping) Ltd., 'B' Floor, Milburn House, Newcastle-upon-Tyne, NE1.1LY. Tel. Newcastle 27314. Telex: 53405. Cable address: "Lambros."

WHITEHAVEN: 54.33 N. 03.36 W.

DOCUMENTS: Usual required for clearing a vessel from foreign, i.e. Crew list, Passenger list, Customs Documents, Ships Register, Manifest and Bills of Lading.
PILOTAGE: Request for Pilot is made by International Code signal G, sound and visual. ETA should be sent twelve hours in advance either to ship's Agent or Harbour Master or both. Area for taking Pilot on board 4 to 5 cables West of Harbour. Pilot boat is a 36 ft. varnished boat, name "J. T. Pears". RT frequency 2241 and 2182. VHF to be installed shortly.
ANCHORAGE: Same area as for boarding Pilot according to draft.
RESTRICTIONS: Vessels may dock from one and a half hours before high water till one hour after high water according to draft.
MAX. SIZE: 270 ft. length, 40 ft. beam and 17 ft. draft (deepest) on spring tides, 14 ft. draft (deepest) on neap tides.
HEALTH: Usual pratique procedure.
RADIO: Port Patrick and Anglesey Radio Stations.
TUGS: No tugs
MEDICAL: Agent should receive notice in advance of any medical treatment required. Hospital services are readily available.
DENSITY: Any state of tide density is 1025.
FRESH WATER: Fresh water is available on all berths, any quantity on request to ship's Agent.
FUEL: Most grades and types available.
FIRE PRECAUTIONS: Usual precautions are taken when inflammable cargo is being loaded or discharged.
GANGWAY/DECK WATCHMEN: Advisable to have a watch man but not absolutely necessary.
OPENING/CLOSING HATCHES: Always opened and closed by crew members.
CERTIFICATES: Derat certificate, Load Line certificate, Radio RT certificate, etc.
CUSTOMS ALLOWANCE: 200 cigarettes. 1 bottle spirits.
IDENTIFICATION CARDS: None required.
CONSULS: Norway, Sweden, Denmark and the Netherlands.
REPAIRS: All types of deck and engine repairs carried out.
REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriations.
AIRPORTS: Nearest airports are at Manchester, Newcastle and Prestwick, all approx. 130 miles away.
HOLIDAYS: Cargo may be worked on following days: New Year's Day, Good Friday, Easter Monday, Whit Monday, August Monday, Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Telephone numbers of these services in order are: Whitehaven 2616, 3181 and 2151.
TELEPHONES: No special arrangements exist for placing telephones on board vessels.
SHORE LEAVE: Crew members may come and go at all times.
DELAYS: There are very seldom any delays in berthing and none in load or discharge or bunkering.
AUTHORITY: The Whitehaven Harbour Commissioners, 1 Duke Street, Whitehaven, Cumberland. Tel. Whitehaven 2435.

United States of America

ALBANY, New York: 42.40 N. 73.45 W.

DOCUMENTS: If first port of call in U.S., 2 complete Custom's Manifests describing all cargo on board and ports of discharge. Also 1 Cargo List for Albany cargo; 3 Crew Lists; 3 Store Lists, 3 Curio Lists, the Ship's Register, Load Line Certificate and Tonnage Tax Certificate.
PILOTAGE: Hudson River Pilot boards vessel off Yonkers, N.Y. Cable address: "Hudpilots, Yonkers, N.Y."
ANCHORAGES: Several anchorage areas in Hudson River en route to Albany if required due to weather. Vessels cannot anchor at Port of Albany.
RESTRICTION: Hudson River Channel to Albany has controlling depth of 32 ft. MLW. Vessels with draft in excess of 28 ft. will be required to transit river on favourable tide as directed by Pilot.
MAX. SIZE: Maximum permissible length 750 ft.; breadth 110 ft., draft 30 ft. Turning basin at Albany 1,100 ft. in width.
HEALTH: Free health pratique only when vessel is arriving from another U.S. port. If Albany is first port in U.S., Master should radio vessel's Agent prior to arrival and arrangements will be made for granting pratique at New York based on information available.
TUGS: One 2,500-h.p. tug stationed at port at all times; additional tugs available upon advance request. Normally one tug is sufficient for turning and docking. Tug's lines are used.
BERTHING: 4,000 linear ft. of marginal wharf available at APDC terminal for general cargo, grain, lumber, etc , 32 ft. alongside wharf. Various privately operated deep-water petroleum terminals in port area.
BRIDGES: Minimum vertical clearance of bridges on Hudson River en route to Albany is 135 ft.
STEVEDORES: Rates and information can be obtained from John W. McGrath Corporation; seven gangs available.
FRESH WATER: Supplied during regular working hours daily except Saturdays, Sundays, and holidays at $1.00 per 100 cubic ft. plus $10.00 service charge per daily delivery on straight time. Additional charge if supplied during other periods.
GANGWAY/DECK WATCHMEN: Available via ship chandler not required but recommended.
CONSULS: Italian Vice-Consulate located at Albany, other consulates available at New York City.
REPAIRS: Minor deck and engine repairs can be handled.
AIRPORT: Seven miles distant from port; served by Allegheny, America, Altair and Executive Airlines.
TIME: Eastern Standard and Eastern Daylight Saving, 5 hours minus GMT.
HOLIDAYS: Standard U.S. holidays; cargo work can be arranged on all holidays at overtime rates, except July 4th, Labour Day and Christmas Day.
SHORE LEAVE: Crew members allowed ashore unless restricted by Customs or Immigration requirements.
AUTHORITY: Albany Port District Commission, Administration Building, Port of Albany, Albany, N.Y., 12202, Tel. 518–463–1103.

ALEXANDRIA, Virginia: 38.48 N. 77.03 W.

DOCUMENTS/PILOTAGE/HEALTH: Refer to "Hampton Roads".
RESTRICTIONS: Anchoring necessary between 2200 to 0600. Berthing daylight only.
MAX. SIZE: Governed by draft only – maximum 22 ft. 6 in. all times.
RADIO: WMH Baltimore, Md.
TUGS: None required.
BERTHING: Berthing 0600 to 2200.
BRIDGES: One bridge, closed Monday through Friday 1600–1830 and 0630–0900.
STEVEDORES: Informally arranged through Receivers or Shipper's Agents.
MEDICAL: Hospital available.
FRESH WATER: Available at berth – 10 tons per hour.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Shore watchman provided.
OPENING/CLOSING HATCHES: Stevedores. Vessel – depending on understanding.
IDENTIFICATION CARDS: Required by Immigration.
REPAIRS: Minimal facilities.
REPATRIATION: Facilities exist.
AIRPORT: 3 miles. Washington National – multiple flights.
TIME: GMT minus 6 hours.
POLICE/AMBULANCE/FIRE: Agents arrange. Watchmen on duty.
SHORE LEAVE: Allowed.
DELAYS: No unusual delays.
AUTHORITY: Virginia Port Authority, Norfolk, Va.

ANACORTES, Washington: 48.31 N. 122.36 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
ANCHORAGES: East End Guemes Channel, 54 ft. min. depth.
MAX. SIZE: Length, open. Draft, 54 ft.
TUGS: Join vessel in Guemes Channel at Anacortes – lines optional.
BERTHING: Pier no. 1, depth 31 ft.; Pier no. 2, depth 33 ft.
STEVEDORES: Request 24 hours notice.
FRESH WATER: Available from city water system.
FUEL: Available from Shell and Texaco.
GANGWAY/DECK WATCHMEN: Not required by port.
OPENING/CLOSING HATCHES: Stevedores.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
CARGO GEAR: ILWU requirements.
IDENTIFICATION CARDS: Required.
REPAIRS: Minor repairs only.
AIRPORT: 75 miles Seattle International.
TIME: GMT minus 8 hours. From end April to end October, Pacific Daylight Saving Time, GMT minus 7 hours.
HOLIDAYS: See "Tacoma".
POLICE/AMBULANCE/FIRE: Police 293–3157; Ambulance 293–3183; Fire 293–3155.
TELEPHONES: Available at Pier 2 and at Pier 1 by Phone Co.
SHORE LEAVE: Allowed.
AUTHORITY: Port of Anacortes, Robert D. Keller, MGR. 293–3134.

ANCHORAGE, Alaska: 61.12 N. 150.00 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527.A or 7527.B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002)
Certified Crew List.
PILOTAGE: The pilot station for Anchorage is at Homer, Alaska Vessels may contact Pilot by radio telephone. Telegraphic address "Almarrpilot", ETA notice requested 24 hours. Guards VHF Channel 10. Pilot boat green and white. Pilot flag by day, pilot light at night. Pilot boat 1 mile South of Homer Spit (Coal Point) Homer Alaska. In bad weather, wait inside Homer Spit and advise via radio-telephone.
ANCHORAGES: The best anchorage for deep-draft vessels is West of Anchorage in depth of 10 to 12 fathoms, silt bottom. Holding ground is good.
TIDES AND CURRENTS: The diurnal range of tide is 29·6 ft, Currents from 1·7 to 6 knots or more in mid-channel.
RESTRICTIONS: Flow and pan ice is encountered in the Cook Inlet from approximately the end of November until the end of February. This ice does not freeze solid due to the tidal action. The port is in year-round use and expert information on winter conditions may be obtained from any of the highly qualified licensed ship pilots available in the area.
MAX. SIZE: All berths 35 ft. MLLW.
HEALTH: Vessels subject to quarantine are usually boarded at the wharves. There are several hospitals at Anchorage. Radio pratique may be granted basis information received prior to arrival of vessel provided no communicable diseases on board.
Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
RADIO: Port of Anchorage KBT 42, HF–AM, VHF–FM. Guards 2182, VHF Channel 16.
TUGS: Join vessel 1½ miles South-west of docks.
BERTHING: 600 ft. general cargo Terminal No. 1, apron width 47 ft., live load limit 600 lb. per sq. ft.
General cargo Terminal No. 2, 610 ft., apron width 69 ft. Depth alongside face at MLLW 35 ft.
Shore Cranes: Level luffing gantry and PACECO container cranes. Capacity: Level luffing gantry 7½ tons and 40 tons (5 ton high-speed whip lines). Container cranes 27½ tons.
Outreach from fender face is 70 ft. for the gantries and 81 ft. on the PACECO. Clear height above MLLW is 132 ft.
TANKERS: The Petroleum Terminal at the port of Anchorage is contiguous to the general cargo docks. The POL Dock is 612 ft, long and contains multiple petroleum manifolds in addition to those on Terminal No. 1. Depth 35 ft. alongside.
STEVEDORES: Working Hours: Stevedores do not work on January 1, September 6, November 25 and December 25. The first six hours of any shift between 8.00 a.m. and 3.00 p.m. is at the straight time rate. Work performed on Saturdays, Sundays, holidays and between 5.00 p.m. and midnight is at overtime rate. Meal breaks are 11.45 a.m. to 1.00 p.m.and 4.45 p.m. to 6.00 p.m. Stevedores do not normally work between midnight and 7.00 a.m.
SPECIALISED CARGO HANDLING FACILITIES: Two 27½-ton PACECO container cranes servicing general cargo Terminal No. 2; private bulk cement pipe-lines to shore silos.
DENSITY: From 1.0098 to 1.0102.
MEDICAL: All facilities available. Three local hospitals.
FUEL: All grades available.
FRESH WATER: Public Health Service certified watering station.
WATCHMEN: Gangway/Dock Watchmen required shipside.
HATCHES: Opening/closing hatches by stevedores.
AIRPORT: Five miles; served by regular foreign and domestic airlines.
CUSTOMS ALLOWANCES: At the discretion of customs officer Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew men already holding Form I.–95, issued for the same vessel
HOLIDAYS: New Year's Day (January 1st); Lincoln's Birthday Washington's Birthday; Seward's Day (March 30th); Memorial Day; Independence Day (July 4th); Labour Day; Columbus Day; Alaska Day (October 19th); Veterans' Day; Thanksgiving Day; Christmas Day (December 15th).
POLICE/FIRE/AMBULANCE: Police 272–1414; Ambulance/Fire 272–1515.
TELEPHONES: Telephones available shipside.
AUTHORITY: Port Director, 2000 Anchorage Port Road, Anchorage, Alaska 99501. Tel. 272–1531.

ASHTABULA, Ohio: 41.53 N. 80.48 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Nearest pilot station is the Welland Canal, Canada.
ANCHORAGES: No anchorage inside boundaries. Good anchorage outside to East of the entrance, depth approximately 20 fathoms,
MAX. SIZE: The Pinney Dock and Transport Company stevedoring dock handling overseas cargoes located just East of entrance to the port. Channel depth of 28 ft. Four berths, 27 ft. alongside; length of facilities up to 700 ft. by 75 ft. beam. No facilities for oil carriers.
RADIO: Contact Lorain, Ohio ship-to-shore station for local connections.
TUGS: Tugs normally join vessels just inside harbour entrance. Use ship's or tug's lines optional; tug lines used at additional charge of 10% of the tons will be added. For tug service call ship-to-shore tug Idaho, FM Channel 51.
STEVEDORES: Work gangs for loading and unloading provided by the Pinney Dock and Transport Company.
MEDICAL: Vessels requiring medical attention call U.S. Coast Guard station located in the main river by calling AM Channel 20. Ambulance and hospital service available. No inoculation, vaccinations, or fever certificates required.
DENSITY: Fresh water.
FRESH WATER: Available at stevedoring dock.
FUEL: Available on 24-hour notice.
FIRE PRECAUTIONS: City fire department. Also water line on face of the dock available.
GANGWAY/DECK WATCHMEN: Overseas stevedoring dock enclosed wire fence, watchmen on dock at all times, guard at main gate.
OPENING/CLOSING HATCHES: Optional by crew or stevedores.
CUSTOMS ALLOWANCES: Only allotments per person consumed aboard allowed.
IDENTIFICATION CARDS: Required.
CONSULS: Nearest at Cleveland.
REPAIRS: All types of deck and engine repairs available; also topside shell repairs.
REPATRIATION: Can be arranged.
AIRPORT: Nearest airport approximately 10 miles South with commuter services to Cleveland Hopkins Airport. Cleveland Hopkins Airport approximately 70 miles West.
TIME: Local Eastern Standard Time except from May to October – Daylight Saving Time.
HOLIDAYS: Stevedoring docks double time on holidays and time plus one-half on Sundays.
POLICE/AMBULANCE/FIRE: Police, 993–8281; Ambulance, 964–3121; Fire, 964–7123.
TELEPHONES: No provisions for placing telephones aboard vessels.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Ashtabula Port Authority, 4400 Main Avenue, Ashtabula.

ATRECO, Texas: 29.59 N. 93.53 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".

BALTIMORE, Maryland: 39.17 N. 76.35 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores Lists.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).
Customs boarding officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port.
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certificate Crew List.

PILOTAGE: Each vessel entering the Chesapeake Capes under foreign flag or carrying foreign cargo is required to employ a Pilot of the Association of Maryland Pilots. The Association maintains a pilot boat which is anchored at the entrance of the Chesapeake Capes. Pilots will be furnished with a small transistorized portable radio unit, which provide ships bridge to bridge communication system to ensure navigational safety while traversing the waters of Chesapeake Bay. It is a positive means of communication to ensure ship's position reporting, the safety and movement of vessels, as well as messages related to the operational needs of vessels proceeding to the port, and provide the Pilots communications instructions expediting operations of vessels when they are aboard.

ANCHORAGE: Numerous anchorages located within harbour limits for ocean-going vessels. Seven such areas are available for vessels of light and heavy draft. Four of these anchorages are located on the East side of the main ship channel between the entrance channel to the Central Soya Company Grain Elevator and Fort Carroll. Two are on the West side of the main ship channel, and one on the North side of Curtis Bay channel.

At Sandy Point, approximately 22 miles South of Baltimore, there is an emergency anchorage in natural deep water with depth of 50 ft or more.

RESTRICTIONS: There are two different approaches and exits to the sea lanes. The principal route is by way of the Southerly course through the Chesapeake Bay and Cape Henry to the ocean. The distance by this route is approximately 150 nautical miles. There is a main ship channel 20 miles long from Baltimore to the Chesapeake Bay; this channel is 800 ft. wide and 42 ft. deep.

The other route to the sea lanes is via the Chesapeake and Delaware Ship Canal. This offers a short protected route between Baltimore and other leading North Atlantic ports by way of Delaware Bay and allows ships serving North Atlantic European ports to save about 115 miles sailing distance.

Entrance to the Chesapeake and Delaware Ship Canal is located about 50 miles North of Baltimore. The width of the channel is 450 ft. and the depth is maintained at 35 ft. The canal itself is 15 miles in length, and from the Delaware Bay side the distance to sea lanes is about 60 miles. Navigation lights are maintained so the canal is open to navigation day and night.

MAX. SIZE: Length 1250 ft., draft 42 ft. at Canton Ore pier.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board.

Normally, vessels are boarded by Medical Officers on arrival unless Free Pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

Quarantine office is located in the U.S. Custom House. Immigration and Quarantine board vessels at dockside. In the event of vessels not docking launch arrangements must be made by Agent.

TUGS: The port has an efficient fleet of tug-boats in operation The tugs usually take vessel in tow at Quarantine Station.

BERTHING: There are approximately forty-five important piers and terminals some of which are listed below.

Dundalk Marine Terminal, 12 berths, depth alongside 34 ft. LW.

Berth	*Length*	*Max. Beam*	*Max. Draft*
Canton R.R. Ore Pier (Cottman's)	1250 ft.	105 ft.	42 ft.
C & O/B & O Ore Pier	650 ft.	100 ft.	35 ft. 6 in.
Western Maryland Railway Ore Pier	1200 ft.	105 ft.	36 ft.
Sparrows Point Ore Pier (Beth. Steel Co.)	1500 ft.	105 ft.	40 ft.
C.S.Y. Grain Elevator	800 ft.	105 ft.	32 ft.
Indiana Grain Elevator (C & O/B & O)	850 ft.	100 ft.	38 ft.
Louis Dreyfus Co. Elevator	1200 ft.	105 ft.	36 ft.
Hawkins Point Terminal (Eastalco Aluminium Co.)	850 ft.	100 ft.	37 ft.
C & O/B & O Railway Coal Pier	850 ft.	105 ft.	38 ft. 6 in.
Western Maryland Railway Coal Pier	470 ft.	98 ft.	40 ft.
Penn–Central Coal Pier	600 ft.	90 ft.	35 ft.

Clinton Street Terminal, four berths, draft 32 ft.
Locust Point Marine Terminal, 20 berths, draft 27 to 34 ft.
Port Covington Terminal, 17 berths, draft 30 to 38 ft.
Rukert Terminals Corp., one berth, draft 32 ft.
The Terminal Corp., one berth, draft 28 ft.

BRIDGES: The Chesapeake Bay Bridge-Tunnel is located across the entrance to the Bay, between Cape Henry and Cape Charles. This vehicular crossing consists of fixed causeways and bridges, and 2 tunnels – one under the Chesapeake Channel and one under the Thimble Shoal Channel.

No bridges cross the main ship channel in Baltimore Harbour. Vessels en route to the harbour from the ocean via the Chesapeake Bay pass under the Chesapeake Bay Bridge, about 151 statute miles above the ocean entrance to the bay. This bridge is 3·7 miles long from shore to shore; its western end is 0·5 miles South-west of Sandy Point and its Eastern end is on Kent Island, 4·0 miles South-west of Love Point. The Curtis Creek and Middle Branch sections of harbour are each crossed by a highway and a railroad bridge.

DENSITY: The salinity of Baltimore harbour waters requires full fresh water draft allowance.

TANKERS:
American Oil Co: max. length 580 ft. draft 30 ft.
Cities Service: ,, 665 ft. ,, 34 ft.
Humble Oil Co: ,, 680 ft. ,, 33 ft.
Hess Oil Co: ,, 560 ft. ,, 32 ft.
and others. Slop disposal facilities available at Humble Oil Terminal.

MEDICAL: All facilities available.

FRESH WATER: Can be supplied at all berths. Water barges available.

FUEL: All grades supplied by numerous oil companies by barge or ex-wharf at the oil berths.

REPAIRS: *Bethlehem Steel Corporation.* At the Sparrows Point Shipyard vessels up to 300,000 tons dwt. are constructed, and the facilities include all the necessary equipment for the construction of large and small vessels.

Two other marine yards, one of which is located at Key Highway, while the second is located on the Eastern end of Locust Point adjacent to Fort McHenry. The facilities of these plants include three dry docks, two graving docks and nine outfitting piers. These facilities handle all types of dry docking and ship repairs.

Maryland Shipbuilding and Dry-dock Company. This large marine shipyard is located on the water front at Fairfield. Plant facilities include four dry docks, five outfitting piers and one side launch way. All types of ship repairs are handled in this yard.

In addition to the above mentioned facilities there are numerous companies specialising in minor ship's repairs.

CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

DEVELOPMENTS: Chesapeake and Delaware Canal to be dredged to 35 ft. depth by mid 1973.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.

CONSULS:

Argentina	France
Belgium	Great Britain
Bolivia	Guatemala
Columbia	Honduras
Costa Rica	Italy
Denmark	Luxembourg
Dominican Republic	Netherlands
Equador	Norway
El Salvador	Panama
Finland	Sweden

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours from April to October.

AUTHORITY: Maryland Port Administration, 19 St. Charles St., Baltimore. Tel. (301) 383 5700.

BANGOR, Maine: 44.49 N. 68.47 W.

DOCUMENTS:
1 copy of Crew List.
1 copy of Passenger List.
2 copies of Stores Lists.
2 copies of Foreign Purchase Lists.
2 copies of Inward Foreign Manifest.
1 form 3251 (Master's Oath on entry of vessel).
2 forms 1374 outward foreign Manifest

PILOTAGE: Cable PENBAY via Chatham Radio. Ship's Agent usually notifies Pilot 48 hours and 24 hours before arrival at the pilot station. Pilot boat usually stands by on their radio one hour before ETA on RT 2182 and the VHF Channel 16 (156·8). Pilot boards at Monhegan Is, lat. 43°45′ N., long. 69° 22′ 5″ W. Pilot uses a white boat 36 ft. long and displays "H" by day and the pilot signals at night. Vessels awaiting Pilot in bad weather must heave-to outside.

ANCHORAGES: No restrictions on anchoring at Searsport and the Fort Point area.

RESTRICTIONS: Large ships are restricted to daylight navigation and high water. Small coastal ships of 14–15 ft. draft run day and

night. South Brewer has a controlling depth of 16 ft. at low water. Lower Bangor has controlling depth of 15 ft. and upper harbour has depth of 11 ft. Average rise of tide is 13 ft.
MAX. SIZE: At present ships of 560 ft. are taken up the river two hours before high water during daylight. Size and draft of ship depend on the berth.
HEALTH: It is the practice of the Agent to notify the U.S. Public Health and arrange for an inspection at the pier. If any disease is found the vessel is quarantined. When vessel has once cleared U.S, quarantine and proceeds to other U.S. ports, the clearance is still valid. Contact Agents for radio pratique.
RADIO: Vessels arriving Bangor use radio station at Chatham Mass., or call on the RT through station WOU at Boston, Mass.
TUGS: Usually meet ship at Bucksport, and use ship's lines.
BRIDGES: One suspension bridge with a height of 135 ft. at high water. Horizontal clearance is 750 ft.
MEDICAL: No advance notice required. There are three large hospitals. Seamen required to have certificate for smallpox vaccination during past three years.
TANKERS: One berth for ocean-going vessels. One 8 in. hose with a 10 in. line. Twenty-two ft. at low water.
DENSITY: Nearly fresh water.
FRESH WATER: Supplied at ocean-going berth at the rate of 50 tons per hour.
FUEL: Only available at oil berth.
CERTIFICATES:
Load-line.
Foreign Clearance.
Safety Certificate.
Radio Operator's Licence.
CUSTOMS ALLOWANCES: 200 cigarettes per man, 1 bottle wine/spirits per man.
IDENTIFICATION CARDS: Form I.–95 must be filled out upon arriving unless seaman has made one out before on a previous trip.
CONSULS: None.
REPAIRS: Only machinery repairs.
REPATRIATION: Arrangements must be made ahead of time by telegram.
TIME: GMT minus 5 hours in the winter and minus 4 hours in the summer.
AIRPORT: Bangor International is 2 miles from the city.
POLICE/AMBULANCE/FIRE: Police 9427377; Ambulance 9893311 Fire 9422293.
TELEPHONES: None put aboard. One pay phone on ocean-going berth.
SHORE LEAVE: Allowed subject to Immigration approval.
AUTHORITY: City of Bangor, Dept. of Harbour and Wharves, Harbour Master.

BATON ROUGE, Louisiana: 30.28 N. 91.12 W.

DOCUMENTS:
Original and 3 Crew Lists.
Original and 3 Passenger Lists.
Clearance from last foreign port.
Original and 3 copies Inward Manifest.
Certified Derat Certificate.
Load-line Certificate.
Safety Certificate.
Ship's Register.
3 copies Curio List.
PILOTAGE: Advise Agents ETA sea-buoy 48 hours in advance. Agent then makes arrangements for pilots. Seven 46 ft pilot boats—red hulls white cabins, flying white and blue pilot flags. Suggest pilot ladder 6 ft. above water level, no life-line. Call channel 2738 or VHF channel 9, 30 to 40 miles out. Safe anchorage within two miles Southpass or South-west pass entrance.
ANCHORAGES: General anchorage Baton Rouge as directed by Pilots.
RESTRICTIONS: No night-time restriction for entry or clearance, docking or undocking.
MAX. SIZE: Humble Oil Docks can accommodate 1000 ft. vessels—unlimited breath; draft governed by South-west pass—project depth 40 ft. usually restricted from 37 ft. to 30 ft. draft May through August, due to low water and silting.
HEALTH: Vessels en route Baton Rouge from foreign port rig accommodation ladder and anchor off quarantine station New Orleans for pratique and immigration inspection. Infectious diseases referred to Agent for handling with U.S. Public Health Doctor. No pratique required for vessels arriving from another U.S. port. Radio free pratique may be requested through Agents about 36 hours prior arrival by advising no sickness, no animals, no passengers, etc.
RADIO CALLS: ETA cables can be routed through Tropical Radio WNU New Orleans.
TUGS: Available at Baton Rouge for docking and undocking. Ship's lines used.
BERTHING: No time restrictions on berthing.
CARGO HANDLING FACILITIES: Two general cargo docks with total 280,000 sq. ft. transit shed and 2,265 ft. long, 40 ft. wide apron with double marginal tracks; grain elevator and bulk terminal at Burnside, for handling ores, concentrates, etc.; container marshalling yard adjacent cargo docks; also 20-acre paved staging area for import automobiles. Dock equipped for roll-on/roll-off. One dock equipped handle liquid chemicals.
BRIDGES: Sufficient clearance for all stages of river at all times; two bridges cross at New Orleans, one at Baton Rouge and one at Donaldsonville.
STEVEDORES: May be obtained by Agent with 4 hours notice.
MEDICAL: Agents should receive 24 hours notice when medical attention is required. Two excellent hospitals at Baton Rouge, U.S. Public Health Hospital at New Orleans.
TANKERS: Oil tankers load various petroleum and chemical products at Humble Oil Docks with sufficient hose, reducers, etc., available. Oil residue slop facilities available.
DENSITY: No tide—fresh water at all times.
FRESH WATER: At public docks. At Humble Oil Terminal simultaneous with loading or discharging at no cost. Ship's crew to make water connections.
FUEL: All grades subject inquiry. Barging essential.
FIRE PRECAUTIONS: Usual fire lines and sprinkler systems.
GANGWAY/DECK WATCHMEN: Only if Master requires.
OPENING/CLOSING HATCHES: Depending on terms of charter, usually by ship's crew.
CUSTOMS ALLOWANCES: Tobacco, each crew member allowed 300 cigarettes. Master allowed reasonable quantity. Wine and/or Spirit, each crew member allowed one bottle each of wine and spirits. Master allowed reasonable quantity.
CARGO GEAR: Safety certificate required for ships gear in handling. Pkg. cargo, etc.
IDENTIFICATION CARDS: Usual passports.
CONSULS: Norwegian only, all other consuls at New Orleans – 80 miles distant.
REPAIRS: All types of deck and engine repairs may be carried out.
REPATRIATION: Crew repatriation and crew changes may be made.
AIRPORT: Six miles to Ryan Airport, served by regular airlines.
TIME: Local time is Central Standard Time—6 hours later than GMT; from April through October local time is CS daylight saving time, 5 hours later than GMT.
POLICE/AMBULANCE/FIRE: Tel. Nos. Public Dock: Police 343–5525; Ambulance 344–0566; Fire 343–4140.
TELEPHONES: No arrangements for placing telephones aboard.
GENERAL: Tankers in ballast advised of drift wood conditions in river and ballast their vessels accordingly so as to avoid propeller damage.
SERVICES: Because of restricted river inadvisable adjust compasses. This is usually accomplished below New Orleans where river of sufficient width to permit large vessels to swing. Two firms engaged in tank cleaning, namely, Two Twenty Eight Terminals Inc. and Port Allen Marine Cleaning Plant. Slop facilities available at the Humble Oil & Refining Co. dock.
SHORE LEAVE: Shore leave permitted except when detained aboard by U.S. immigration.
DELAYS: Normally no delays at Humble Oil docks in berthing except when vessel's tanks unsuitable for loading. Normal delay at city wharf is one day awaiting berth.
AUTHORITY: Greater Baton Rouge Port Commission, PO Box 380, Port Allen, Louisiana 70767.

BAYTOWN, Texas: 29.44 N. 95.01 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Houston".
TUGS: Available if required.
BERTHING: Humble Oil & Refinery Co. Terminal, depth alongside 35 ft.
MEDICAL: All medical assistance available.
DENSITY: Brackish.
FRESH WATER: Available ex wharf.
FUEL: All grades available ex wharf.
GANGWAY/DECK WATCHMEN: Required only if crew detained by Immigration.
CUSTOMS ALLOWANCES: Each man 300 cigarettes or 100 cigars or 1 lb. tobacco; 1 quart wine/spirits.
AUTHORITY: Harris County Houston Ship Channel Navigation District, 1519 Capitol Avenue, Houston, Texas.

BEAUMONT, Texas: 30.05 N. 94.05 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".
TUGS: Meet vessel in Neches River before arriving at berth. Normally two tugs used for docking, one for undocking.
BERTHING: Beaumont Elevator, distance from sea 50 m., depth alongside 38 ft. Texas Gulf Sulphur Co., distance from sea 47 m., depth alongside 34 ft.
STEVEDORES: Normal working hours 0800/1200 and 1300/1700. Monday to Friday.
HOLIDAYS: Longshore holidays are: Armistice Day; Thanksgiving Day; Christmas Day; New Year's Day; Washington's Birthday; Texas Independence Day (June 19th); Fourth of July; Labour Day; Decoration Day (May 30th). No work performed on Labour Day or Christmas Day.
TANKERS: Mobil Oil Co., distance from sea 49 m., depth alongside 36 ft. Pan American Pet. Co., distance from sea 45 m., depth alongside 38 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available at berths, or by barge.
FUEL: Available ex-wharf at Mobil terminal. All grades available by barge to other locations.

GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and one quart wine/spirits for each man.
IDENTIFICATION CARDS: Foreign crew require only Immigration landing permit.
CONSULS: Nearest at Houston.
REPAIRS, DRY DOCKS: See "Port Arthur".
AUTHORITY: Port Director, Port of Beaumont, PO Drawer 3626, Beaumont.

BELLINGHAM, Washington: 48.45 N. 122.31 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
TUGS: Available, join vessel in Bellingham Bay.
ANCHORAGE: Deep water available, but not good holding ground.
BERTHING: North Terminal, Berthing length 1,350 ft., depth alongside 35 ft. MLLW. South Terminal, Berthing length 450 ft., depth alongside 30 ft. MLLW. Georgia Pacific Dock, Berthing length 600 ft., depth alongside 30 ft. MLLW.
STEVEDORES: Eight local gangs. Additional gangs imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Available. Barge delivery only.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
AUTHORITY: Port Manager, Port Bellingham, Washington.

BENICIA, California: 38.03 N. 122.10 W.

DOCUMENTS: Health and all General Information: refer to "San Francisco".
PILOTAGE: Port located about 25 miles above Golden Gate Bridge. River pilot joins at San Francisco, using VHF for traffic information. Passage includes passing under two bridges, Carquinez Strait Bridge having the least clearance, with 146 ft. (HW) and 151 ft. (LW) (using North Channel). River passage is timed to arrive at Benicia at the first of ebb tide; this is approximately 2½ hours after HW at Fort Point (Golden Gate).
ANCHORAGE: At San Francisco.
RESTRICTIONS: Tankers must lighten to 36 ft. fresh-water draft. This is done at No. 7 anchorage, 1½ miles East of Alcatraz Island. This cargo will later be pumped back to the tanker as barges cannot overcome shore back pressure. Turning basin off the berths, radius 1,800 ft.
TUGS: One small tug assists berthing. Only one normally required for unberthing.
BERTHING: Continuous wharf 2,404 ft. long with berth for three vessels. Depth alongside 39 ft. The North berth used for crude oil discharge and the South berth for petroleum products. The centre berth is equipped for handling general and bulk cargoes.
MOORINGS: Berths equipped with quick-release hooks and bollards. Two head wires, four breasts and two springs forward. This necessary because of current off the bank during ebb tide. Two stern lines, two breast lines and two springs aft.
BULK HANDLING FACILITIES: Waterside silos capacity 26,000 tons. With loading conveyor belt capacity 1,000 tons per hour.
TANKERS: Crude oil discharge through two 12-in. Chiksan arms and 36-in. shoreline, 2½ miles long. Shore tanks are situated 164 ft. above sea level, initial back pressure 65/70 p.s.i.
FRESH WATER: Available from shore lines.
FUEL: Can only be delivered by barge. Average rate 300 t.p.h.
DEVELOPMENTS: Current plans call for: (1) enlargement to 9 berths; (2) deepening of water alongside, including channels to 45 ft.; (3) installation of bulk handling equipment for wood chips; (4) for bulk iron ore and (5) development of a complete container terminal.
AUTHORITY: Benicia Port Terminal Company.

BOSTON, Massachusetts: 42.21 N. 21.05 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), two copies showing all cargo on board, and 1 copy showing only cargo for this port.
3 copies Crew manifest (curio list).
3 copies Stores List.
3 copies Passenger List (Form I.–418).
3 copies Crew List (Form I.–418).
Customs boarding officer will also examine Ship's register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Is compulsory. Pilots cruise in boats which are designated by numbers painted in black figures 4 ft. high on sails. The outer boat cruises outside the Graves.
ANCHORAGES: ANCHORAGE NO. 1.

Upper Harbour Anchorage: Steam and motor vessels permitted to anchor in this basin anchor within the following area: South-easterly of a line bearing 205 degrees true from North-easterly corner of Boston and Albany Pier No. 5, East Boston; North-easterly of a line bearing 122 degrees true from South-easterly corner of Lewis Wharf, North Pier; South-westerly of a line bearing 392 degrees true from North-easterly corner of Southernmost Airport Approach Pier; North-westerly of a line bearing 025 degrees true from Buoy No. 12, F1.R.6 sec.

ANCHORAGE No. 2. *President RoadsAnchorage* (40 ft. anchorage): All vessels anchoring in this basin anchor within an area beginning at a point bearing 237 degrees, 522 yards from Deer Island Light; thence to a point bearing 254 degrees, 2280 yards from Deer Island Light; thence to a point bearing 261 degrees, 2290 yards from Deer Island Light; thence to a point bearing 279 degrees, 2438 yards from Deer Island Light; thence to a point bearing 319 degrees. 933 yards from Deer Island Light; thence to a point bearing 319 degrees, 666 yards from Deer Island Light; and thence to point of beginning.

President Roads Anchorage (35 ft. anchorage): All vessels anchoring in this basin anchor within an area beginning at a point bearing 256 degrees, 2603 yards from Deer Island Light; thence to a point bearing 258 degrees, 3315 yards from Deer Island Light; thence to a point bearing 264 degrees, 3967 yards from Deer Island Light; thence to a point bearing 261 degrees, 2290 yards from Deer Island Light; and thence to point of beginning.

ANCHORAGE No. 3. *Nantasket Roads Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; Westerly of a line bearing 143 degrees from wharf at Gallups Island to Bell Buoy No. 2, South-west of Georges Island; Northerly of a line bearing 260 degrees from Bell Buoy No. 2, Georges Island, to the Northerly end of Rainsford Island; Northerly of a line bearing 273 degrees from the Northerly end of Rainsford Island to Bass Point, Long Island; Southerly of a line bearing 270 degrees from the wharf at Gallups Island to Long Island.

ANCHORAGE No. 5. *Peddocks Island and Explosive Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; South-westerly of a line bearing 122 degrees true from the Easterly end of Rainsford Island to the North-easterly end of Rainsford Island to the North-easterly end of Peddocks Island, North-easterly of a line bearing 165 degrees true from the Westerly end of Rainsford Island to the South-easterly end of Peddocks Island.
RESTRICTIONS: There are three main channels of entrance from sea to President Roads.

Broad Sound North Channel from Broad Sound to President Roads from North-eastward. Dredged 35 ft. deep and 1,500 ft. wide and is deepened to 40 ft. in a width of 900 to 1,100 ft. This channel well marked by lighted buoys.

Broad Sound South Channel from Broad Sound South-westerly and Westerly to President Roads. Dredged 30 ft. deep and 1,200 ft. wide. This channel is well marked by buoys and ranges but most aids to navigation are not lighted.

The Narrows is channel leading into Boston Harbour from South-eastward between Boston Lighthouse and Lovells Island on the North-east and Point Allerton, Georges Island and Gallups Island on South-west. Depth is 27 ft. Width is generally 1,000 ft. except in a section between Narrows Light and Georges Island where shoaling on North-easterly side limits is to 700 ft. Channel is well marked.

The Main Ship Channel of Boston Harbour extends from President Roads to the mouths of the Chelsea and Mystic Rivers and to Charlestown Bridge on the Charles River. Channel has been dredged 35 ft. deep and 1,200 ft. wide to the inner end where widths decrease near the river mouths. It has been deepened to 40 ft. for 600 ft. width from President Roads to the mouth of the Mystic River, with a widening to 1,200 ft. at the bend just Northerly of Commonwealth Pier No. 5, South Boston.

Charles River is the approach by water to Cambridge and Watertown. About half a mile above the lower bridge there is a dam with a lock 45 by 350 ft. with depth of 17 ft. over the lower sill. Depths above dam decrease gradually to 9 ft., basin level, at head of navigation. *Mystic River* is approach by water to Everett, Malden and Medford. Controlling depths are 35 ft, from Mystic River bridge to approximately 1 mile above, thence 20 ft. from the 35 ft. Channel to 800 ft. above the Malden Bridge to a point abreast Monsanto Chemical Company plant. *Chelsea River* is approach to city of Revere. Channel from entrance to a point opposite the Tenneco Oil Co. terminal has a controlling depth of 35 ft. *Weymouth Fore River* is approach by water to Quincy and Weymouth. Controlling depth is 30 ft. to Fore River Bridge. Controlling depth for a distance of 2,800 ft. above Fore River Bridge is 30 ft. *Town River* extends North-westward from Weymouth Fore River at Quincy point. River has a controlling depth of 27 ft. from deep water in Weymouth Fore River to a point opposite the Quincy Oil Co. terminal. Opposite Quincy Oil Co. terminal there is a turning basin 18 ft. deep, 400 ft. wide and 1,000 ft. long.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally vessels boarded by Medical officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: Steamers can proceed from the sea to Boston Upper Harbour under own power. They are usually met by tow-boats, for docking while in the stream. Barges usually left by the outside tow-boats at the anchorage grounds, to be docked later by harbour tugs
BERTHING: There are 259 piers or wharves in the port of Boston providing 158,646 lineal ft. or 30 miles of berthing space measured

along the sides and ends of piers and along bulkheads or shore wharves. Many of them have railroad connections. The depths of water available alongside these terminals range up to a maximum of 40 ft. at mean low water. Practically all terminals fronting on main ship channel are in close proximity to storage warehouses, both cold and dry which greatly facilitates transfer of cargo between vessel and warehouse.

Main Terminals:

Hoosac Pier, three berths,	depth alongside		35 ft.
Mystic Pier, four berths	,,	,,	35 ft.
Commonwealth Pier, five berths	,,	,,	40 ft.
South Boston, ten berths	,,	,,	35 ft.
Castle Island, seven berths	,,	,,	35 ft.
East Boston, five berths	,,	,,	32 to 35 ft.
Public Container Terminal, two berths	,,	,,	36 ft.

SPECIALISED CARGO HANDLING FACILITIES:

Bulk Cement	*Location*	*Depth at MLW*
Atlantic Cement Company	Charlestown	29 ft.
Marquette Cement MFG. Company	Everett	20 ft.
Universal Atlas Cement Company	South Boston	25 ft.
Chemicals and Solvents		
Union Carbide Corp.	Everett	36 ft.
General Cargo Terminals		
East Boston Pier (3 berths)	E. Boston	35 ft.
Mystic Pier (4 berths)	Charlestown	35 ft.
Hoosac Pier (3 berths)	Charlestown	35 ft.
Commonwealth Pier (5 berths)	S. Boston	40 ft.
Boston Army Base Terminal (10 berths)	S. Boston	35 ft.
Castle Island Terminal (7 berths)	S. Boston	35 ft.
Container Terminals		
JF Moran Docks (2 berths)	Charlestown	40 ft.
Sea-Land Services Inc. (1 berth)	S. Boston	35 ft.
Gypsum Rock		
U.S. Gypsum Company	Charlestown	24 ft.
Sulphur		
Freeport Mineral Company	Everett	36 ft.
Iron and Steel Products		
Boston Army Base Terminal (6 berths)	S. Boston	35 ft.
Raw Sugar		
American Sugar Co.	Charlestown	30 ft.
Revere Sugar Refinery	Charlestown	30 ft.
Salt (Sodium Chloride) and Pumice		
Eastern Minerals Inc.	S. Boston	35 ft.
Castle Island Terminal, Berth II	S. Boston	35 ft.
Scrap Metal		
Prolerized N.E. Co.	Everett	36 ft.
Schiavone & Sons Inc.	Charlestown	34 ft.
Vegetable Oils, Liquid Caustic Soda, etc.		
Procter & Gamble MFG Co.	Quincy	30 ft.
Animal Oils Greases and Fats (Tallow)		
Commonwealth Pier 5 (Corenco)	S. Boston	40 ft.
Castle Island Terminal Berth 16	S. Boston	35 ft.
East Boston Pier I	E. Boston	35 ft.
Commonwealth Pier 5	S. Boston	40 ft.
Lumber		
Castle Island Terminal Berth II	S. Boston	35 ft.
L.N.G. Terminals		
Boston Gas Company	Dorchester	25 ft.
Distrigas	Everett	36 ft.

TANKERS:

Tanker berths	*Location*	*Depth at MLW*
State Fuel Co. Inc.	E. Boston	29 ft.
Mobil Oil Corp.	Quincy	35 ft.
,, ,, ,,	E. Boston	30 ft.
Gibbs Oil Company	Revere	35 ft.
Atlantic Richfield Company	Revere	35 ft.
Sun Oil Company	Revere	30 ft.
Northeast Petroleum Corp.	Chelsea	20 ft.
,, ,, ,,	Revere	30 ft.
Union Oil Company of Boston	Revere	35 ft.
Gulf Oil Corp.	Chelsea	31 ft.
American Oil Company	Chelsea	32 ft.
Cities Service Oil Co.	Braintree	35 ft.
,, ,, ,, ,,	Chelsea	30 ft.
Texaco Oil Inc.	Chelsea	36 ft.
Quincy Oil Co.	Quincy	32 ft.
Metropolitan Petroleum Co.	Chelsea	35 ft.
Humble Oil and Refining Co.	Everett	42 ft.
White Fuel Oil Co.	S. Boston	40 ft.

STEVEDORES: Available at various rates.

FRESH WATER: Plentiful supply of excellent water in Boston, It is supplied by terminal at prevailing rates.

FUEL: All grades available in various viscosities. Normally supplied by barge subject to advance notices.

CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. of tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.-95, issued for the same vessel.

GANGWAY/DECK WATCHMEN: Available. Usual charge is $24.89 per 8 hours shift Monday to Friday inclusive, and $34.12 per 8-hour shift Saturdays, Sundays and holidays.

OPENING/CLOSING HATCHES: Performed by stevedores.

CONSULS:

Australia	Finland	Lebanon
Argentina	France	Mexico
Austria	W. Germany	Netherlands
Belgium	Great Britain	Norway
Bolivia	Greece	Panama
Canada	Guatemala	Paraguay
Cyprus	Haiti	Peru
Colombia	Iceland	Portugal
Costa Rica	Ireland	Spain
Denmark	Israel	Sweden
Ecuador	Italy	Switzerland
El Salvador	Japan	Thailand
		Venezuela

REPAIRS: Any type of repair undertaken.

DRY DOCKS:

Naval Dry Docks are not generally available for use of private parties. However, it may be possible at times, depending on Naval needs, to make arrangements with Navy Department for docking services for private parties if no privately-owned facilities are available. Naval needs govern and Navy does not enter into competition with privately-owned facilities if such services are available.

Bethlehem Steel Co., Shipbuilding

Division, East Boston, Massachusetts	*Length*	*Capacity*
Floating Dry Dock No. 1	622 ft.	18,000 tons
Floating Dry Dock No. 2	479 ft.	20,000 tons
Graving Dry Dock No. 4	256 ft.	

Modern facilities for repair, overhaul, and conversion of vessels of all sizes:

(*a*) A 10,000 ton capacity floating dry dock serviced by two 150 ton overhead cranes with a yoked capacity of 350 tons. The five-section dock is 415 ft. long, 120 ft. wide, and has an inside dimension of 85 ft. 7 in.

(*b*) 3 building basins (actually a three-positioned graving dock), 2 are 132 ft. wide, 867 ft. long; 1 is 150 ft. wide, 938 ft. long Each basin serviced by two whirley type cranes of 75 and 50 ton capacity.

(*c*) Four outfitting piers capable of handling up to 10 ships simultaneously provide adequate space for dockside work and for mooring personnel or service barges.

(*d*) Three conventional "sliding" ways capable of handling ships up to 1,000 ft. in length.

Major Shops: Two-bay fabricating shop served by 17 bridge cranes. Machine shop equipped with large vertical and horizontal mills planers, lathes and a complete small machine complement. Fully equipped sheet metal, joiner, boiler, blacksmith, pattern, foundry galvanizing, pipe and copper, and electrical shops. Complete facilities for inspection of all types including nondestructive testing such as radiography, magnetic particle, liquid penetrant and ultrasonic.

REPATRIATION: Good facilities exist.

HOLIDAYS: New Year's Day (1st January); Washington's Birthday (22nd February); Patriots' Day (19th April); Memorial Day (30th May); Bunker Hill Day (17th June); Independence Day (4th July); Labour Day (first Monday in September); Columbus Day (12th October); Veteran's Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December). *Note:* "Or any day celebrated in lieu thereof".

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours from April to October.

AUTHORITY: Massachusetts Port Authority, 470 Atlantic Avenue, Boston.

BROWNSVILLE, Texas: 25.54 N. 97.28 W.

DOCUMENTS: See "Houston".

PILOTAGE: When a vessel is scheduled to arrive at the port of Brownsville the vessel's Agent notifies the Harbour Master's office of the approximate ETA. Later, when a firm ETA is received, the Harbour Master's office notifies the pilot office that the vessel is expected on the bar at a certain time and also gives the time which she would like to enter.

The telegraphic address of the pilot office is: Brazos-Santiago Pilots, 411 First National Bank Bldg., Brownsville, Texas.

If possible, it is desired that the pilot office be notified two hours in advance of the ETA of any vessel.

The VHF Channel to be used when contacting the pilot boat is 16. When contact is made, this will be switched to Channel 13.

The pilot boat is an oil screw vessel, powered by a Caterpillar diesel engine. Her gross tonnage is 1,782, length 45 ft., beam 12 ft. 7 in. and draft 6 ft.

No light or sound signals are necessary from vessels requiring a Pilot, although light signals may sometimes be used at night – ordinarily a vessel is picked up by visual sighting.

The pilot boat is located on the South tip of Padre Island – the pilot station is adjacent to the entrance to ship channel with a clear view of the approach to the jetties.

The Pilot is taken on board an incoming vessel at the sea buoy which is located 2 miles off shore.

The anchorage for a vessel awaiting Pilot is 1½ miles North of sea buoy.

ANCHORAGES: Anchorages are marked on charts.
MAX. SIZE: The maximum permissible: Length 800 ft., beam 100 ft., draft 35 ft.
RADIO: ETA cables to Agent, etc., should be addressed to the Agent via Mackay Radio at Galveston or RCA in Port Arthur. When within a 60 miles range of the port, calls may be made through the Harbour Master's office on VHF Channel 16 or 26 and the calls will then be transferred to land lines to any point.
VHF: A vessel approaching the port of Brownsville may contact the Harbour Master's office on VHF Channel 16 or 26.
TUGS: Tugs normally join an incoming vessel 1¼ miles before she enters the turning basin. The tug's lines are used for which there is no charge.
STEVEDORES: To arrange for gangs the vessel needs to notify the ship's Agent of ETA; the Agent will in turn notify the stevedore. It is necessary that the Agent be advised of an ETA before 1900 for an 0800 start.

Main commodities and average load and discharge rates:

Grain	Bulk carrier 1,200 tons per hour
,,	between deck 600 tons per hour
Cotton	100 bales per hour per gang
Lead and zinc pigs	25 tons per hour per gang
Citrus in boxes	18 tons per hour per gang
Onions and carrots in bags	18 tons per hour per gang
General cargo	15 tons per gang per hour

MEDICAL: When medical attention is required, advance notice should be given the Agent by ship's radio. U.S. Public Health radio pratique questionnaire should be complied with to expedite vessel's clearance on arrival from a foreign port.
TANKERS: Ballast facilities are available up to 6,000 barrels per hour. The port loads residual crude only – about 13·2 API. The port has three tankers berths, with 34 ft. 7 in. maximum draft.
DENSITY: The average density is 32 parts per 1,000.
FRESH WATER: Fresh water is available and can be delivered to a vessel through hose or pipe line at 150 gallons per minute.
FUEL: No fuel is available locally. It must be barged in from Corpus Christi – advance arrangements are necessary.
FIRE PRECAUTIONS: Tankers are required to berth head out.
DEVELOPMENTS: The Federal Government has made an appropriation to initiate a study on deepening ship channel from 36 ft. to 45 ft. and to widen the channel from 200 ft. to 400 ft., bottom width. Plans are being made to build another grain elevator/bulk materials dock, a bulk liquid cargo dock, and another chemicals dock within two years.
GANGWAY/DECK WATCHMEN: Such services are necessary only when detainees are held on board.
OPENING/CLOSING HATCHES: This work is done by the stevedores.
IDENTIFICATION CARDS: Immigration requires form No. 1–95 Landing Permit.
CONSULS: Mexico: tel. 542–4431; Guatemala, Costa Rica and Honduras, tel. 542–3506; Nicaragua, tel. 546–6861.
REPAIRS: Howard Iron Works, located at the port, is equipped to handle all normal temporary ship repairs.
DRY DOCKS: None available.
REPATRIATION: There are facilities for this service.
AIRPORT: The local airport is located 2 miles from the port. Braniff Airways operates two flights daily.
TIME: Local Time is 6 hours behind GMT.
HOLIDAYS: The following holidays are observed here: Veterans Day (Nov. 11); Thanksgiving; Christmas; New Year; Washington's Birthday (Feb. 22); Texas Independence Day (March 2); Emancipation Day (June 19); July 4th; Labour Day (first Monday in September) Decoration Day (last Monday in May).

No work shall be performed on Labour Day or Christmas Day except in case of fire or where property is in danger. When holidays come on Sunday, the following day will be recognised as the holiday. Also, no work will be performed between 4 p.m. and 7 p.m. on election days.
POLICE/AMBULANCE/FIRE: Brownsville Police 546–3751; Brownsville Fire Dept. 542–4375; Ambulance Service 542–2121.
TELEPHONES: Telephones are not available for placing on ships.
SERVICES: Tank cleaning service is available through the Howard Iron Works at the port. Ballast facilities are available at oil docks 1, 2 and 3. The Gulf Radio Electronics Company can take care of compass adjusting, etc.
DELAYS: There are no delays unless an incoming ship has been assigned to a berth now occupied. Bunkers must be barged in; arrangements may be made ahead of time to avoid delay.
AUTHORITY: Port Director, PO Box 3070, Brownsville, Texas. Tel. 542–4351.

BRUNSWICK, Georgia: 31.09 N. 81.30 W.

DOCUMENTS:
Crew Lists: 1 certified copy for Immigration; 2 copies uncertified for Customs.
1 copy Pratique.
3 copies Inward Customs Manifests.
3 copies each Stores, Curio & Narcotics List.

PILOTAGE: Compulsory. 24-hour pilot service arranged by Agent with 48–24 hour prior notice from ship. Pilot station at Buoy "St. S." Pilot reached through UHF Channels 12, 14, 16 on voice radio (R/T). Pilot boat is 35 ft. white hull. No special signals required to pilot other than International code flag "G" if desired.
ANCHORAGES: 3 miles S.E. of buoy "St. S." sand and mud bottom. In event deep draft (30 ft.) and high winds, anchorage near Ocean Buoy 2B and inform pilot as in "Pilotage". Vessels in need or for other good reason, may anchor in St. Simon's Sound.
RESTRICTIONS: No restrictions unless vessel drawing 30 ft. or more, then must await high tide to cross bar.
MAX. SIZE: 650 ft. length maximum permissible.
HEALTH: Pratique obtained from Boarding Officer upon mooring alongside.
RADIO: Prior arrival, use commercial Lantana, Chatham Radio for advices to Agent, 48–24 hours in advance.
TUGS: 2 tugs, 500 h.p. each. Join vessel in St. Simon's Sound after passing lighthouse. Tug lines used.
BERTHING: 1,600 ft. continuous marginal wharf; steel & concrete construction, 57 ft. wide apron. Vessels normally turned to moor port side alongside unless deck cargo or other vessel obstruction means cargo may not be worked over port side.
BRIDGES: One: Lanier Bridge draw bridge; 250 ft. horizontal clearance, 139 ft. vertical clearance, up position, high water. Vessels under pilot and tugs when passing through.
STEVEDORES: Wireless to Agent 48–24 hours prior arrival with number of gangs, working hatches and space in hatch, and special factors, e.g., pilferable cargo, autos, heavy-lifts, etc.
MEDICAL: Advance notice to Agent, or notify on arrival.
TANKERS: Petroleum tankers do not now call at Brunswick. Liquid bulk cargo is pine oil distillates loading.
DENSITY: Average 1.0166 (high) to 1.0141 (low). Water inside considered brackish.
FRESH WATER: From shore connections at 20 tons per hour.
FUEL: Not available locally. Must be delivered from Jacksonville, Florida. If required, 72 hour advance notice to Agent, giving type & quantity.
DEVELOPMENTS: Tanker and solid-bulk facility, 1974.
GANGWAY/DECK WATCHMEN: Not required but available.
OPENING/CLOSING HATCHES: "MacGregor" hatches must be opened by vessel prior working. All others may open at discretion to save turn-around time.
CERTIFICATES: Registry, U.S. tonnage tax.
CUSTOMS ALLOWANCES: Tobacco, 2 cartons. Customs will open bonded stores on request. Spirits, reasonable amount.
IDENTIFICATION CARDS: U.S. Immigration Landing Permits.
CONSULS: None, consulates at Savannah, Ga., and Jacksonville, Fla., may be used as required by vessel.
REPAIRS: Limited to minor replacement parts to engine, radio, radar of standard makes. Major repairs may be arranged with shipyards of Savannah or Jacksonville.
DRY DOCKS: None.
REPATRIATION: Through Agent.
AIRPORT: 20 minutes drive from quays; 4 flights daily.
TIME: GMT minus 5. Daylight Saving Time, 15 April through last Sunday October. April: advance; October: retard.
HOLIDAYS: 1 Jan., 15 Jan., 12 Feb., 22 Feb., 30 May., 4 July, 1st Monday in September, 12 October, 11 November, 4th Thursday in November, 25 December.
POLICE/FIRE/AMBULANCE: Numbers given in Boarding Brochure.
TELEPHONES: None placed aboard. Public pay (coin) telephones on quay clearly marked.
GENERAL: Brunswick, Georgia, is a small port specialising in export of woodpulp in bales, pine-tree products in drums. Imports bulk salt, salt-cake, and gypsum, little break-bulk general cargo. Vessel requirements handled by Agent in residence, communication by wireless or R/T essential in advance.
AUTHORITY: Manager, Georgia Ports Authority.

AGENT: Southern Shipping Company, State Port Bldg. Tel. 912/256/7588. Cables: Soshipco.

BURNSIDE, Louisiana: 30.08 N. 90.55 W.

East bank of Mississippi River, about 200 miles from sea.
DOCUMENTS/HEALTH/PILOTAGE: For all general information refer to "New Orleans".
TUGS: Not normally required.
BERTHING: Bulk Marine Terminal: berth 800 ft. long, 40 ft. depth; Ormet Corporation berth 825 ft. long, 50 ft. depth.
FRESH WATER: Available ex-berth.
FUEL: Not available.
DENSITY: Fresh water, 1000.

CAPE COD CANAL, Massachusetts

The Cape Cod Canal is a sea-level canal, extending from a point on Cape Cod Bay about 50 miles South-east of Boston Harbour, Mass., to the head of Buzzards Bay, Mass. In general direction the canal trends from Cape Cod Bay Westerly to Buzzards Bay.
PILOTAGE: The Corps of Engineers, Department of the Army, does not maintain pilot service but independent Pilots, licensed by the U.S. Coast Guard, are usually available at the canal. Messages will be transmitted to Pilots with the understanding that the Government will assume no responsibility in connection therewith.

RESTRICTIONS:

	Width bottom Feet	*Length Miles*
Easterly Entrance to Station 430	480*	8·4
Station 430 to Wings Neck (Hog Island Channel)	500	4·3
Wings Neck to Cleveland Ledge (Cleveland Ledge Channel)	700	4·7

* Except narrows to 450 ft. opposite State Pier.

The canal and approach channels have been dredged to the project depth of 32 ft. below mean low water.

RADIO: Direct communication with the Cape Cod Canal Sub-office, New England Division, Corps of Engineers, is available at all hours by means of telegraph, telephone or radio. The tel. number is 759 4431. The nearest ship-to-shore telephone station is at Scituate (call letters WOU). Bridge to Bridge radio-telephone facilities are available on 156·65 Mc.

TUGS: Not available.

BERTHING: Mooring basins are located at the East and West ends of the canal. The East Mooring Basin, located on the North side of the canal is 3,000 ft. in length, 550 ft. in width and has been dredged to a depth of 25 ft. at mean low water. The West Mooring Basin, located on the South-east side of the Hog Island Channel is 4,000 ft. in length, 350 ft. in width and has been dredged to a depth of 32 ft. at mean low water. Mooring dolphins are provided in both mooring basins.

BRIDGES: Two fixed span high-level highway bridges and one vertical lift railroad bridge cross the canal.

COAST GUARD STATION AND WEATHER SIGNALS: A U.S. Coast Guard Station is located near the Eastern entrance. U.S. Weather Bureau Signals are displayed at the eastern entrance and at Wings Neck.

TRAFFIC LIGHTS: Red, green and amber electric lights, visible for a distance of about 2 miles in clear weather, day or night, are located at the following points:

(*a*) Eastern or Cape Cod Bay entrance, on South side of entrance at an elevation of about 55 ft. above high water.

(*b*) Supplemental traffic lights at a mean elevation of 28 ft. above MHW are installed at the Easterly side of the Sandwich Control Station, South side of canal, canal station 35+00 and will be energised at such times as power failures and/or other conditions make the regular traffic lights at the Easterly canal entrance inoperative.

(*c*) Western or Buzzards Bay entrance, (1) Wings Neck, near Wings Neck Light at an elevation of about 48 ft. above high water.

(*d*) Station 389 – on North side, near the U.S. Engineer Sub-office, elevation of about 37 ft. above high water, for East-bound traffic only.

AUTHORITY: Corps of Engineers, Dept. of the Army, Waltham, Massachusetts.

CASTLE ISLAND, Alaska

Located in Duncan Canal off Kupreanof Island between Wrangell and Petersburg. Open all year.

DOCUMENTS: See "Anchorage, Alaska".

PILOTAGE: (From sea via Dixon Entrance up Clarence Strait to Guard Island.) Under pilotage from Guard Island.

MAX. SIZE: Harbour depth 45 ft.

TIDES: Diurnal range 16 ft. Also see "Berthing".

ANCHORAGE: Fair weather anchorage only.

CUSTOMS: Quarantine and Immigration available from Guard Island. Customs available from Petersburg or Guard Island.

BERTHING: Alaska Barite facility: dolphins and two floats. Present facilities limited to about 22,000-ton ships. Loading equipment consists of one loading spout for bulk cargo. Production average of 1,000 tons per hour.

TUGS: From Wrangell three available 500 h.p. each.

STEVEDORES: Sufficient to work ore loading facility 24 hours a day when necessary.

REPAIRS/WATER/FUEL: None.

MEDICAL: Facilities available in Petersburg or Wrangell.

AIRPORT: Charter airplane only.

CHARLESTON, South Carolina: 32.47 N. 79.56 W.

DOCUMENTS:

3 Crew Lists.
3 Curio Lists.
3 Stores Lists.
3 Manifests.
At least 1 copy of Bill of Lading, if provided by shipper, and 1 copy of Parting Crew List.

PILOTAGE: Shipmasters to notify Agent 48, 24 and 12 hours prior arrival at C-2 Buoy. Pilot may be contacted by VHF Channels 16 and 18. Pilot boards on lee side from black-painted launch with "PILOT" painted in white letters on the side. Normally vessel is berthed by Docking Master from tug company.

ANCHORAGES: Rarely required.

RESTRICTIONS: Only restriction affecting operation relates to channel depth of 35 ft. at low tide.

MAX. SIZE: Can handle vessels 950 ft. long. Present facilities measure 475 ft. from centre of discharge pipeline to end of dock.

HEALTH: Recommend shipmaster's use of free radio pratique request when arriving direct from a foreign port. If Master fails to radio for pratique, automatically arranged for boarding of vessel by proper Health authority. No pratique necessary if foreign vessel is arriving from another U.S. port.

RADIO: Normal procedure. No special or unusual procedures required.

TUGS: Tugs usually join tankers between Cooper River Bridge and Coal Pier, approximately ½ mile from dock. Tug lines used. No charge made for this service.

BERTHING: No specific requirements exist other than 35 ft. deep draft at low tide.

STEVEDORES: *Working hours:* Labour may be ordered for work to start at the following times: 0800, 1000, 1200 and 1900. Labour will usually work as long as necessary; shift system not used in this port.

RADAR/VHF: Services required are handled through Agent.

MEDICAL: Advance notice when possible.

TANKERS: Discharge lines all 8 in. dia. and 1 solvent line 8 in. Adapter to conform to ship's discharge lines supplied. Draft not to exceed 35 ft. low tide. Tanker berths operated by Humble Oil, Shell Oil, Hess Oil, BPT, and Phillips Petroleum, all suitable for 35 ft. draft. Gulf Oil berth, max. draft 30 ft. Texaco berth, max. draft 32 ft.

FRESH WATER: Available via 2½ in. hose at a rate of 500 bbls. per hour.

FUEL: Bunker "C", at API of 14.4 to 16.6 (approx.) and blended Bonded Intermediate grades from 1 to 30.

FIRE PRECAUTIONS: Normal precautions.

DEVELOPMENTS: No changes planned in present facilities until channel depth is increased.

GANGWAY/DECK WATCHMEN: Supplied by Agent upon request from Shipmaster only.

CERTIFICATES: Normal International certificates.

CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirits, governed by length of time in port and existing Customs regulations.

CONSULS:

Danish Vice-Consulate 722–7016
Norwegian Vice-Consulate 723–9241

REPAIRS: Available.

DRY DOCKS: One 10,000-ton floating dock, one 1,500-ton, and two 1,000-ton floating docks.

REPATRIATION: Facilities available.

AIRPORT: Ten miles from Terminal, served by regular airlines.

HOLIDAYS: Work continues on holidays.

POLICE/AMBULANCE/FIRE: Contact dockmaster at any time.

TELEPHONES: No arrangements exist for placing phones aboard vessels. Phone facilities are situated within 100 ft. of vessel at dock.

SERVICES: No tank cleaning/washing facilities available at dock. Can be arranged and handled at local shipyard. Practically any other service available at dockside.

SHORE LEAVE: Subject Shipmaster's permission and existing Immigration regulations.

DELAYS: Normally, no delays beyond normal time required to connect/disconnect hoses.

AUTHORITY: South Carolina State Ports Authority.

CHICAGO, Illinois: 41.50 N. 87.45 W.

DOCUMENTS:

For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.

In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.

In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

PILOTAGE: Compulsory unless Master holds exemption "B" license. 24 hours notice of arrival required by Agents who arrange Pilot.

ANCHORAGE: In Chicago Harbour, anchorages A, B and F designated for merchant ships and marked on charts. In Calumet Harbour vessels should not anchor within 1,000 ft. of the breakwaters.

RESTRICTIONS: St. Lawrence Seaway navigation season approximately from April 15th to November 15th. Controlling depth 27 ft.

MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 26 ft. draft.

RADIO: Port can be contacted by Illinois telephone station WAY.

Notice of arrival; Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
TUGS: Available, not compulsory but recommended.
BERTHING:
Navy Pier: 5 berths, 2,900 ft. length; 27 ft. depth alongside.
Calumet Harbour: 9,775 ft. berthing length; 17 berths up to 27 ft. alongside; 4 grain elevators up to 40,000 bushels per hr. capacity.
Lake Calumet: 13 berths up to 27 ft. depth alongside; 2 grain elevators up to 40,000 bushels per hr. capacity.
Indiana Harbour: Located about 7 miles South-east of Calumet Harbour and has 2 miles of waterfront along Indiana Harbour Canal. Depth of water alongside 22–29 ft. depending on berth.
Buffington Harbour: Private harbour owned by Universal Atlas Cement. Located about 9·5 miles South-east of Calumet Harbour. A concrete dock 1,755 ft. long, enclosed by a breakwater with entrance 880 ft. wide. Exposed to heavy North-easterly swell. Depth alongside from 25 to 31 ft.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
REPAIRS: All marine repairs can be effected.
DRY DOCKS: No. 1, 570 ft. length, 71 ft. 8 in. wide, 16 ft. sill depth. No. 2, 727 ft. length, 90 ft. 2 in. wide, 16 ft. 3 in. sill depth.
GENERAL: Refer to "St. Lawrence Seaway" for important general information.
AUTHORITY: Department of Port of Chicago, Navy Pier, Chicago.
AGENT: Nordship Agencies Inc, One East Wacker Drive, Chicago Tel: 312–321–0980. Telex: 25–41–21. Twx: 910–221–1352. Cables: Nordship Chicago. After Hours Tel: Capt. D. Patterson 312–627–7437. Mr. P. D. Gjertsen 312–248–2300. Mr. J. F. Dresen 312–534–0347.

CLEVELAND, Ohio: 41.31 N. 81.43 W.

DOCUMENTS:
For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.
In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.
In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.
PILOTAGE: Not compulsory. Seaway Pilots will assist if required.
ANCHORAGE: In the outer harbour, 28 ft. depth, mud and sand bottom.
RESTRICTIONS: St. Lawrence Seaway navigation season approximately from April 15th to December 15th. Controlling depth 25 to 27 ft. Access to berths in the River is limited by height restriction of 97 ft. above waterline.
MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 26 ft. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
TUGS: Available and use is compulsory in Cuyahoga River and Old River channel.
RADIO: U.S. Coast Guard can be contacted by R/T on 2182 kc/s.
Notice of arrival: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.
BERTHING:
Outer Harbour: West 3rd. St. Pier, 5 berths, 29 ft. depth. Dock 26, 2 berths, 680 ft. long, 27 ft. depth. Nicholson Cleveland Terminal, 574 ft. long 23 ft. depth. Lederer Terminal, 2 berths, 720 ft. long 27 ft. depth. Ore Dock, 1,800 ft. long, 27 ft. depth.
Cuyahoga River: Dock 20, 900 ft. long, 27 ft. depth. Riverfront Terminal, 1,227 ft. long, 23 ft. depth. Sycamore Dock, 425 ft. long, 23 ft. depth.
Old River: Dock 1, 450 ft. long, 23 ft. depth. Ore Dock, 2,000 ft. long, 23 ft. depth.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
REPAIRS: All marine repairs can be effected. Dry dock 730 ft. length at Lorain, Ohio.
GENERAL: Refer to "St. Lawrence Seaway" for important general information.
AUTHORITY: Cleveland–Cuyahoga County Port Authority.
AGENT: Nordship Agencies Inc, 408 Williamson Bldg., Cleveland, Tel: 216–241–0476. Telex: 98–55–47. Cables: Nordship Cleveland. After Hours Tel: Mr. M. A. Allen, 216–221–1457. Mr. A. Jones 216–835–1433.

COOS BAY, Oregon: 43.22 N. 124.13 W.

DOCUMENTS: Local Port Authority does not require any documents from merchant vessels entering this harbour. This does not preclude United States Customs requirements for documents.
PILOTAGE: No specified amount of advanced notice of ETA required. Radio contact may be made on frequency 8182, also on frequency 2182. Pilot will be taken on board at entrance of Coos Bay channel. No designated anchorages for vessels awaiting a Pilot.
ANCHORAGES: Only anchorage in Coos Bay is South of buoy 23. Limiting draft 30 ft.
RESTRICTIONS: Only entry restriction is vessel's draft which is normally acceptable at 28½ ft. maximum flood tide, depths of 30 ft. to 33 ft. have been accommodated.
MAX. SIZE: Maximum permissable length is 650 ft. Breadth 100 ft. and draft normally 28½ ft. with above-mentioned exceptions. A 2 ft. clearance under keel is considered necessary for safe navigation. Vessels entering Coos Bay from sea draw down about ⅛″ per foot of draft because of difference of density.
HEALTH: International code of signals are used as prescribed in code book. Pilot vessel will advise any local public health requirement. Radio pratique available on request to Agent.
RADIO: Independent Stevedore Co. KOK 495, Radio frequency 156.9 MEG.
TUGS: Pilot vessel acts as Tug. Emergency small harbour tugs available and ship's lines generally used.
BRIDGES: Only one bridge, which remains open unless train approaching, which may be almost any time of day.
STEVEDORES: Should have minimum of 48 hours to arrange gangs. Also see "Radio".
MEDICAL: Advance notice of required medical attention is desirable, in order to expedite use of ambulance, if necessary.
TANKERS: No discharge facilities available. One tanker berth with 30 ft. draft. Union Oil Co. bunkering agent.
FRESH WATER: Available. Cost per ton is negotiable.
FUEL: Twenty-four hours advance notice desirable, both bunker and diesel fuel available.
DEVELOPMENTS: Depth of channel at entrance 40 ft. Inner channel, to head of channel 30 ft. It is expected entrance channel to be dredged to 45 ft., inner channel to depth of 35 ft. An additional anchorage will be installed, directly East of beacon 17.
GANGWAY/DECK WATCHMEN: Service of watchman at discretion of ship's master.
OPENING/CLOSING HATCHES: Normally by stevedores.
IDENTIFICATION CARDS: Not required by local authorities.
CONSULS: None.
REPAIRS: Only minor deck and engine repairs possible.
DRY DOCKS: Largest dry dock handles vessels not exceeding 125 ft.
REPATRIATION: All repatriation handled in Portland, Oregon.
AIRPORT: All docks within 5 miles of airport. Airport served by regular airlines.
TIME: GMT minus 8 hours, clocks advanced 1 hour on 1st May, clocks retarded 1 hour, 1st November.
HOLIDAYS: Only legal holidays observed. Cargo work through negotiations with longshore unions, with premium wages.
POLICE/AMBULANCE/FIRE: Police: Coos Bay 269–1181, North Bend 756–3161; Ambulance 756–3234; Fire Coos Bay 267–4123, North Bend 756–6111.
SHORE LEAVE: Crew members allowed ashore except when Federal directives may be applied to a specific vessel.
DELAYS: No delays in berthing, loading or discharging, or bunkering can normally be expected.
AUTHORITY: General Manager, Port of Coos Bay, PO Box 787, Coos Bay, Oregon 97420. Tel. 269–1131.

CORDOVA, Alaska: 60.33 N. 145.46 W.

Located at South-east side of Prince William Sound. Open all year.
APPROACHES: Via Prince William Sound to pilot station.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: Pick-up point is Sheep's Point.
MAX. SIZE: Recommend max. draft 25 ft. Tides: diurnal range 12·4 ft. Tide runs parallel to dock. Also see "Berthing".
ANCHORAGE: Good holding ground. Mud bottom between Spike Island and City dock.
CUSTOMS: Quarantine, local. Immigration and Customs from Anchorage, Alaska.
BERTHING: City Dock: 18 ft. deep, 400 ft. long, 72 ft. wide. Open storage – 300 ft. by 45 ft. One 140-ton mobile crane.
TUGS: Limited availability.

STEVEDORES: One gang.
REPAIRS: Minor repairs only.
WATER: Available.
FUEL: No bunker "C" available.
MEDICAL: 22-bed hospital and a medical clinic, 1 doctor, 1 dentist.
TRANSPORTATION: Ferry service to Whittier and Valdez, air.

CORPUS CHRISTI, Texas: 27.48 N. 97.23 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Pilot boards off Port Aransas.
PORT LIMITS: Corpus Christi's port limits include all of Nueces County, which has been officially designated as Nueces County Navigation District No. 1. The Corpus Christi turning basin, Avery Point turning basin, Chemical turning basin, Tule Lake turning basin and the Viola turning basin are interconnected by the Industrial Canal, the Tule Lake Channel and the Viola Channel and constitute the Corpus Christi Main Harbour. Other Bay points included in the port of Corpus Christi area are: Harbour Island, the North end of Mustang Island, near the inner end of the Aransas Pass entrance, and Port Ingleside and La Quinta along the route of dredged deep-water channels on North side of Corpus Christi Bay.
RESTRICTIONS: The port of Corpus Christi is situated on the West side of Corpus Christi Bay, in South-western Texas. Port facilities at Corpus Christi lie along a 9½ miles stretch of dredged channels and basins about 18 miles from Aransas Pass entrance at the Gulf of Mexico, Channel depth 40 ft., width 400 ft.
Turning Basins: 3 turning basins in Main Harbour are each 1,000 ft. wide and more than 1,000 ft. in length.
MAX. SIZE: Cargo vessels: 39 ft. draft. Tankers: 39 ft. draft.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: Tug assistance available.
BERTHING: The main basin is over a mile long and 1,000 ft. wide. There are four additional basins in main harbour, which extends Westward from Corpus Christi Harbour Bridge for 9½ miles. The water in all basins, channels and canals is 40 ft. deep, enabling port to handle largest merchant ships operating in Gulf trade. Depth alongside docks:

Southside Docks 1–8	32 ft.	Northside Docks 9, 10 & 11	36 ft.
Southside Docks 14 & 15	36 ft.	Bulk Materials Dock	38 ft.

Note: Staging area back of cargo docks 14–15 for storing containers, vehicles, etc.
TANKERS: Between Main Basin and Viola Basin are 12 public and 5 private Oil Docks, some capable of berthing tankers of 67,000 DWT capacity.
Oil Docks:

No. 1	depth alongside		36 ft.	No. 7	depth alongside		40 ft.
2	,,	,,	33 ft.	8	,,	,,	40 ft.
4	,,	,,	40 ft.	9	,,	,,	34 ft.
5	,,	,,	36 ft.	11	,,	,,	40 ft.

CARGO GEAR: *Heavy Lift facilities:* Derrick at Cargo Dock 14 has 100 tons capacity at 53 ft. radius, can handle containers, 40 ft. or larger. Locomotive cranes (5) 30 tons capacity.
Facilities are available for all types of liquid cargo, dry bulk and general cargo, except cannot handle restricted cargo such as ammunition and explosives.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for same vessel.
DEVELOPMENTS: Channel to be deepened to 45 ft.
CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
GENERAL: Refer to Houston for all general information.
AUTHORITY: The Nueces County Navigation Commission, Port Director, PO Box 1541, Corpus Christi, Texas 78403.

DEER PARK, Texas: 29.44 N. 95.08 W. Refer to "Houston.

DESTREHAN, Louisiana: 29.56 N. 90.21 W.

East bank of Mississippi River about 135 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: For all general information refer to "New Orleans".
TUGS: At least one tug required for mooring/unmooring.
BERTHING: St. Charles Elevator, berth 800 ft. length, 45 ft. depth. Loading rate, 70,000 bushels per hour; two loading belts. Bunge Grain Elevator, berth 600 ft. length, 40 ft. depth. Loading rate, 50,000 bushels per hour; two loading belts.
FRESH WATER: Available ex-berth.
FUEL: Not available. Barge not permitted alongside at Bunge Elevator.
DENSITY: Fresh (1000).

DETROIT, Michigan: 42.19 N. 83.05 W.

Refer to "St Lawrence Seaway" for important general information.
PILOTAGE: Compulsory unless Master holds exemption "B" license. 24 hours notice of arrival required by Agents who arrange Pilot.
ANCHORAGE: In depths from 29–51 ft. in the Detroit River off the marine terminals and away from main channel.
RESTRICTIONS: St. Lawrence Seaway navigation season approximately from April 15th to November 15th. Controlling depth 27 ft. Minimum depth of 25 ft. in the Detroit River. The Amherstburg Channel has a depth of 27 ft. 6 in. for up bound traffic.
MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 26 ft. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
TUGS: Available, not compulsory but recommended.
BERTHING: Detroit Harbour Terminals: 2,120 ft. length, 25 ft. depth. Nicholson Terminal: 3,055 ft. length, 27 ft. depth. Detroit Marine Terminal: 3,000 ft. length, 25–26 ft. depth. Detroit Processing Terminal: 25 ft. 6 in. depth alongside. Federal Marine Terminal: 25 ft. 6 in. depth alongside. Grain Elevator: Unloading capacity 20,000 bushels per hour; loading capacity 10,000 bushels per hour.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
REPAIRS: All marine repairs can be effected.
AUTHORITY: Detroit-Wayne County Port Commission.
AGENT: Nordship Agencies Inc., Room 400, Detroit Harbor Terminal Bldg., 4461 West Jefferson Ave., Detroit, Tel: 313–826–1461. Telex: 23–01–27. Cables: Nordship Detroit. After Hours Tel: Mr. D. E. Smith 313–284–7571. Mr. H. Fleisch 519–948–7436.

DULUTH-SUPERIOR, Minnesota: 46.49 N. 92.09 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: U.S. or Canadian Pilot compulsory except when Master or officer specially qualified to navigate waters concerned. Pilots obtained from Upper Great Lakes Pilots Inc., Clure Marine Terminal, Duluth. Duluth entry – Pilots picked up at point 2 miles due East of pierhead lights. Superior entry – pick up Pilot 2 miles North North-east of lighthouse. Advise Agents 24 hours in advance of ETA for scheduling Pilot, Customs, Immigration, and agricultural inspection. Masters should hold to the South of convergence of shipping lanes at the Duluth Entry and to North of this convergence at Superior Entry when approaching to embark a Pilot.
ANCHORAGES: Anchorage areas near Duluth and Superior entries are South and Eastward and North and Eastward respectively of main channel through harbour. Marked by anchorage buoys. Vessels must only anchor clear of channels at all times.
RESTRICTIONS: Because of varying conditions of wind and current, no restriction placed on speed passing through entry piers at either Duluth or Superior entry. Speed throughout harbour limited to 7 knots. Speed through bridges other than the Aerial Bridge at Duluth entry limited under normal conditions to 6 miles per hour. Because of current conditions at inner end of Duluth entry, both inbound and outbound vessels must leave vertical black/white striped mid-channel or traffic buoy on starboard hand. This gives outbound ships maximum straight run.
MAX. SIZE: Draft 26 ft. Duluth Harbour Entry: Duluth ship's canal, minimum width 300 ft. Superior Entry: Minimum width 500 ft. minimum depth at inner end of 27 ft.
RADIO: Prior to entering harbour vessels must make 'Security Call' on Channel 51 (2185 kc/s) from 10 to 20 minutes in advance advising intended movement. All vessels should monitor Channel 51 all times when under way to determine position and intent of other vessels moving in constricted areas within harbour and approaches.
TUGS: Available, not compulsory.
BRIDGES: Aerial bridge spanning Duluth entry vertical clearance of 138 ft. Signal for opening bridge shall be given by vessels approaching from lakes, in all circumstances, when not less than 1 mile from bridge. A flashing amber light on harbour side of Aerial bridge warns outbound vessel of approach of inbound vessel in lake.
BERTHING: *Clure Marine Terminal.*
Length of dock: 6,600 lineal ft., nine ship berths, five for unloading/loading, four for fitting, cleaning, standby, etc. Water depth: 30 ft. Two 90-ton Clyde gantry cranes for container handling. One 35-ton mobile crane.
Duluth Iron & Metal – length of berth 1,586 ft. – water depth 26 ft.

Great Lakes Storage & Contracting – length of berth 1,059 ft. – water depth 22 ft.
Hallet 3 – length of berth 2,080 ft. – water depth 23 ft.
Hallet 5 – length of berth 2,373 ft. – water depth 23 ft.
Hallet 6 – length of berth 2,060 ft. – water depth 23 ft.
Northern Pacific No. 2 – length of berth 2,415 ft. – water depth 22 ft.
Paper Calmenson–Duluth – length of berth 853 ft. – water depth 21 ft.
Paper Calmenson–Superior – length of berth 700 ft. – water depth 20 ft.

MEDICAL: All medical assistance available.
DENSITY: Fresh water.
FRESH WATER: Available at most docks in both ports.
FUEL: Available from dock or by barge.
FIRE PRECAUTIONS: No open fire permitted on deck of any vessel while in harbour. This restriction does not apply to a vessel at a shipyard which will be governed by this shipyard's local rules, nor to vessels in lay-up or fit-out status at ore docks.

Ocean vessels, upon docking, shall put on off-shore side of vessel, wire rope lines fore and aft as tow lines for use in pulling ship off dock face in case of fire. Such tow line shall be securely made fast to bitts with eye about 1 ft. above the water.

CERTIFICATES: Masters are required to present Safety Inspection Certificate of cargo handling equipment and gangways to stevedoring companies and other employers of harbour labour upon request.
IDENTIFICATION CARDS: Required by Immigration.
REPAIRS: All ship repairs can be effected.
DRY DOCKS: At Superior, one 831 ft. by 95 ft. and one 628 ft. by 76 ft.
SHORE LEAVE: Allowed.
AUTHORITY: Seaway Port Authority of Duluth, Superior Board of Harbour Commissioners.
AGENT: Nordship Agencies Inc., 600 Board of Trade Bldg., Duluth. Tel: 218–727–5011. Telex: 29–44–10. Twx. 910–561–2491. Cables: Nordship Duluth.

ERIE, Pennsylvania: 42.10 N. 80.05 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Not compulsory. Seaway Pilots will assist if required.
RESTRICTIONS: Navigation season from mid-April to end-December approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessels size restricted by Seaway locks.
MAX. SIZE: 730 ft. length; 26 ft. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required.
TUGS: Available. Not compulsory, but sometimes necessary in bad weather.
BERTHING: Duquesne Marine Terminal: berth 600 ft. length, 27 ft. depth; berth 600 ft. length, 18ft. depth; berth 1,000 ft. length, 22 ft. depth; berth 1,500 ft. length, 28 ft. depth.

Ore and Coal Docks: berth 1,100 ft. length, 26–17 ft. depth.

Grain Elevator: berth 980 ft. length, 22 ft depth. Average capacity: 16,000 bushels per hour.

DENSITY: Fresh water.
MEDICAL: All facilities available.
FRESH WATER: Obtainable by pipe-line at all docks.
FUEL: All grades available by pipeline at all docks.
REPAIRS: Local shipbuilding company can handle most repairs. Dry dock available.
AUTHORITY: City of Erie, Port Commission.

EUREKA, California: 40.48 N. 124.10 W.

DOCUMENTS: In addition to the documents detailed below, Agent will present to Master normal Customs forms to be signed, such as Master's Oath, Permit to Lade, Inward & Outward Manifest, etc. These forms will be filled out by local Agent and Customs Broker and presented to local Customs house when entering and clearing vessel:

Foreign Flag Vessels: I. Entering from another U.S. port:
3 Crew Lists.
3 Passenger Lists (only if passengers on board).
3 Curio Lists.
3 Store Lists.
Permit to Proceed (issued at last U.S. port).
Travelling Manifest (only if there is foreign cargo on board).
Ship's Register.

II. Entering from a foreign port:
3 Crew Lists.
3 Passenger Lists (only if passengers are on board).
3 Curio Lists.
3 Store Lists.
Travelling Manifest.
Permit to Proceed.
Ship's Register.
Ship's tonnage tax Certificate.
Clearance from a foreign port.

PILOTAGE: Telegraphic address of pilot station "Humbar". 24 hours advance notice of ETA; in case of change in ETA give minimum 4 hour notice. Contact pilot boat on VHF 156.8 (Channel 16) or Radio Watch on 2182.

No pilot boat on station. Local Pilots use tug "Thor" length 65 ft. horsepower 800. Tug colours: black funnel, red and white superstructure and black hull. As no pilot boat on station, sound signals not required. Visual international flag and light signals observed. Pilot will board vessel within 1 mile radius North, South and West of sea-buoy. Sea-buoy located 1.4 miles from end of North jetty lined up with range lights bearing 105 degrees true.

Specific requirements: (*a*) Pilot ladder with spreaders in accordance with Solas regulations, and 9 ft. above water. (*b*) At night – brilliant light to illuminate ladder. (*c*) Recommended anchorage outside Humboldt Bay located 1 mile South of sea-buoy in 15 fathoms of water.

ANCHORAGES: Inside harbour, weather permitting. Light draft vessel (22 ft or less) South of Fairhaven Dock (Crown Simpson) and West of Standard Oil Dock. Deep draft vessels (22 ft. to 32 ft.) will anchor North of Union Oil Terminal and South of Samoa Channel entrance buoys.
RESTRICTIONS: Humboldt Bay is a 24-hour port; restrictions if any would depend upon manoeuvrability and horsepower of vessel during peak tide. Range of tide normally 8 ft. extreme cases 10 ft. At present vessels normally limited to a deep draft of 30 ft. at zero tide.
MAX. SIZE: Largest vessel to enter Humboldt Bay to date had LOA 657 ft. and beam 90 ft. Draft limitation 30 ft. at zero tide. Vessels of this size and draft normally enter and depart about 1½ hours before high water.
HEALTH: No specific health or quarantine requirements for vessels coming from another U.S. port; *unless vessel is under Public Health remand* (example: Derat Certificate expired). If this is the case, it would be necessary for Public Health Officer to board and inspect vessel. Same regulations apply in Eureka as in other major U.S. West Coast ports when pratique required. Radio pratique may be granted through the Quarantine officials in San Francisco. For details contact Agent.
RADIO: Send cables through one of following stations:

ITT World Communications, Inc.—San Francisco Marine Radio Station KFS.

RCA Global Communications—San Francisco Marine Radio Station KPH.

TUGS: Two 800 h.p. tugs available, one tug acts as pilot boat, other tug joins vessel when in harbour. Tug lines are normally used, occasionally a ship's line is used. No extra charge assessed for use of tug's line. Depending upon size of vessel and weather conditions, Pilots will use one or two tugs.
BERTHING: No specific requirements relating to berthing; normal procedures prevail. Vessel normally docks stemming the tide.

Presently available berths at Eureka as follows:
Crown-Simpson Pulp Co.
Eureka Forest Products
Georgia-Pacific Corporation
Humboldt Dock & Shipping Co.
Kramer Lumber Sales
Olson Terminal
Standard Oil of California
Union Oil of California

Harbour channels maintained to 30 ft. zero tide. Most of berths at above-mentioned docks also maintained at 30 ft. zero tide; however, some occasionally fill in and recommended check with Agent as to depth available at specific dock which vessel intends moor and load.
STEVEDORES: Groups ordered at 0630 in the morning for both day and night gangs. Therefore essential that local Agent or stevedore company receives accurate ETA by 0600 in the morning. Normally, vessel will advise arrival sea-buoy with a 24-hour ETA and correct ETA at a later time if necessary. The basic commodities exported from Eureka are woodpulp, logs and lumber.

Westfall Stevedore Co. Cable Address: Westfall, Eureka. Tel. (707) 443–5688.

MEDICAL: Not necessary for Agent to receive advance notice of required medical attention unless ambulance and doctor are required on arrival. Three hospitals in immediate area. Inoculation and vaccination certificates should be up-dated.
TANKERS: Two tanker berths available: Standard Oil of California – deepest draft 25 ft. at zero tide. Union Oil – deepest draft 30 ft. at zero tide. Normally only Company tankers use own facilities. Facilities privately owned and are not available for bunkering other vessels.
DENSITY: Pure salt water. No fresh water allowance on any tide.
FRESH WATER: Available all berths. Delivery by hose. Rate of delivery: 10 tons per hour.
FUEL: If bunkers required, Agent must go through major contractors, who in turn will inform their local supplier of requirements. Generally speaking bunkers are only supplied to vessels on an emergency basis in limited quantities. The bunkers usually diesel grade and delivered by truck on a prearranged schedule.
DEVELOPMENTS: Deepen North bay channel to 35 ft. and widen bends in channel at channel miles 0·74 and 2·6. Deepen Samoa channel and outer reach of the Eureka channel to 35 ft. Provide an anchorage area in North bay, at a suitable location between jettied entrance channel and Gunther Island, 35 ft. deep, 1,200 ft. wide and 1,200 ft. long.
GANGWAY/DECK WATCHMEN: Services of gangway guards available if required by ship.
OPENING/CLOSING HATCHES: Normally stevedores' work.

Vessel's crew may assist in opening and closing hatches, if hatches require special attention.
CERTIFICATES:
Ship's Register.
Load-line Certificate.
valid Derat Certificate.
Cargo Gear Certificate.
Tonnage Tax Certificate and all other usual certificates required.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes and one pound of tobacco. Wine and/or Spirit, one bottle (approx. one quart).
CARGO GEAR: Must be in good order and safe operating condition and all cargo gear certificates must be valid.
IDENTIFICATION CARDS: Alien seamen require Crewman Landing Pass (U.S. Form I-95).
CONSULS: None. Nearest consuls at San Francisco.
REPAIRS: Small welding jobs, and minor machine work only. Major repairs normally carried out in San Francisco.
DRY DOCKS: None.
REPATRIATION: Normally done in conjunction with San Francisco, Portland, Los Angeles or Seattle Agent.
AIRPORT: Airport located approximately 20 miles North of Eureka. Limousine service available. Major airlines. Air West and Golden Pacific Airlines. At present 8 flights per day to San Francisco and 2 flights per day to Portland.
TIME: Eureka local time is Pacific Standard Time and is GMT minus 8 hours. However, from the last Sunday in April to the last Sunday in October, Eureka is on Daylight Saving Time.
HOLIDAYS: No work performed on following holidays: New Year's Day (January 1); Independence Day (July 4); Bloody Thursday (July 5); Labor Day (first Monday in September); Thanksgiving Day (last Thursday in November); Christmas Day (December 25).
POLICE/AMBULANCE/FIRE: Eureka City Police 442–4545; Eureka City Ambulance 442–4551; Eureka Fire Department 443–5656; Humboldt County Sheriff Department 443–5671; Arcata Fire District 822–2424; Humboldt Fire District No. 1 442–1212.
TELEPHONES: No arrangements for placing telephones on board; however, there are pay phones nearby at each dock as well as phones in nearby offices.
SERVICES: Specific services such as tank cleaning, compass adjusting, tank washing, etc., are not normally performed in the port of Eureka and are usually performed in one of the close major ports such as San Francisco; however, there are facilities available for minor repair.
SHORE LEAVE: Crew members allowed ashore unless restricted for customs or immigration reasons.
DELAYS: Berthing delays seldom incurred primarily due to the fact that the prime Agents are always in contact with the local Agent at Eureka informing them of vessel's ETA and prime Agent is always advised with regard to all arrivals and possible berth conflicts at this port.
AUTHORITY: State of California, Board of Harbor Commissioners for Humboldt Bay, Foot of Washington Street, PO Box A, Eureka, California. Tel. (707) 443–5680. Teletype 510–742–6015.

EVERETT, Washington: 47.59 N. 122.13 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
PILOT: Boards off Port Angeles pilot station.
TUGS: Available, join vessel off berth.
ANCHORAGE: Unlimited deep water anchorage in Possession Sound.
BERTHING:
Pier 1. North berth, 45 ft. MLLW; South berth, 35 ft. MLLW.
Pier 3. North and South berths, 35 ft. MLLW; West berth, barge dock, 15 ft. MLLW.
Scott Paper Co. berth, 29 ft. MLLW.
Weyerhauser Berth, 32 ft. MLLW.
STEVEDORES: Eleven local gangs, additional gangs may be imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: Doctors and local hospital available.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Available by barge.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed;; reasonable allowance at discretion of Customs Inspector.
AIRPORT: Seattle–Tacoma International Airport is 45 miles South of city of Everett on excellent highway. Driving time is approx. 45 minutes.
POLICE/AMBULANCE/FIRE: Port of Everett Security: 259–3164; Everett City Police: 259–8711; Everett City Fire Dept.: 252–1111; Ambulance Service: 252–1234.
TELEPHONES: Will be placed on board vessel on request. Charges are made only for calls made. Arrangements should be made through ships Agent.
SHORE LEAVE: Crew members are able to visit Everett at all times.
AUTHORITY: Port of Everett, Pier 1, Everett, Washington. Tel. 259–3164.

FALL RIVER, Mass.: 71.10 W. 41.42 N.

DOCUMENTS: If first port of call in U.S., 2 complete Custom's Manifests describing all cargo on board and ports of discharge. Also 1 Cargo List for Fall River cargo; 3 crew's lists; 3 store lists; 3 curios list; the Ship's Register, Load-line Certificate and Tonnage Tax Certificate.
PILOTAGE: Vessel first contact ship's Agents for Pilot and tug arrangements. R.I. State Pilots Association radio call letters KDF-375 on frequency 156.9 kc/s., Channel 18. Usual Pilot pick-up is at Brenton Reef Light Tower off Newport, R.I.
RADIO: Chatham Radio or Amagansett Radio.
HEALTH: Free Health pratique only when vessel is arriving from another U.S. port. Master should radio to vessel's Agent prior to arrival at Fall River if it is first port, and pratique will be granted by Health office in Boston, based on information available at the time.
TUGS: Tugs for N.E. Power Station met at Buoy 6; all other berths north, meet tugs at Buoy 10. Tugs provide own lines at no extra charge. Coastline Towing Corp., Fall River, Mass. has 5 tugs available for 24-hour operation.
BERTHING: Vessels berth at State Pier. Depth alongside 35 ft.
BRIDGES: All bridges have 135-ft. clearance with exception of Brightman Street Bridge at approach to Montaup Electric Co. and Shell Oil docks. This bridge has a draw clearance of 97·5 ft. and passage allowed for vessels with less than 75 ft. beam. No unusual requirements. Practice is to depart on flood tide. (See "Developments".)
TANKERS: Berth at Shell Oil Docks, Depth alongside 32 ft.
FRESH WATER: Available at most berths. State Pier delivery is at 125-pounds pressure.
OPENING/CLOSING HATCHES: Usually performed by stevedores.
SHIP CERTIFICATES: All certification of vessel, safety conditions and radio facilities should be available for U.S. Coast Guard.
CARGO GEAR: No additional safety requirements.
TELEPHONES: Available at most berths. Contact Agents.
DEVELOPMENTS: Plans for construction of a new 300-ft. wide draw bridge to replace the existing Brightman Street Bridge. Completion not expected before 1975. This will mean unobstructed use of the entire port area. Channel deepening work under way with depths to 40-ft. MLW.
SHORE LEAVE: Permitted, but consult Agents.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95. issued for the same vessel.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
HOLIDAYS: New Year's Day (January 1); Washington's Birthday (February 22); Patriots' Day (April 19); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Columbus Day (October 12); Veterans' Day (November 11); Thanksgiving Day (last Thursday in November); Christmas Day (December 25); or any day celebrated in lieu thereof.
AUTHORITY: Fall River Port Authority, State Pier, Fall River.

FERNDALE, Washington: 48.59 N. 122.43 W.

Mobil Oil Tanker Terminal
DOCUMENTS/HEALTH/ETC.: Refer to "Seattle".
PILOTAGE: Compulsory. Pilot boards at Port Angeles.
TUGS: Available up to 1,200 h.p. Additional tugs ordered from Seattle if required.
RESTRICTIONS: Vessels enter any hour day or night, 4 ft. keel clearance required. Deep water channel.
MAX. SIZE: 850 ft. length, 42 ft. maximum draft depending weather and tides.
BERTHING: Terminal used for crude and product discharging. Vessels berth alongside finger pier, lines to bollards. Inner berth 700 ft. long, depth alongside 35 ft. Outer berth 700 ft. long, depth alongside 42 ft. Slop discharge facilities available, capacity 40,000 barrels.

FREEPORT, Texas: 28.57 N. 95.21 W.

DOCUMENTS: Refer to "HOUSTON".
PILOTAGE: VHF Channels 6, 8, 12, 14, 16 – at sea buoy – Pilot Office (tel. 233–1120) – 304 West Park, Freeport, Texas; – Pilot boards ¼ mile North of sea buoy. Anchor one mile from end of sea buoy if awaiting Pilot.
ANCHORAGES: One to two miles from end of sea buoy.
RESTRICTIONS: Depth 36 ft. at bar.
MAX. SIZE: Length 650 ft., draft 35 ft. Tide governing these dimensions – plus or minus 3 ft.
HEALTH: Agent notifies Department of Health and U.S. Department of Agriculture.
RADIO: Galveston Marine Operator.
TUGS: Join vessel at shore line. Tug's lines to be used, and no charge for use.
BERTHING: One hour to reach berth. Deep water terminals consist of 1,250 linear ft. of deep water bulkhead wharf. Two very modern transit sheds each 400 ft. long, 150 ft. wide with no obstructions. A new and modern warehouse is now complete. The railroad tracks at the terminal transit sheds are under cover, permitting all-weather work and preventing cargo damage.
The Navigation District owns a total of 1,285.30 acres of land for future port and industrial development. 2,400 ft. of this land is situated on the Brazos River which has a controlling depth of 36 ft.

STEVEDORES: Obtained through Agent.
MEDICAL: Obtained through Agent and advance notice required. Doctors, hospital available.
DENSITY: 1020.
FRESH WATER: Available ex wharf at Brazos Harbor.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Special watchman required for certain commodities.
OPENING/CLOSING HATCHES: Stevedore contract.
CUSTOMS ALLOWANCE: See "Port Arthur".
IDENTIFICATION CARDS: None needed.
CONSULS: None. Nearest at Port Arthur or Houston.
REPAIRS: Available.
DRY DOCKS: None.
REPATRIATION: All changes made through Houston, Texas.
AIRPORT: Hobby International Airport at Houston, Texas – 60 miles to Brazos Harbor.
TIME: GMT minus 6 hours. Daylight saving time starts last Sunday in April and ends the last Sunday in October – GMT minus 5 hours.
HOLIDAYS: New Year's Day (January 1); Washington's Birthday (February 22); Texas Independence Day (March 2); Memorial Day (Decoration Day) (May 30); Independence Day (July 4); Labour Day (First Monday in September); Veterans' Day (November 11); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25).

If any of the above holidays fall on Sunday the following Monday will be observed as a holiday.
POLICE/AMBULANCE/FIRE: Police 233–5434; Fire 233–6161; Ambulance Service 233–4700.
TELEPHONES: Arrangements exist for placing telephones on board through Southwestern Bell Telephone Co.
SERVICES: Tank-cleaning facilities available locally. Compass adjusting available from Houston, Texas.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Brazos River Harbor Navigation District, Brazoria County, Brazosport, Texas.

GALENA PARK, Texas: 29.44 N. 95.14 W. Refer to "Houston".

GALVESTON, Texas: 29.17 N. 94.50 W.

DOCUMENTS:
1 visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all United States ports.
2 or more copies of Manifest of Cargo for each United States port.
1 Souvenir List.
1 Stores List.
Ship's Register.
Tonnage Tax.
Load Line Certificate.
Nationality Certificate.
No health document required.

PILOTAGE: Radio to local agent who arranges Pilot and specifies boarding time. United States Coast Guard require 24 hours notice of arrival at Galveston Bar. Contact pilot boats and pilot station on VHF Channel 12. Pilot boats marked HP No. 1, 53 ft. long; HP No. 2, 61 ft. long; HP No. 3, 106 ft. long. Pilot boats can be signalled by light in international code. Pilot taken on board at sea buoy No. 1 located 6·7 miles from Galveston.
ANCHORAGE: In Bolivar Roads, 6·7 miles inwards from sea buoy No. 1. Depths 32–34 ft.
RESTRICTIONS: Prolonged North winds can reduce water level as much as 4 ft. in winter. Channel depth 38 ft.
MAX. SIZE: No length restrictions. Draft according to berth depth.
HEALTH: Vessel is boarded by quarantine officers when alongside in dock. Radio pratique available on request to Agent.
RADIO: International Telephone and Telegraph station Galveston, call sign KLC.
TUGS: Available if required.
BERTHING:

Grain elevators	Continental Grain Co.	depth alongside		34 ft.
	Port Richmond El. Co.	,,	,,	35 ft.
Bulk loading	Pier 14 East	,,	,,	36 ft.
	Pier 14 West	,,	,,	32 ft.
	Pier 34 (Sulphur)	,,	,,	32 ft.
	Pier 38	,,	,,	33 ft.
	Imperial Sugar Dock	,,	,,	35 ft.

Container terminal, wharf 1,000 ft. length, equipped with container crane handling 40 tons under the spreader or 60 tons with cargo hooks at 100 ft. outreach.
STEVEDORES: Order before 1700 for 0700 or 0800 following day. During day can be ordered at two hours notice. Gangs must be ordered before 1900 on Saturday for Sunday or holiday.
MEDICAL: All medical assistance available.
FRESH WATER: at all wharves.
FUEL: All grades available. Delivery only by barge from Houston.
GANGWAY/DECK WATCHMEN: Required only if crewmen detained by Immigration.
OPENING/CLOSING HATCHES: By stevedores only.
CUSTOMS ALLOWANCES: Each man 300 cigarettes, or 100 cigars or 1 lb tobacco; 1 quart wine/spirits.
IDENTIFICATION CARDS: Immigration form 1–95 card required.
CONSULS:

Chile	Haiti	Netherlands
Dominican Rep.	Iceland	Norway
Finland	Italy	Sweden
Guatemala	Mexico	Venezuela

TIME: Central Standard Time. Daylight Saving Time effective from April to October.
HOLIDAYS: January 1st; February 22nd; March 2nd; May 30th; June 19th; July 4th; First Monday in September; November 11th; December 25th; No work on Labour Day or Christmas Day.
POLICE/AMBULANCE/FIRE: All services provided.
SHORE LEAVE: No restrictions unless detained by Immigration.
AUTHORITY: Galveston Wharves (The Port of Galveston), P.O.B. 328 Galveston, Texas 77550.

GEISMAR, Louisiana: 30.13 N. 91.01 W.

East bank of Mississippi River, about 187 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: For all general information, refer to "New Orleans".
TUGS: Available if required; normally not used.
BERTHING: Wyandotte Chemical Co: berth 620 ft. long, 32 ft. depth.
FRESH WATER: Available ex-wharf.
FUEL: Not available.
DENSITY: Fresh water (1000).

GOOD HOPE, Louisiana: 29.59 N. 90.24 W.

East bank of Mississippi River, about 140 miles from sea.
DOCUMENTS/HEALTH: For all general information, refer to "New Orleans".
ANCHORAGE: South of berth in river for unlimited number of ships.
TUGS: One tug used for mooring/unmooring.
BERTHING: General American tank storage terminal; tanker berth, 40 ft. depth alongside. Two 8-in. hoses. Loading 17,000 bbls. per hour. No ballast facilities.

Norco: Shell Oil Co. two tanker berths 45 ft. alongside. Two 8-in. hoses, loading 10,000 bbls. per hour. Ballast line 12-in., max. capacity 20,000 barrels.
FRESH WATER: Available ex-wharf.
FUEL: Bunker "C" available ex-wharf.
DENSITY: Fresh water, 1000.

GRAMERCY, Louisiana: 30.03 N. 90.41 W.

East bank of Mississippi, about 144 miles from sea.
DOCUMENTS/HEALTH/PILOTAGE: For all general information, refer to "New Orleans."
TUGS: Available if required; normally not used.
BERTHING: Colonial Sugar Refinery: berth 600 ft. long, 40 ft. depth. Kaiser Aluminium and Chemical Corp: berth, 40 ft. depth.
FRESH WATER: Available ex-wharf.
FUEL: Not available.
DENSITY: Fresh water, 1000.

GRAYS HARBOR, Washington: 46.55 N. 124.08 W.

DOCUMENTS, HEALTH, etc.: Refer to "Tacoma".
PILOTAGE: A vessel approaching requested to give 24 hours advance notice of arrival to Grays and Willapa Pilots through Everett Radio, KLB which runs on a calling frequency of 500 kc/s. and VHF channels 6, 8, 12 and 16. Pilot boat, "Mercury", 65 ft. long, with an 18 ft. beam, powered by a 330 h.p. GM diesel engine. "Mercury" moored at Westport Fishing Basin, and delivers Pilots to vessels outside Grays Harbor bar.
ARRIVED VESSEL: Vessels must be inside Grays Harbor bar to be considered an "arrived vessel".
ANCHORAGE: No specific areas in Grays Harbor have been designated as anchorage grounds. The best area is southward of Sand Island Shoal in depths of 35 to 40 ft.; the holding ground is good.
RESTRICTIONS: Bar Channel and Approach Channel, depth 30 ft. MLLW. Mean tidal range, about 10 ft.
BERTHING: Seven wharves in port dock. Depths alongside from 20–35 ft.
BULK CARGO FACILITIES: One berth in port dock for petroleum discharge and/or bunkering. No other bulk cargo berths. No liquid chemical or LPG berths. No roll-on/roll-off berths. One berth with container capability.
STEVEDORES: Twelve local gangs. Additional gangs imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.

CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
AUTHORITY: Port of Grays Harbor, PO Box 660, Aberdeen, Washington 98520. Tel. Area Code 206 533–3620.

GREEN BAY, Wisconsin 44.32 N. 88.02 W.

For important general information refer to St. Lawrence Seaway.
DOCUMENTS: No special port documents required. All U.S. customs, immigration and St. Lawrence Seaway documentation should be accomplished prior arrival.
PILOTAGE: Pilot not compulsory although some masters prefer Pilot aboard.
CHANNEL: From Grassy Island, at mouth of Fox River, to just upriver of the C. & N. W. railroad bridge, channel is maintained at 24 ft. below low water datum (576.8 ft. above Father Point, Quebec) and 300 ft. width. Upriver to DePere, channel maintained at 18 ft., and 150 ft. width. From Grassy Island lakeward, deepening to 26 ft. This portion of channel will vary from 300 to 500 ft. width for approximately 8 miles. Turning basins maintained at 24 ft. depth opposite Fort Howard Paper Company and at confluence of Fox and East Rivers. Currents will flow up and down river and will influence water depth at times.
MAX. SIZE: Subject water depths and width of bridge openings.
HEALTH: No particular port regulations. St. Lawrence Seaway and U.S. Immigration procedures.
RADIO: Ships' Agents located at Milwaukee and Chicago, ETA should be directed accordingly.
TUGS: Join vessel lakeward of Grassy Island or at any designated point. Charges should be obtained from tug operators.
BERTHING: No particular arrival times necessary. Docks for general cargo operated by Leicht Transfer and Storage Co. who assign berths.

Port has capacity for the movement of bulk commodities such as coal, ore, fertiliser, chemicals, etc. that may be stored or handled in the open.

There is available a 100-ton stiff-leg derrick that has sufficient reach to move cargo to and from ship's deck and hold.
BRIDGES: No bridge opening restrictions for railroad bridges. City bridges permit vessels of 300 tons or over to transit at any time. However, heavy land traffic occurs about 7.30–8.30 a.m., 11.45 a.m.–1.15 p.m. and 4.30–5.30 p.m., and co-operation of Masters is urged during these times so that city bridges may remain closed.
STEVEDORES: Services performed by Leicht Transfer and Storage Co. and arrangements should be handled by ship's Agent or directly with Leicht's.
MEDICAL: Subject to regulations of U.S. Customs and Immigration and St. Lawrence Seaway authorities. Three excellent hospitals.
CURRENTS: Atmospheric conditions cause currents to flow upriver as well as downriver.
FRESH WATER: Available in any quantity.
FUEL: Coal and oil available in any quantity.
DEVELOPMENTS: No definite plans at this time.
GANGWAY/DECK WATCHMEN: May be engaged at Master's option. Ship's Agent can make arrangements with Sheriff's department.
OPENING/CLOSING HATCHES: Can be performed by ship's crew or stevedores (per contract).
IDENTIFICATION CARDS: Not required.
CONSULS: No consuls. Nearest are at Milwaukee, Chicago, Minneapolis.
REPAIRS: Topside and engine repairs available. Complete repair service available at Sturgeon Bay, 45 miles North.
DRY DOCKS: No local facilities. Available at Sturgeon Bay, Wisconsin.
REPATRIATION: Available subject Immigration laws.
AIRPORT: 8 miles from port. Served by regular airlines with over 30 flights daily.
TIME: Central standard time. Central daylight saving time in effect from the last Sunday in April to the last Sunday in October each year.
AUTHORITY: Brown County Board of Harbor Commissioners, Office of the Port Director, Brown County Courthouse Annexe, Green Bay, Wisconsin 54301.

GULFPORT, Mississippi: 30.21 N. 89.05 W.

DOCUMENTS: See "New Orleans".
PILOTAGE: Compulsory from outer sea buoy to docks, provided by Gulfport Pilots Association, arranged through Agent. Pilot boards at Sea buoy

Pilot boat has red hull, white superstructure with "PILOT" in black lettering. When pilot boat is underway, contact can be made by VHF Channel 16.
RESTRICTIONS: The Gulfport Channel is 12 miles long running between Ship Island and Cat Island. Channel is 225 ft. wide and has a minimum depth throughout of 30 ft. at MLW. Harbour is dredged rectangular basin about a quarter of a mile wide and half a mile long, this area being protected by piers. Depth in harbour and along wharves is 30 ft. with a 2½ ft. tide variation. No entry restrictions as to time.
MAXIMUM SIZE: Length of vessel is restricted to approximately 900 ft. by turning basin, no breadth restrictions.
RADIO: Gulfport Radio KKM 650 – VHF Channel 16 (26 safety only). Continuous service.
CARGO HANDLING: Four gantry banana terminal capable of unloading 16,000 boxes per hour. 35,000 sq. ft. transit shed refrigerated facility.
TUGS: Two tugs available but not required unless requested to assist in berthing.
STEVEDORES: Must have 12 hours' notice to arrange stevedore gangs. Normal work day 0800–1200, and then 1300–1700. Monday through Friday.
MEDICAL: No advance notice required for medical attention, doctor and hospital care readily available.
FRESH WATER: Fresh water is available.
FUEL: Only on advance notice.
DENSITY: Brackish.
WATCHMAN: Port guards or Dubuisson Detective Agency.
CONSULS: Many countries have consuls within a 100 mile radius of Gulfport.
REPAIRS: Most deck and engine repairs could be arranged within port facilities.
AIRPORT: Gulfport Municipal Airport is approximately 4 miles from the port and served by regularly scheduled airlines.
REPATRIATION: Can be arranged.
TIME: The Port of Gulfport is on Central Standard Time, GMT minus 6 hours; clocks are moved ahead 1 hour during summer months.
HOLIDAYS: United States national holidays are observed, cargo work can be arranged on these days at a penalty time.
POLICE/FIRE/AMBULANCE: Telephone numbers for emergency services are; Fire 863-1212; Police 863–4211; Ambulance 863–1441.
TELEPHONE: Can be placed aboard only by special arrangement not normally available.
AUTHORITY: Mississippi State Port Authority at Gulfport, POB 40, Gulfport, Mississippi 39501.

HAINES, Alaska

(Lutak Inlet) Located 5 miles North-west of Haines. Open all year.
APPROACHES: Lynn Canal to Lutak Inlet.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: Pilot pick-up point located in vicinity of Point Retreat.
MAX. SIZE: Harbour depth 36 ft. from 0 tide. Tides: diurnal range 16 ft. Also see "Berthing".
ANCHORAGE: Lutak Inlet.
CUSTOMS: Quarantine, immigration and Customs, local.
BERTHING: 1. U.S. Government Dock: can be secured by request through proper channels of the U.S. Army and South-east Stevedore Company Use permit. Berthing length – 1,000 ft. and a clear surface of over 300 ft. in depth. Depth at face of dock – 36 ft. MLLW. No covered sheds. Large open staging area. Adjacent to Alaska State Ferry Terminal with facilities for roll-on, roll-off cargo for barges or ferries (by special arrangement). One berth only as remainder of dock is required for Alaska state ferries.

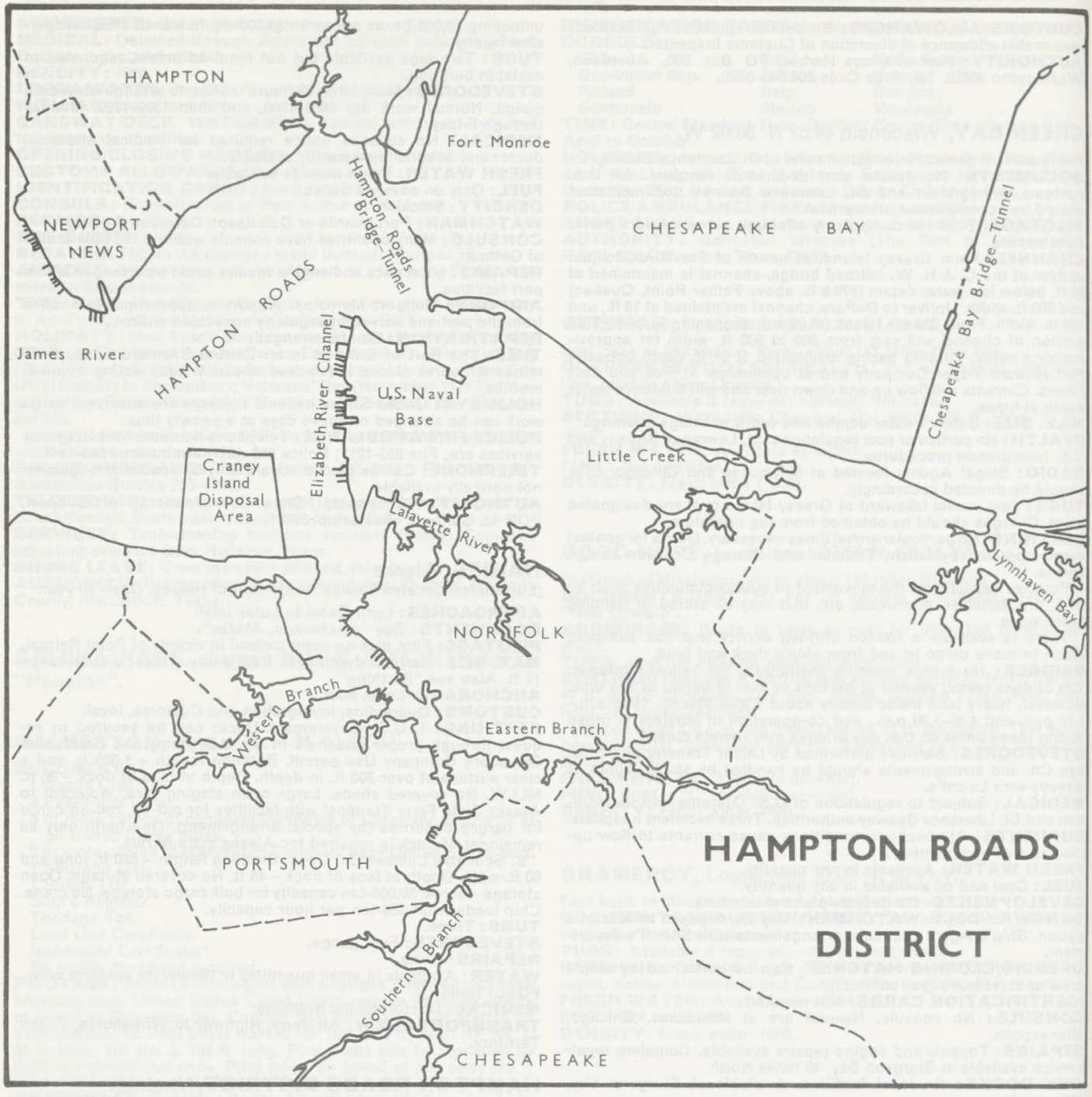
2. Schnabel Lumber Co. Dock: Berthing length – 520 ft. long and 80 ft. wide. Depth at face of dock – 45 ft. No covered storage. Open storage – acres. 30,000-ton capacity for bulk cargo storage. No crane. Chip loader with 350-ton per hour capacity.
TUGS: Three.
STEVEDORES: Four gangs.
REPAIRS: None.
WATER: Available in small quantities in temperate seasons only.
FUEL: None.
MEDICAL: Doctor/dentist available.
TRANSPORTATION: Air, ferry. Highway to Whitehorse, Yukon Territory.

HAMPTON ROADS DISTRICT, Virginia:
NORFOLK, 36.51 N. 76.19 W.
NEWPORT NEWS, 36.59 N. 76.26 W.
PORTSMOUTH, 36.50 N. 76.17 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List.

Customs boarding officer will also examine ship's register and load line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours of arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Compulsory; is generally arranged through port Agent. Vessels approaching port may use VHF telephone, Channel No. 16, radio telephone 2738 k/cs. Advance notice of 24 hours is required of ETA. Pilot boat is 165 ft. long, black steel hull, with "VA Pilot" painted on hull, white superstructure, and buff funnel. Long and short light or sound signals are used by vessels requiring a Pilot. Location of pilot boat is 1 mile north of Cape Henry Lighthouse. Pilot boat will issue instructions in event of bad weather or when pilot boat is off station and information on anchorage for vessel awaiting a Pilot.



Based on map supplied by Hampton Roads Maritime Association.

ANCHORAGE: In Hampton Roads, depth 45 ft.

RESTRICTIONS: Channels to Norfolk and Newport News – 45 ft. depth. Elizabeth River Channel – 40 ft. depth to Norfolk and Western Railway Bridge, then 35 ft. to Chesapeake.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

RADIO: Radio-telephone communications in the Hampton Roads area are furnished by the Chesapeake and Potomac Telephone Company of Virginia. A regular ship-to-shore channel transmits to ship on 2538 kHz and the ship returns the call on 2142 kHz. A "daytime" ship-to-shore channel transmits to ship on 2450 kHz and the ship returns the call on 2366 kHz. In the very high frequency band, "XY" ship-to-shore is available which transmits to the ship on 161·9 mHz and the ship returns the call on 157·3 mHz.

BERTHING:

Norfolk: Elizabeth River Terminal, berth 1,000 ft. long, 35 ft. depth; Imperial Tobacco Piers, Nos. 2 and 3, 27 ft. depth; Lamberts Point Piers, 12 general cargo berths, 32 ft. depth; Norfolk International Terminals, 8 general cargo berths, 2 container berths, 35 ft. depth; Southgate Warehouse Terminal, 3 general cargo berths, 18–25ft depth; N.B. & C. Line Piers, 4 general cargo berths, 20 ft. depth. Coal: Pier No. 5, 1 berth 1,000 ft. long, 36 ft. depth; Pier No. 6, 2 berths 1,800 ft. long, 45 ft. depth. Grain: Cargill Grain Elevator, 1 berth 35 ft. depth, loading rate 30,000 bushels per hour. Continental Grain Elevator, 1 berth 35 ft. depth, loading rate 45,000 bushels per hour.

Sewells Point: Humble Oil Terminal, 2 tanker berths, 38 ft. depth.

Newport News: Chesapeake and Ohio Piers, 9 general cargo berths up to 35 ft. depth. Coal: Pier No. 14, 2 berths, 1,090 ft. long, 38 ft. and 41 ft. depth; Pier No. 15, 2 berths, 1,000 ft. long and 38 ft. depth. Ore: Pier No. 9, 2 berths, 707 ft. long, 35 ft. and 42 ft. depth. Tankers: Humble Oil Terminal, 3 tanker berths, 27 ft. and 35 ft. depth.

Portsmouth: Marine Terminal, container and general cargo berths, 35 ft. depth. Lumber: One berth, 400 ft. long, 32 ft. depth. Tankers: Sinclair Ref. Co., two tanker berths, 30 ft. depth.

Elizabeth River, *Lower Norfolk:* Tankers: American Oil Company, one berth, 31 ft. depth; Crown Central, one berth, 31 ft. depth; Gulf Oil two berths, 32 ft. depth; Mobil Oil, one berth, 36 ft. depth; Philips Petroleum one berth, 32 ft. depth; Union Oil Company, one berth, 36 ft. depth; Shell Oil Company, one berth, 38 ft. depth; Tenneco/Cities Service, one berth, 32 ft. depth; Texaco Inc. one berth, 35 ft. depth.

TUGS: Compulsory, normally join the vessel in Elizabeth River.

BRIDGES: Sufficient clearance at all times.

STEVEDORES: Labour arranged through International Longshoremen's Association.

1. Straight Time – work between the hours of 8.00 a.m. and noon and between the hours of 1.00 p.m. and 5.00 p.m. daily except Saturdays, Sundays and holidays.

2. Double Time – hours daily between 6.00 a.m. to 7.00 a.m. and noon to 1.00 p.m., 6.00 p.m. to 7.00 p.m., midnight to 1.00 a.m. and all Sundays.

3. Time and one-half – shall be all those hours not included above, except holidays.

DENSITY: Average 40% fresh.

FRESH WATER: Available at all berths. Barge service available if required.

FUEL: All grades available at oil company berths. Delivery by barge to all other locations.

GANGWAY/DECK WATCHMEN: Not required unless crew members detained by Immigration.

SHIP CERTIFICATES: Cargo Gear Certificate, Derat, Radio, Safety Equipment, and Ship's Register.

CUSTOMS ALLOWANCES: At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1qt. wine/spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

IDENTIFICATION CARDS: Identification required by Immigration for shore passes.

CONSULS: The following countries are represented at Norfolk:

Belgium	Germany	Mexico
Brazil	Great Britain	Netherlands
Denmark	Iceland	Norway
Finland	Italy	Sweden
France		

REPAIRS: Newport News Ship Building and Dry Dock Company in James River; eight outfitting piers up to 1,050 ft. length. Floating cranes up to 67 tons capacity.

Norfolk Ship Building and Dry Dock Corporation, situated on East Branch of Elizabeth River. Channel depth 25 ft.; seven piers equipped for ship's repairs. Floating crane 25 tons capacity. Other repair companies in addition.

DRY DOCKS: Norfolk: one dry dock 450 ft. long, 57 ft. beam; floating dock 360 ft. long, 64 ft. beam.

Newport News: Dry docks:

	Length inside gate	*Width of entrance*	*Depth of water over sill MHW*
No. 1	649 ft.	92 ft.	33 ft.
No. 2	862 ft.	118 ft.	32 ft. 3 in.
No. 3	536 ft.	78 ft.	24 ft.

Slipways: The shipyard has 3 inclining slipways with lengths up to 715 ft. and capacities up to 15,000 tons.

AIRPORT: Norfolk Airport, and Patrick Henry Airport at Newport News, over 100 flights daily.

TIME: Eastern standard time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours, from April to October.

HOLIDAYS: New Year's Day; Lee's Birthday (January 19th); Washington's Birthday (February 22nd); Good Friday; Memorial Day (May 30th); Jefferson Davis Day (June 3rd); Independence Day (July 4th); Labour Day; Election Day (1st Tuesday after 1st Monday in November); Armistice Day (November 11th); Thanksgiving Day; Christmas Day. No work can be arranged on New Year's Day, Labour Day or Christmas Day.

TELEPHONES: On board telephones only available at shipyards.

AUTHORITY: Virginia Port Authority, Maritime Tower, Norfolk, Virginia 23510. Tel. 622–1671.

HILO: Hawaii 19.46 N. 155.06 W. (including Kawaihae 20.02 N. 155.50 W.):

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load-line Certificate.
De-Rat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Store Lists.

PILOTAGE: Pilot boats have VHF and Radio telephone Channels 2182, 2638, 2738. Pilot service is provided on a 24-hour basis upon suitable advance notice.

At Hilo, Pilot boards on starboard side in position ¾ mile due East of Paukaa light. In picking up Pilot, vessels should be on Southerly course with enough speed for steerageway. Special instructions will be given by radio telephone.

At Kawaihae pilot station in position 1 mile 287° true from No. 2 buoy. Pilot usually boards on port side with vessel on course for the entrance at dead slow speed.

ANCHORAGES: No safe anchorages either Hilo or Kawaihae for vessels awaiting Pilot. In this situation, a vessel should heave to or steam. Under good weather conditions, safe anchorage can be had in Hilo Bay. Anchorage is inside pilotage waters and requires local knowledge for safety; vessels should not anchor without Pilot.

RESTRICTIONS: At Hilo, under good weather conditions, vessels up to 600 ft. with draft up to 32 ft. 6 in. can be handled at any time. Vessels over 600 ft. length are restricted to daylight hours entering and leaving.

At Kawaihae, vessels of T-2 size are restricted to daylight for entering. No restrictions for leaving. Max. allowable draft 33 ft.

HEALTH: Usual quarantine regulations, doctor and Customs and Immigration and Agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.

RADIO: Communicate through RCA or ITT stations in Honolulu.

TUGS: Tugs join vessels at entrance at Kawaihae and at Coconut Island at Hilo. Tugs lines are usually used at no extra charge.

BERTHING: There are many factors which affect berthing at Hawaii Island ports, the most important of which are surge and wind. Vessels should be well equipped with long mooring lines and sufficient additional line to make up two 900 ft. buoy lines. In all instances, berthing instructions will be given after details concerning vessel and her cargo are received.

MEDICAL: All facilities available.

DENSITY: Variable in Hawaii area due to fresh water run-off.

FRESH WATER: Available from county of Hawaii by pipe-line.

FUEL: Can be supplied subject advance notice.

GANGWAY/DECK WATCHMEN: Required for tankers. Other ships as may be necessary due to special circumstances.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle U.S. quart, wine or spirits.

IDENTIFICATION CARDS: Seamen's passports only required.

REPAIRS: Limited repair service available; almost any type of machine work, welding and ordinary electrical repairs can be handled.

REPATRIATION: Direct air service to Continental United States and to Honolulu International Airport.

AIRPORT: About 1 mile from Port of Hilo and is served by regular airlines.

POLICE/AMBULANCE/FIRE: *Hilo:* Police 9353311; Ambulance 9354841; Fire 9351300.

Kawaihae: Police 8857334; Ambulance 7757211 or 889699 or 8896211; Fire 9351300.

TIME: GMT minus 10 hours all year round.

TELEPHONES: Special arrangements may be made with Hawaiian Telephone Co.

SHORE LEAVE: Allowed.

AUTHORITY: State of Hawaii, Department of Transportation, Harbours Division, PO Box 1555, Hilo, Hawaii 96720. Tel. 935–4877.

HOMER, Alaska: 59.36 N. 151.25 W.

APPROACHES: Via Cook Inlet. Port located at mouth of Kachemak Bay on Kenai Peninsula.

DOCUMENTS: See "Anchorage – Alaska".

PILOTAGE: Homer Pilots Association, Radio KTE 21, tel. 235–8526. Pilot boards one mile South of Homer Spit Light on Coal Point.

MAX. SIZE: Harbour depth 40 ft. MLLW. Tidal range 18 ft. Max. draft for bething 24 ft.

HEALTH: Quarantine, Immigration and Customs Officers come from port of Anchorage.

ANCHORAGE: Kachemak Bay is excellent anchorage for vessels of any size. Foreign vessels may enter bay to anchor, but must have a Pilot aboard to come to dock.

BERTH: 410 ft. face sloping bottom suitable for vessels with 20 ft. draft or less at chine. Inside and outside storage is available for holding and staging. Water, gasoline and diesel are available on dock

RADIO: Homer Port Radio – WJU 71 on 5195 Khz and WKD 32 on 2182 Khz.

BERTHING: Homer City Dock, 480 ft. long and 50 ft. wide. Limited to draft of 24 ft. Three-ton mobile crane.

TUGS: One tug available.

FRESH WATER: Available from the berth.

FUEL: Available for small craft only.

REPAIRS: No facilities for repairs.

MEDICAL: Homer Hospital is a nine-bed hospital with 2 full-time doctors.

EMERGENCIES: Police department and a volunteer fire department are available plus a rescue truck.

AIRPORT: Daily air service.

AUTHORITY: City of Homer, Box 335, Homer, Alaska 99603, tel. 235–8597/8767/8756, manager tel. 235–8767, Harbour Master tel. 235–8959.

HONOLULU: Hawaii (including Barbers Point and Pearl Harbour): 21.19 N. 157.52 W.

PILOTAGE: Pilot requested by Agent. Pilot station telegraphic address on VHF (only) Channel 16, call KFQ 907. Pilot boat, 36 ft. cabin cruiser, white house, black hull. Only "G" flag necessary for vessel requiring Pilot. Pilot station, latitude 21° 16′ 12″ N., longitude 157° 53′ 24″ W., no alternative.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.

Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registry.
Annual Inspection Certificate.
Load-line Certificate.
De-Rat Certificate.
Radio Certificate and Licence.
4 Stores Lists.

Vessels scheduled to call at Pearl Harbour are required to furnish six copies of crew lists and passenger lists, if applicable, at least one working day prior to arrival, for Naval security requirement.

The United States Immigration Service require that the Master of vessels manned by alien crew members arriving from a foreign port present the United States Immigration and Naturalization Service's Officer with a current crew list (Form I. 418) properly visaed in their possession. An I. 94 should be prepared for each passenger prior to vessel's arrival.

U.S. Immigration Department representatives are not stationed at any Hawaiian outports. Customs officials, however, are stationed at all entry ports and accomplish both Customs examination and Immigration.

The United States Agriculture Service examines and seals ship's stores from restricted ports. Special arrangements for garbage disposal may also be required by this agency, if for example meat aboard has been purchased in a port where there is a high incidence of "hoof and mouth" disease. All garbage should be disposed of prior to arrival in port.

All regulatory bodies assess overtime charges for services of their personnel if rendered on Saturdays, Sundays, holidays or after hours on week-days.

RESTRICTIONS: Entry at any time subject to harbour control signals. 24 hours notice of arrival is obligatory.

MAX. SIZE: Controlling depth 33 ft. MLLW. Length depends on availability of berths.

HEALTH: Pratique given at berth in accordance with U.S. Public Health Regulations. If suspected of disease, U.S. Department of Health will board vessel at pilot station. Pratique is not automatic except for vessels coming from Canada or U.S. East Coast ports and not having any transactions in the Panama Canal zone.

RADIO: Call KHK, HF—8 Mc/s., 12 Mc/s., 16 Mc/s.; LF–500. VHF Channel 16, call KFQ907, Aloha Tower Harbour Control Station.

TUGS: Tugs normally join vessel within harbour limits. Both ship's lines and tug's lines used depending on conditions.

BERTHING: Berthing given on a first-come-first-served basis according to type of vessel and particular requirements as to cargo bunkering, etc.

STEVEDORES: Gangs must be ordered 24 hours in advance. General cargo, average load per hour: 15 L/tons; average discharge per hour: 15 L/tons.

MEDICAL: Agents would like as much advance notice as possible. Complete medical facilities available. Vaccinations in accordance with U.S. Public Health requirements.

TANKERS: Four tanker berths, maximum draft 35 ft. No slop discharge facilities.

Barber's Point: Tanker berths, tugs not normally required. Mooring Master attends berthing procedure. Fresh water not available. Fuel available ex pipe-line.

Pearl Harbour: U.S. Navy Terminal. Max. LOA 800 ft. Max. draft 38 ft. 6 in.

DENSITY: Pure salt water, no fresh water allowance.

FRESH WATER: Delivered via 2½ in. fire hose with meter on pier. Rate of delivery between 30 and 60 tons per hour, depending on the berth.

FUEL: All U.S. grades available, no advance notice other than establishment of credit.

FIRE PRECAUTIONS: Fire wires required by tankers berthed alongside.

DEVELOPMENTS: Container facilities being developed at Sank Island. One 800-ft. berth for tankers and containers under construction.

GANGWAY/DECK WATCHMAN: Services of watchman recommended, usually arranged by Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.

IDENTIFICATION CARDS: Seamen's passports needed.

CONSULS: The following countries are represented in Honolulu:

Belgium	India	Netherlands
Britain	Norway	Philippines
China	Panama	Portugal
Japan	France	Sweden
Denmark	Germany	Thailand
Finland	Korea	

REPAIRS: All types of deck and engine repairs possible. Hull repairs below water-line in accordance with dry dock capacities.

DRY DOCKS: Commercial within Honolulu Harbour. Dry dock: 2,800 L/Ton lifting capacity, 385 ft. long, 56 ft. wide. Marine railway: 1,400 L/Ton lifiting capacity, 223 ft. long, 65 ft. wide.

REPATRIATION: All facilities, crews generally leave State within 24-hour period.

AIRPORT: International airport, served by all major airlines, 5 miles from harbour.

HOLIDAYS: New Year's Day (January 1); President's Day (February 21); Kuhio Day (March 26th); Good Friday; Memorial Day (May 30); Kamehameha Day (June 11); Independence Day (July 4); Labour Day (September 1); Veterans' Day (November 10); Thanksgiving Day (November 27); Christmas Day (December 25th).

Admission Day (August 20th) and Colombus Day (October 11th).

POLICE/FIRE/AMBULANCE: Police 944–1212; Ambulance 955–2633; Fire 955–1212.

TIME: G.M.T. minus 10 hours all year round.

TELEPHONES: Telephones can be placed on board at any dock.

SERVICES: All services found in major U.S. ports are available.

SHORE LEAVE: No restrictions if papers are in order.

AUTHORITY: State of Hawaii, Department of Transportations, Harbours Division, 700 Fort Street, Honolulu, Hawaii 96813; Tel. 5486255.

HOUSTON, Texas: 29.45 N. 95.20 W.

DOCUMENTS:
1 visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all U.S. ports.
2 or more copies of Manifest of Cargo for each individual U.S. port
1 Souvenir List.
1 Stores List.
Ship's Register.
Tonnage Tax.
Load-line Certificate.
Nationality Certificate.
No health document required.

PILOTAGE: Radio to local Agent who arranges Pilot and specifies boarding time. U.S. Coast Guard requires 24 hours notice in advance of arrival Galveston Bar. Pilot boats and station on VHF Channel 12, Bridge to Bridge is Channel 13 and tugs for docking and off-docking on Channel 14. 3 Pilot boats marked HP No. 1–53 ft., HP. No. 2 – 61 ft. and HP No. 3 – 106 ft. in length. Pilot boats contacted by light in International Morse code; No sound signal. Pilot taken on board at Sea Buoy No. 1, located 6·7 miles from Galveston. Seldom, if ever, is water too rough for boarding at above location. Anchorage located in Bolivar Roads, 6·7 miles inward from Sea Buoy No. 1.

ANCHORAGES: Anchorage for Houston is only in Bolivar Roads in Galveston, Texas, which has ample space and depth for all Houston bound vessels.

RESTRICTIONS: None with respect to time of day or night, or with state of tide.

MAX. SIZE: Maximum 850 ft. long, 115 ft. breadth and 40 ft. draft. Tide minimal, effected primarily by wind only.

HEALTH: Dock boarding by quarantine officers.

RADIO: International Telephone and Telegraph – ITT – Galveston call letters KLC.

TUGS: Tugs come alongside just off dock or immediately prior to entering turning basin if vessel is to turn, or at Pilot's discretion.

BERTHING: No special requirements other than authority from terminal operator local Agent.

The Port Authority has a public grain elevator capable of storing 6 million bushels. There are four private grain terminals, one with a 10-million bushel capacity, two with 5-million bushel capacity and one with 2-million bushel capacity. This latter specialises in rice while the others handle (principally) wheat and milo. Bulk materials handling plant owned by the Port of Houston Authority, capable of loading or discharging at the rate of 1,000 tons an hour.

Private facilities include a steel plant, five refineries, a paper mill, two fertiliser plants, two cement plants and several petroleum or liquid gas storage farms, all with their own docks. In addition to the Port Authorities 40 docks for public hire, there are four private terminals with a total of ten berths for public hire.

A new facility owned by the Port Authority has been opened at Barbours Cut, 25 miles across Galveston Bay from Bolivar Roads, where the ship channel moves inland at Morgans Point. This is a 500 ft. pier with mooring dolphins for handling the new, large barge-carrying vessels (LASH).

BRIDGES: One bridge to be opened 1973 to cross channel immediately East of Public Wharf 31 will have clearance of 139 ft.

STEVEDORES: Stevedore, on advice from representative of local Agent, must order labour prior to 1900 for 0700 or 0800 start the following day. Can order at 0800 for 1000, 1100 a.m. for 1300 and 1700 for 1900 start. Gangs must be ordered prior to 1900 on Saturday for Sunday or holiday.

MEDICAL: Give sufficient notice to order doctor or ambulance. Numerous hospitals available. Seaman's health certificate required.

TANKERS: No specific requirements for oil carriers with respect to load/discharge lines. Tankers must be gas free to enter turning basin area. Approximately 12 tanker berths, excluding Humble Oil & Refining Co. in Baytown, Texas.

DENSITY: Classed as full fresh but varies with rainfall and tide, usually 4 to 5 in. allowance on full draft.

FRESH WATER: Available at all terminals through pipe and hose.

FUEL: All grades and viscosities available.

FIRE PRECAUTIONS: All standard precautions per code of Federal Regulations plus local ordinances. Tankers, unless gas free, not permitted at wharves in the immediate turning basin area.

DEVELOPMENTS: Channel depths to be maintained at 40 ft. Bayport development East and South of Morgans Point to have deep draft berths for liquid bulk and general cargo.

GANGWAY/DECK WATCHMEN: Not required, but are available and can be arranged by local Agent at Master's request.
OPENING/CLOSING HATCHES: By stevedores only—vessel will be charged for this work if done by crew.
CUSTOMS ALLOWANCES: Tobacco, 300 cigarettes, 100 cigars, 1 lb. of tobacco or combination for each man. Wine and/or Spirit, one quart for each crew member.
CARGO GEAR: Cargo gear safety certificate required.
IDENTIFICATION CARDS: Immigration Form I-95 card required.
CONSULS:

Argentina	Germany	Netherlands
Belgium	Great Britain	Nicaragua
Bolivia	Guatemala	Norway
Brazil	Haiti	Panama
Chile	Honduras	Paraguay
China	Israel	Peru
Columbia	Iceland	Portugal
Costa Rica	Italy	South Africa
Denmark	Japan	Spain
Dominican Republic	Jordan	Sweden
Ecuador	Korea	Uruguay
El Salvador	Netherlands	Venezuela
Finland	Luxembourg	
France	Mexico	

REPAIRS: All types available.
DRY DOCKS: Todd Shipyard, 485 ft. long, 17 ft. draft, 8,200 long tons.
REPATRIATION: Danner Guard Service can handle all phases.
AIRPORT: Approximately ½ hour by car; served by regular airlines.
TIME: Central Standard with daylight saving time effective from April to October.
HOLIDAYS: January 1; February 22; March 2; May 30; June 19; July 4; First Monday in September; November 11; December 25. No work performed on first Monday in September and December 25 except in emergency.
POLICE/AMBULANCE/FIRE: All services provided or available.
TELEPHONES: Currently no arrangements for placing telephones aboard but easily accessable on wharves.
SERVICES: All services available.
SHORE LEAVE: Shore leave granted except when individual not qualified.
AUTHORITY: Port of Houston Authority, 1519 Capital Avenue, PO Box 2562, Houston, Texas 77002. Tel. 225–0671.

HUENEME, California: 34.09 N. 119.12 W.

DOCUMENTS: See "San Francisco".
PILOTAGE: It is requested that ships entering port stand by one mile off harbour entrance and await port Pilot who will board from a tug. The U.S. Coast Guard Station at the harbour entrance maintains a radio beacon.

All vessels 300 gross registered tons and over entering, leaving and shifting within the Port of Hueneme, including area of the Oxnard Harbor District, must be piloted by a port Pilot duly licensed to perform the services of piloting vessels within the Port of Hueneme. The Oxnard Harbour District does not maintain Pilots; licensed pilots are available on a 24-hour-a-day basis from the Commanding Officer, Naval Construction Battalion Center. As a service to all vessels, requests for Pilots may be made by Agent or ship to General Manager of Oxnard Harbor District, who will act for ship in obtaining necessary Pilots. They can also be obtained by an electronic message request addressed to "CO, CBCEN, PORHUE" or by direct request to the Port Services Officer, U.S. Naval Construction Battalion Center. It is not necessary to change Pilots at this port.
ANCHORAGE: If there is a wait for Pilot caused by weather, visibility, congestion in harbour, or any other reason, the best anchorage area is West-south-west of the harbour entrance where there are no hazards and there is some protection afforded by the natural curve of the coastline.
RESTRICTIONS: The length of entrance channel is 2300 ft. The narrowest width of harbour entrance channel is 330 ft. However, because of prevailing fresh winds, this is a one-way channel; thus, deep-draft ships not able to manoeuvre easily in a restricted channel have precedence over smaller craft.
RADIO: The U.S. Coast Guard Station, Port Hueneme, located at the entrance to harbour, guards the following frequencies: 2182 kc/s., 156·8 Mc., 157·1 Mc. After initial call up the Coast Guard can shift to 2670 kc/s., 2694 kc/s., 5080 kc/s. The Naval Construction Battalion Center (Port Hueneme Control) guards, 2150 kc/s. and 2716 kc/s. The harbour tugs guard 2150 kc/s. voice continuously. The harbour pilots, when expecting a commercial merchant vessel guard 2716 kc/s. voice circuit and voice call "Port Hueneme Control Three".
HEALTH: Ships required to pass quarantine may enter port and moor. "Q" Flag is to be flown. Upon mooring, ship must post gangway watch until ship has passed quarantine. A local physician has the authority of U.S. Public Health Officer and conducts the check. When port of Hueneme is its port of first arrival in the United States from foreign ports or from states other than California, a ship must be inspected by the Department of Agriculture. There is a local representative in Oxnard. The Oxnard Harbor District will order officials if requested by ship or Agent.
TUGS: Tug services for port of Hueneme are furnished by the Commanding Officer, Naval Construction Battalion Center, Port Hueneme, California. Requests for tug services may be made to the General Manager of the Oxnard Harbor District, who will act as Agent for ship in forwarding them. Two tugs are available on a 24-hour basis. They are Class YTM, with 1,000 shaft horsepower. The number of tugs to be used on any movement is determined by port Pilot in charge of the movement. Tugs are not available for deep-sea towing, except in case of emergency to save life or property. As a service to all vessels, the Oxnard Harbour District, acting as Agent for vessel, will pay all necessary tug fees to United States Government, subject to reimbursement conditions as arragned between the vessel, her owners, or Agents, and the General Manager, Oxnard Harbour District. Seldom are tug charges more than the minimum due to the short transit time to berths.
BERTHING: Berthing arrangements should be made with the General Manager by Agent as far in advance of arrival date as possible, specifying dates of arrival and sailing, and nature and quantity of cargo to be handled. The Oxnard Harbor District also has a licence agreement with the U.S. Naval Construction Battalion Center, Port Hueneme, for the use of additional berths and terminal facilities on an "as available" basis. Prior arrangements must be made, should use of these additional facilities be desired or necessary. The Port of Hueneme has three 600 ft. berths with depth 35 ft. MLW and appropriate terminal facilities. At the present time there are 10 deep-draft berths within the entire port area.

Bottom is sand and mud. Mean low water is + 1.5 ft. Height of wharf above MLLW is 13 ft.
STEVEDORES: All stevedore work is presently performed by resident stevedores, the Marine Terminals Corporation, who also have offices in San Francisco, Long Beach, etc. They maintain an office at 111 Ponoma Street, Port Hueneme. They provide modern handling equipment to suit cargo's need. There is no special fixed bulk handling equipment available as yet. Longshoremen are members of the International Longshoremen's and Warehousemen's Union and conform to the Pacific Coast Longshore Agreement. Hours of work are as outlined in this agreement. Longshoremen at this port do all covering and uncovering of hatches and rig the gear. There are eight gangs available in the port. Day and night gangs for Tuesday through Saturday (except Monday through Saturday, 7 p.m. initial start) must be ordered by 3.30 p.m. the previous day. Night gangs required Monday for a 7 p.m. initial start, and Sunday and Monday gangs must be ordered by 11 a.m. Saturday. Cancellation time is same as ordering time, if gangs which have been ordered are cancelled after the aforementioned deadlines, the agreement's four-hour minimum applies. Normal day shifts begin at 8 a.m. and normal night shifts at 6. p.m. Each shift consists of 8 hours and on sailing day 10 hours may be worked by the final shift. There are no obstructions on the wharf to keep all hatches from being worked concurrently.
MEDICAL ATTENTION: Patients are provided medical attention at the Medical Center, Port Hueneme, or St. John's Hospital, Oxnard California. Temporary visa must be obtained from Department of Immigration and Transportation if a crew man or passenger must remain after the ship sails.
FRESH WATER: Fresh water is available. There are hydrants along the wharf and delivery to ship is effected by hose. Water is good to taste but is hard. It is suitable for boilers. Contact wharfinger on duty for delivery of water.
FUEL: Fuel and diesel oil are obtainable from a local port-based tenant. Quantities beyond the capability of that tenant's ability can be delivered by tank truck direct to ship's tanks. In an emergency, the Navy will make Navy special black oil available.
REPAIRS: Minor repairs may be made in port. Machine shops in Ventura and Oxnard are qualified for normal voyage repair work.
WATCHMEN: Gangway or special wharf watchmen are available upon request.
TELEPHONES: Two pay-telephone booths are located at the South-west corner of Wharf 1 adjacent to the wharfinger's office and maintained for the convenience of ships berthed at Wharf 1. The wharfinger's office has a telephone which may be used by people calling in to contact the ship. This phone is manned 24 hours a day for convenience. Its number is (805) 488–4615. The Port of Hueneme office telephones are available to ship's officers and Agents for local calls or collect long distance calls. Wharf lines permit a telephone to be installed at a nominal charge if desired by Agent.
HEAVY LIFT EQUIPMENT: The U.S. Navy, in special circumstances, makes available a 100-ton floating derrick barge, subject to its prior needs. The General Manager of the Oxnard Harbor District will assist those desiring derrick barge services. Typical rental cost is about $150.00 per hour on a straight time basis (8 a.m.–4.30 p.m. on week-days) and $185.00 per hour on an overtime basis (4.30 p.m.–8 a.m. during week-days and all hours on Saturdays, Sundays and holidays). This includes equipment costs, mobilisation time, man-power, fuel and use of required slings.
HOLIDAYS: U.S. Federal holidays are observed by the Port and Terminal management. If stevedoring is required on holiday it is performed in accordance with the International Longshoremen's and Warehousemen's Union-Pacific Coast Longshore Agreement.
AUTHORITY: The U.S. Navy (Commanding Officer, U.S. Naval Construction Battalion Center) exercises overall Port Control Authority; the Oxnard Harbor District is solely responsible for its commercial operations.

Oxnard Harbor District Board of Harbor Commissioners 105, Port Hueneme Road, Port Hueneme Cal. Tel. (805) 488–3677.

HURON, Ohio: 41.24 N. 82.35 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: None required other than what is required for Great Lakes.
ANCHORAGE: Depth 3 to 10 fathoms.
MAX. SIZE: Length 716 ft., breadth 75 ft., draft 26 ft.
RADIO: WMI Lorain.
TUGS: Meet vessel at the Pier Head. Use ship's lines.
BERTHING: Norfolk and Western Ore Dock, operated by the Lake Erie Dock Co., can handle 15,000 tons of ore in eight hours. Ore slip is 1,400 ft. long with 26 ft. of water.

Limestone Dock, 700 ft. length with 26 ft. of water.

Grain loading facilities operated by the Pillsbury Company. Load speed, 20,000; unload speed, 15,000; berthing space, 832 ft.; max. length, 610 ft.
STEVEDORES: None available.
FRESH WATER: Available.
FUEL: None available.
IDENTIFICATION CARDS: Required by Immigration.
CONSULS: Nearest at Cleveland.
REPAIRS: No facilities.
REPATRIATION: No facilities.
AIRPORT: 50 miles from port (Cleveland International Airport).
POLICE/AMBULANCE/FIRE: 433–4114.
SHORE LEAVE: Allowed.
AUTHORITY: The Huron Joint Port Authority, 107 Wall Street, Huron, Erie County, Ohio, 44839, U.S.A.

JACKSONVILLE, Florida: 30.20 N. 81.40 W.

DOCUMENTS:
Public Health:
Maritime Quarantine Declaration Form HSM 13.19.
Customs:
3 U.S. Customs Manifests for cargo to be discharged at first port of entry.
2 U.S. Customs Manifests covering all other cargo on board vessel for discharge at other than first port of entry.
3 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
3 Curio and Crew Personal Items Lists.
Vessel's Clearance from last port.
Vessel's Register and Load Line Certificate.
Vessel Utilization and Performance Report.
Form MA.578 for dry cargo vessels.
Immigration:
1 Certified Crew List and Landing Permit form I–95A for each crew member.
Valid passport for each crew member.
PILOTAGE: Vessels approach Pilot Entrance Buoy STJ No. 2 (Red) approximately six miles at sea off jetty entrance to St. John's River. Pilot station located just inside jetty on river channel at Mayport Naval Station. Pilot station operates both VHF and UHF frequencies, VHF Channels 16 and 18A. UHF Frequencies 2738 and 2182. Pilot cable address "Jaxpilot". Pilot boards from pilot boat Jaxpilot just east of sea buoy STJ No. 2. Pilot boat does not maintain station at sea but answers call or is dispatched on information by vessels' agents. Vessels anchoring awaiting Pilot should anchor as near entrance buoy as safely possible.
ANCHORAGES: Two anchorages located inside harbour near dock sites with depth of about 31 ft.
RESTRICTION: For vessel drawing not more than 30 ft. water no restrictions and vessel can enter and clear harbour on 24 hour basis. Pilots and tug assistance available all hours day or night. Vessels drawing more than 30 ft. required to await tide.
MAX. SIZE: Draft should not exceed 31 ft. for dry cargo vessels and 34 ft. for tankers.
HEALTH: Vessels boarded on arrival at piers by Health Officials. Vessel may obtain radio free pratique by making request at least 48 hours prior to arrival. Request is made to local Agent who obtains clearance from Public Health Service and replies to Master that request has either been granted or denied. In request for free pratique Master must indicate nature of any illness on board vessel. In the event of communicable diseases vessel can proceed in harbour but must give advance notice of disease either in suspect or actually existing.
RADIO: Tropical Radio, Miami, Fla. Call letters WAX. Lantana Radio, Boynton Beach, Fla. Call letters WOE.
TUGS: Under normal conditions with vessels able to proceed under own power, tugs approach vessel in vicinity of pier at which vessel is to dock. Tugs use own lines but no charge made.
BERTHING: Vessels can dock day or night. Transit time from pilot station to berths about two hours.
BRIDGES: Only one bridge that vessel would have to negotiate and that only if docking at Commodore Point terminal.
STEVEDORES: Master should keep Agents closely advised by radio of ETA and any amendments to first ETA given. Recommended that Master give ETA 72–48–24 hours in advance to arrival. Enables ordering gangs or cancelling gangs ordered in event of delayed ETA.
MEDICAL: Hospital facilities available. International Vaccination Certificates required by all crew members.
TANKERS: All petroleum terminals provide own hose ranging from 8 in. to 12 in. Prior to arrival, Master should request information from Terminal Company size of connection required. Three berths available. Depth alongside 34 ft.
DENSITY: Varies from fresh water 1·000 density to mixed salt water 1·0075 density. St Johns River is fed from fresh water sources and for most practical purposes may be considered fresh.
FRESH WATER: Fresh water supplied by barge delivery with minimum 100 tons.
FUEL: Most grades marine fuels available ranging from bunker "C" to light marine diesels with intermediate blends in between. Most major oil companies have bunkering facilities.
FIRE PRECAUTIONS: No smoking except in officers' lounge and crew's lounge. No open flames. No sparking from funnel.
DEVELOPMENTS: New marginal wharves with marginal tracks and supporting warehouses now under construction. Also planned deepening of river channel from sea buoy to dock area from present 34 ft. to 38 ft. Container berth presently under construction at Blount Island which will be equipped with 45 tons Paceco type crane.
GANGWAY/DECK WATCHMEN: Watchmen services available but not necessary.
OPENING/CLOSING HATCHES: Crew may open hatches prior to vessel's arrival at dock. After arrival at dockside this work reserved for longshoremen. Vessels equipped with McGregor type of other automatic opening devices, crew may open hatches at any time. Longshoremen do not open and close these type hatches.
CERTIFICATES: Vessel Register, Load Line, Gear Certificate, De-rat.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per man. If vessel remains in port over extended period of time, sea stores can be opened under customs supervision and additional allowances made. Wine/Spirits: No specific limits as to quantity allowed per man; customs accept Masters' recommendations for allowances so long as they are reasonable. This applies to beers, wines and spirits.
IDENTIFICATION CARDS: Form I–95A only.
CONSULS: Vice-Consulates – Norway, Denmark, Sweden, Finland, Italy, France, Venezuela, Guatemala, Uruguay, Dominican Republic.
REPAIRS: All types engine and deck repairs possible. Two well equipped shipyards.
DRY DOCKS: Three large dry docks of 16,000 to 20,000 tons capacity and three smaller dry docks of 6,000 to 10,000 tons capacity.
REPATRIATION: Facilities available to effect crew changes and repatriation.
AIRPORT: Airport 20 miles. Daily flights to all major U.S. cities.
TIME: Eastern Standard Time and Daylight Saving Time during summer months late April through October.
HOLIDAYS: Holidays observed by Stevedores: New Year's Day (Jan. 1st); Martin Luther King's Birthday (Jan. 15th); Lincoln's Birthday (Feb. 12th); Geo. Washington's Birthday (Feb. 22nd); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (First Monday September); Columbus Day (October 12th); Armistice Day (Nov. 11th); Thanksgiving (Fourth Thursday November); Christmas (December 25th).

When holidays fall on Sunday, the following Monday observed to the extent of paying overtime and eight hour minimum pay period shall apply. No work performed on the following holidays: New Year's Day, Independence Day, Labor Day, Christmas Day.
POLICE/AMBULANCE/FIRE: Police 356–7392; Ambulance 355–8833; Fire 355–8833.
TELEPHONES: No facilities available for placing phones on board vessels except in shipyards.
SERVICES: Compass-Adjusting, radar, navigational equipment. No tank-washing or tank-cleaning services available.
SHORE LEAVE: No restriction on shore leave if not detained by immigration.
PORT REGULATIONS: No garbage to be disposed overside, no pumping of dirty ballast into river. Smoke emissions must be controlled to minimum.
AGENT: Southern Shipping Company, PO Box 4668, Jacksonville, Fla. 32201. Telephone Area 904 355–4751. Cable address "Soshipco" After hours contact: C. R. Opper (Area 904 388–4374); J. Miller (Area 904 742–4516). Nature of business: Steamship Agents, Stevedores, Foreign Freight Forwarders.

JUNEAU, Alaska: 58.18 N. 134.24 W.

Located at North-easterly side of Gastineau Channel, eight miles from Stephens Passage. Juneau is the capital of Alaska. Open all year.
APPROACHES: Via Chatham Straits, Lynn Canal and Stephens Passage.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: Pick-up point is Guard Island.
ANCHORAGE: 16 fathoms in centre of Juneau Harbour.
MAX. SIZE: Harbour depth 15/19 fathoms. Tides: diurnal range 16·4 ft. Also see "Berthing".
CUSTOMS: Quarantine, Immigration and Customs, local.
BERTHING: 1. Foss Alaska Line Dock: berthing length 550 ft. 36 ft. LW. No cranes.

2. Juneau Cold Storage (capacity 8,000,000 lb.): berthing length 250 ft., 36 ft. LW. Cranes, 2 electric hoists, 3 lift trucks, 40,000 sq. ft. covered shed space. Fresh water.

3. Juneau Ferry Terminal: berthing length 350 ft. 32 ft LW. No cranes. This is a roll-on, roll-off facility for wheeled vehicles and self-propelled or towed. 35 tons capacity. No covered shed space. Fresh water.

4. Coast Guard Dock: 750 ft. long, 31 ft. deep at face. No storage.
STEVEDORES: One gang.
REPAIRS: Minor engine repairs only.

WATER: Available.
FUEL: Not available.
MEDICAL: Hospital available.
TRANSPORTATION: Air and ferry.
DEVELOPMENTS: Berner's Bay under construction 40 miles north, will produce pulp and lumber for export.

KAHULUI: Hawaii 20.53 N. 156.28 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Certificate of Registry.
Annual Inspection Certificate.
Load-line Certificate.
De-rat Certificate.
Radio Certificate and Licence.
4 Store Lists.
PILOTAGE: Request for Pilot normally made through Agent or through Harbour Master's office. Contact Pilot on VHF Channel 16. 36 ft. pilot boat, black hull, white cabin. Pilot boards ¼ mile East of Waihee Reef lighted buoy No. 2. Anchorage ½ mile East of buoy.
ANCHORAGE: No anchorage inside breakwaters. Only anchorage ½ mile East of Waihee Reef lighted buoy No. 2 in 9 to 12 fathoms.
RESTRICTIONS: 24 hours notice of arrival is obligatory. No entry at night time for vessels over 600 ft. long. No tide restrictions.
MAX. SIZE: Maximum length about 700 ft. Maximum draft 32 ft. 6 in.
HEALTH: Usual quarantine regulations, doctor and Customs and Immigration and agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.
RADIO: Communicate through RCA or ITT stations in Honolulu.
TUGS: One 1,500 h.p. tug stationed at Kahului. Additional tugs dispatched from Honolulu if necessary. Tug joins vessel between breakwater and Waihee Reef lighted buoy No. 2. Tug's lines normally used. No extra charge.
CARGO HANDLING: Kahului has one berth specially equipped to load bulk sugar. Matson Navigation Company operates a straddler to move Matson containers. Other containers are normally barged to Kahului on roll-off chassis.
STEVEDORES: To be ordered by 1500 of day prior to operations.
MEDICAL: Hospital facilities available.
TANKERS: Discharge only. 8 in. line for heavy fuel oil, 6 in. lines for light fuel oils. No slop discharge facilities. Two berths available for tankers, maximum draft 32 ft. 6 in.
FRESH WATER: Available from water line at each berth. Rate of delivery about 150 gallons per minute.
FUEL: Small amount of diesel fuel and heavy fuel available in an emergency only.
GANGWAY/DECK WATCHMEN: Services of watchman recommended, usually arranged by Agent.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle wine or spirits.
REPAIRS: Minor deck and engine repairs only.
AIRPORT: Distance to airport 1 mile. Served by regular airlines.
TELEPHONES: Arrangements made with Hawaiian Telephone Co., to install on board.
DELAYS: Occasional delays due to limited berthing space and shortage of stevedore gangs.
POLICE/FIRE/AMBULANCE: Police 244–3911; Ambulance 244–9056; Fire 244–4860.
TIME: G.M.T. minus 10 hours all year round.
AUTHORITY: State of Hawaii, Dept. of Transportation, Harbors Division. PO Box 201, Kahului, Maui 96732. Tel. 877–6051.

KETCHIKAN, Alaska: 55.20 N. 131.38 W.

DOCUMENTS: See "Anchorage, Alaska."
APPROACHES: Port located on Revillagigedo Island. Open all year round. Ships coming from Hecate Straits or outside Graham Island proceed into Dixon Entrance to vicinity of Guard Island where the Pilot will meet them.

Vessels coming up the inside passage from Vancouver BC, are met at Lucy Island pilot station.
PILOTAGE: South eastern Alaska Pilots Association, Box 1539, Ketchikan Alaska 99901. Telegraphic address; Alaska Pilots Ketchikan.

The Alaska Pilot Service requires 5 days, 48 hours, and 12 hours advance notice of ETA and can be contacted on Channel 16 VHF or 2182 kHz.

The pilot boat "Magdalene" (WA 7513) normally rendezvous with the vessel ¾ mile from Guard Islands.
ANCHORAGE: Safe anchorage can be obtained in the area for deep-draft vessels; however there are no specified anchorage areas.
MAX. SIZE: The largest vessel to be berthed to date is a 26,000 ton freighter; however larger vessels could be accommodated.
RADIO: Cables to Agent, Receivers, and Pilots can best be routed through AKM Juneau.
TUGS: Tugs can be arranged through the ship's Agent. Lines from tug are normally used with no additional charge.
BERTHING: Alaska Line Dock: berthing length 400 ft., depth 26 ft. at North end, 39 ft. at South end at low water, no cranes.

Talbots' Inc: private berth length 300 ft., depth 35 ft. low water.

Ketchikan Spruce Mill: berthing length 450 ft., depth 33 ft. low water. Height of pier at low water 22 ft.

Ketchikan Pulp Company (at Wards Cove, 6 miles North of Ketchikan): private dock, berthing length 800 ft., depth 33 ft. at low water.
STEVEDORES: Stevedores obtained through shipping Agent. 24 hours notice normally required.

Four or possibly five gangs available dependent on obtaining casual labour.
MEDICAL: Medical matters may be referred to shipping Agent. Excellent hospital and out-patient treatment facilities are available.
FRESH WATER: Ample fresh water available at no cost.
FUEL: Fuel available for deep-draft vessels: PS–300. Vis. 33.5 Pour Pt. –15 to –20.
TANKERS: Tow-away lines required fore and aft.
WATCHMEN: Recommend security watch for passenger vessels. Watchmen can be arranged through the shipping Agent.
HATCHES: Opening/closing of hatches done by longshoremen.
IDENTIFICATION CARDS: Crew identification cards are required by Immigration officials.
CONSULS: The nearest Consul is in Anchorage, Alaska.
REPAIRS: Repair facilities are limited. Excellent welding and machine-shop services are available, however.
REPATRIATION: Repatriation matters can be handled through the shipping Agent and Immigration officials.
AIRPORT: Daily flights to and from Seattle as well as points North may be obtained.
TIME: Ketchikan is on GMT minus 8 hours during the winter and GMT minus 7 during the summer. Time changes the third Sunday in April through the third Sunday in October.
AUTHORITY: Captain of the Port, c/o U.S. Coast Guard Base, Ketchikan, Alaska.

KINGS BAY, Georgia: 30.49 N. 81.31 W.

DOCUMENTS:
Crew List, from foreign, 1 Crew List visaed by American Consul in or near foreign port of departure; Coastwise, U.S.A., three copies, one for Customs, one for Immigration and one for the Agents' office.
Curio List, three copies, both from foreign and coastwise movements.
Stores List, three copies, both from foreign and coastwise movements.
Five copies of Foreign Manifest.
Five copies of Bill of Ladings.
Permit to sail from foreign.
International Vaccination Certificates and/or other health certificates.
PILOTAGE: Channel entrance is between Cumberland and Amelia Islands, and is approximately 11 miles in length, 200 ft. wide and 32 ft. deep at MLW. Kings Bay Pilot usually boards vessels at the St. Mary's Entrance Sea Buoy No. 1 or 1 mile East of St. Mary's Entrance Buoy No. 2. Pilot may be reached by marine phone (ship-to-shore), Fernandina Beach, Florida, tel. 261–3824 or 261–3495. There are two turning basins, one 2,400 ft. long by 800 ft. wide and 32 ft. deep at MLW, and the other is 1,996 ft. long by 800 ft. wide and 32 ft. deep at MLW.
ANCHORAGE: Two, capable handling deep draft vessels. Pilot handles this phase.
MAX. SIZE: 650 ft. in length, 32 ft. in depth.
HEALTH: Boarding physician. New modern hospital located in St. Mary's, Ga.
RADIO: Kings Bay has only marine ship-to-shore telephone facilities. Cables arrive through R.C.A. Communications via Lantana, Fla., Radio, and Chatham, Mass., Radio and via Western Union.
TUGS: Available.
BERTHING: Berthing at any time, except when draft requires to come in on high tide, rise and fall of tide is 6 ft.
STEVEDORES: All stevedoring performed by St. Mary's Stevedoring Company, St. Mary's, Ga., on high explosives. General cargo outside stevedores permitted.
FRESH WATER: Plenty of fresh water available, pumped into ship's tanks via hose.
FIRE PRECAUTIONS: Smoking in the warehouses, on wharf or on any vessel while loading or discharging any inflammable or explosive cargo is strictly prohibited. In the event of a fire occurring on board any vessel berthed at the Kings Bay Marine Terminal, except vessels under way, such vessel may sound five prolonged blasts of the whistle or siren as an alarm indicating fire on board or at the dock to which the vessel is moored. Fire hose on dock and water running therefrom when loading plus fire extinguishers placed at various intervals.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Crew open, stevedores close.
CUSTOMS ALLOWANCES: Tobacco and wine/spirits – reasonable quantities for personal use.
IDENTIFICATION CARDS: Immigration issues landing permit.
REPATRIATION: Via airlines at Jacksonville, Florida, 41 miles away.

TIME: Eastern Standard Time.
HOLIDAYS: New Years' Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); National Memorial Day (30th May); Independence Day (4th July); Labor Day (first Monday in September); Columbus Day (12th October); Thanksgiving Day (fourth Thursday in November); Armistice Day (11th November); Christmas Day (25th December)' In the event of one of above holidays falling on a Sunday, the following Monday will be observed.
POLICE/AMBULANCE/FIRE: Police Departments St. Mary's and Kingsland, Ga., plus County Sheriffs. Ambulance, Kingsland. Fire, both Kings Bay and St. Mary's, Ga.
TELEPHONES: Only three lines and all in office of Blue Star Shipping Co. No telephone service to be placed on board vessel.
SHORE LEAVE: Only via Immigration landing permit. No taxi service, no bus lines operate from Kings Bay, Ga. Since nearest town is 11 miles away, crew as a rule remain aboard vessel.
AUTHORITY: None. Blue Star Shipping Corporation, St. Mary's, Ga., operates the port.

AGENTS: Blue Star Shipping Corporation, PO Box 487, St. Marys, Georgia. Zip Code: 31558.

KODIAK, Alaska: 57.47 N. 152.24 W.

Located near the North-eastern tip of Kodiak Island in the Gulf of Alaska, South of Anchorage and East of the Alaska Peninsula.

APPROACHES: South of Trinity Islands then North-west to Cape Chiniak and meet Pilot.
DOCUMENTS: Also see "Anchorage, Alaska".
PILOTAGE: Pick-up point in the vicinity of Cape Chiniak.
MAX. SIZE: Harbour depth in excess of 30 ft. Tides: diurnal range approximately 10 ft. Also see "Berthing".
ANCHORAGE: Fair weather anchorage only.
CUSTOMS: Quarantine, Immigration and Customs, local.
BERTHING: 1. Kodiak City Dock: made of timber, pile and steel deck. One berth only. 350 ft. by 50 ft. Covered warehouse on half of pier 200 ft. by 150 ft. 35 ft. MLLW. Heated space available.
2. Woman's Bay Naval Base: Finger Pier 600 ft. operated by U.S. Navy. Depth of water in excess 40 ft. U.S. Navy permission required for commercial use.
TUGS: From Anchorage.
STEVEDORES: Two gangs.
REPAIRS: Limited. Divers available.
WATER: Available.
FUEL: Light fuels only.
MEDICAL: 26-bed hospital, 3 doctors, 2 dentists, 1 optometrist.
TRANSPORTATION: Air and ferry.

LAKE CHARLES, Louisiana: 30.13 N. 93.15 W.

PORT LIMITS: Buoy No. 26, in Calcasieu Ship Channel, 3 miles off Cameron, Louisiana.
DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).
Customs boarding officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Radio Agent ETA., who will arrange Pilot board at Calcasieu Bar.
ANCHORAGE: At Calcasieu Bar only.
RESTRICTIONS: Entrance channel 40 ft. depth. Distance 40 miles.
MAX. SIZE: 1,000 ft. length, 38 ft. draft.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo until free pratique is given.
RADIO: Tropical – New Orleans, WNU.
TUGS: Meet vessel thirty minutes away from berth. Use tugs' own lines. Two for berthing, one for unberthing.
BERTHING: Three bulk-loading berths: No. 1, West bank of Calcasieu River, 8 miles below main port facilities, 800 ft. length, 35 ft. depth, loading rate 1,250 tons per hour.
No. 2, Contraband Bayou Section, main port, 850 ft. length, 35 ft. depth, loading 480 tons per hour. 1,600 tons storage facilities.
No. 3, Contraband Bayou Section, main port, 600 ft. length, 35 ft. depth, loading rate (bulk rice) 180 tons per hour from stationary tower. Twin 1,250 tons storage tanks adjacent.
Cities Service Oil Co. B-Dock, 673 ft. length, 40 ft. depth; C-Dock, 660 ft. length, 40 ft. depth; C-Dock 665 ft. length, 40 ft. depth.
Continental Oil Co. Berth 1, 1,000 ft length, 40 ft. depth; Berth 3, 1,000 ft. length, 40 ft. depth,
Columbia Southern Dock, 650 ft. length, 30 ft. depth.
Olin Mathieson Dock, 400 ft. length, 28 ft. depth.
DENSITY: Saltwater in summer, fresh in winter. Allow density 1000 for drafts.
FRESH WATER: Available at all berths.
FUEL: Bunker "C" and diesel available at Cities Service berths; other berths none available except light marine diesel delivered by tank truck.
DEVELOPMENTS: Under construction: forest products berth, specialising in volume handling of wood pulp, newsprint and liner board.
CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I–95, issued for the same vessel.
REPAIRS: Small repairs carried out only; very limited facilities.
REPATRIATION: Facilities exist. Arrange through Agent.
AIRPORT: Seven miles from port. One line (TI) nine flights per day.
TIME: On CST, that is GMT minus 6 hours.
HOLIDAYS: Only two days affected on which no work carried out – Labour Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police, 439–4511; Ambulance, 477–5530; Fire, 433–4633.
TELEPHONES: None on board ship.
SHORE LEAVE: Allowed if not detained by immigration.
AUTHORITY: Lake Charles Harbor and Terminal District, H. M. Neely, Director of Port, PO Box AAA, Lake Charles, Louisiana 70601. Tel. 318–439–3661.

LONG BEACH, California: 33.45 N. 118.13 W.

DOCUMENTS:
Certificate of Registry.
Foreign Clearance Pratique – White or Yellow.
International Loadline Certificate – Tonnage Certificate (Admeasurement).
Inspection Certificate.
De-rat Certificate.
Radio Safety Certificate.
Inbound cargo for discharge – United States must have a Travellers' Manifest (Form 7527), original manifest, and dock inspection copy covering cargo to be discharged at first U.S. port of entry Custom's Utilization Form 7801 (Inbound), Form 7802 (Outbound) must be filed within 10 working days after vessel's entry at first U.S. port. Landing permits must be made out prior to arrival (Form I-95-A) for each crewman of alien origin for the U.S. Department of Immigration (and Form I-94 for each passenger of alien origin). Three sets of crew lists (Form I-418) must be presented to U.S. Customs, plus two sets to the Immigration Inspector, and One for the U.S. Public Health Service (Quarantine), and three sets stores lists plus three sets curio purchases list for U.S. Customs.
American Ships from Foreign:
Safety Equipment Certificate.
Cargo Ship Safety Construction Certificate.
Customs Form 3415 Affidavit of Repairs Abroad.
Certified Crew List.
Foreign Ships:
1 copy of Visaed Crew List for Immigration (Form I-418 & 5 copies).
Other forms may be necessary under certain circumstances, but normally can be taken care of after the vessel's arrival.
If a foreign vessel from a foreign port departs for a foreign port, two copies of (Form I 418) covering crew changes in the United States must be submitted to the Department of Immigration upon sailing of the vessel.
(*a*) Number of copies required: all single except as noted.
(*b*) The reports mentioned above are all government laws, requested by U.S. Customs, U.S. Immigration, Department of Agriculture, Public Health Service, and B.I.A.
(*c*) Purpose of documents: to record all vessel movements such as cargo, crew changes, health standards, etc.
(*d*) Procedure of presenting documents: documents must be presented to Quarantine Boarding Officer and Customs Broker and/or Agent, during or immediately after Quarantine.
PILOTAGE: Pilots ordered by local Agents. Order placed by telephone to 435–6354. Local tariff requires at least 1 hour notice prior to arrival. Pilot station contacted on VHF radio/Channel 12 (156·6 Khz) or Channel 16 (156·8 Khz). Pilot boats motor cruisers, light grey, fly International Flag "H". Local whistle signal for a Pilot on ship's whistle, one short and one long blast. Pilot boat normally meets vessels in vicinity Long Beach Sea Buoy or approximately 1 mile South of breakwater entrance. Vessels should have Pilot ladder on starboard side, weather permitting. In bad weather vessels may be required to proceed inside breakwater entrance prior to Pilot boarding.
ANCHORAGE: Preferable outside anchorage approximately ½ mile South-east of Long Beach Sea Buoy in 66 ft. of water. Inside anchorage available North-east of channel in outer harbour at approximately 8 fathoms of water depth. Special explosive anchor-

ages available by request, on both sides of entrance channel in 48 ft. of water.

RESTRICTIONS: Vessels with dangerous cargoes aboard or loading or discharging such cargo within port district shall obtain permit from U.S. Coast Guard, countersigned by Long Beach Fire Prevention Bureau and Long Beach Port Authority, subject to safety inspection prior entry to assigned anchorage or berth. (Application for entry or handling dangerous cargoes must be requested by Steamship Company or authorized Agent and approved prior entry.)

MAX. SIZE: (1) Average depth of water at general cargo berths is 37 ft. at mean-lower-low-water.

The Entrance Channel is maintained at 60 ft. MLLW.

(2) No restriction as to length or breadth of vessel at general cargo berths.

(3) Dry bulk facility berths average depth at mean-lower-low-water is 42 ft. No restriction on length. However, ships with over 130 ft. beam might experience some difficulty in loading without turning ship.

There are five bulk oil facilities, two with 55 ft. of water at mean-lower-low-water and three with 49 to 37 ft. of water at mean-lower-low-water alongside berths. It is feasible that vessels over 1,000 ft. in length could use our deep-water oil facilities. There are no restrictions as to beam. A sixth bulk oil terminal is being constructed which will accommodate vessels in the 200,000 dwt. class, drawing up to 62 ft.

HEALTH: Pratique is a certificate issued by Quarantine Office of U.S. Public Health Service releasing a vessel from Quarantine.

(1) Radio Pratique may be granted by medical officer, by radio, basis information regarding vessel, cargo and personnel aboard, received prior to arrival of ship, when in the judgement, and in accordance with instructions by Surgeon General, U.S. Health Department, entry of vessel will not result in introduction, transmission or spread of communicable diseases.

(2) In general a vessel arriving in port under control of United States shall undergo Quarantine Inspection prior entry unless in current voyage vessel has not touched any port other than ports under control of United States. Exception: Inspection required if vessel has aboard person infected or suspected of being infected with any infectious communicable diseases or arrives directly from port where at time of departure were present or suspected of being present cholera, plague or yellow fever, or where there was significant increase in prevalence of smallpox or typhus at time vessel touched there.

(3) Notwithstanding above, a vessel receiving pratique at a port under control of United States, or Possessions, a duplicate pratique from Canada or the Canal Zone, shall comply with any conditions and carry out any additional measures specified in pratique.

(*a*) Free pratique shall signify that vessel and Master may enter, discharge cargo and land passengers.

(*b*) Provisional pratique shall signify that vessel may enter, but additional measures as specified in such certificate must be taken in connection with discharge of cargo or landing of passengers, or sanitary conditions of the vessel. Free pratique shall be issued after such additional measures have been completed.

RADIO: Station KOU Marine Operator, San Pedro.

Channel 1 – ship transmit on 2009 kHz, receive on 2566 kHz.

Channel 2 – ship transmit on 2382 kHz, receive on 2455 kHz.

Station KOU also monitors Channel 16 (1568 mHz) for distress, safety and calling.

RADAR/VHF: Radar service provided to vessels only if Pilot aboard, in which case radar advisory information will be fed from shore-based radar at pilot station. VHF see "Pilotage".

TUGS: Tugs will meet vessel inside breakwater prior reaching inner harbour area. Pilot and tugs are in communication.

BERTHING: No requirement as to time of entry providing berthing arrangements have been made with Port Authority. Assignments classified as follows:

Preferential Assignments. Secondary Assignments, Subordinate Right granted for use of Preferential Assigned Berth. Temporary Assignment—temporary permission granted to use certain berth.

Note: All berth assignments shall be held by Assignee subject provisions of Port of Longbeach Tariff No. 3 as to charges, rates, rules and regulations applicable thereto, and to all of terms, conditions and provisions contained in such assignment.

BRIDGES: No restrictions into port of Long Beach. The Gerald Desmond Bridge over Back Channel has vertical clearance of 155 ft. Cerritos Channel which connects Long Beach through back channel to Port of Los Angeles has two bridges which must be opened for passage of vessels.

Signal for Opening: Three long blasts on horn or whistle. During inclement weather, call through a megaphone or loud and distinct stroke of bell.

MEDICAL: Advance notice preferable. Adequate hospital and medical facilities available for providing necessary or emergency care. From information available, Public Health Department may, if required, request certain information prior to granting free pratique for inoculations, Vaccination/Fever Certificates.

TANKERS: There are four tanker berths available, operated by private companies, in addition to the seven municipal tanker berths now in operation and one under construction. Berths have 55 to 37 ft. of water alongside at mean-lower-low-water. The range between MLLW and mean-high-water is about 3·7 feet. Extreme range of about 9 ft. may occur at times of maximum tide. Chicksan loading and discharge arms are used and adapters available for various size fittings. Tanks available for discharge of ship's residue and SG and API local type oil (loading or discharging).

DENSITY: Local water density 1.025 or pure sea water at all stages of tide.

FRESH WATER: Potable fresh water available all Municipal berths through 2 in. lines. Rental charge for use of each 50 ft. length water hose when furnished.

FUEL: All grades (viscosities) of bunker fuels available in any amount through pipelines at most Municipal berths, and by barge at anchor or at berths if desired. Notify quantity and type desired to local Steamship Company or Agent.

FIRE PRECAUTIONS: Two fire boats and one fire station; in addition City fire service available.

Special fire precautions required at all berths handling petroleum products or dangerous cargoes. In addition to all applicable provisions of Long Beach Municipal Code, flammable and combustible liquids and flammable gases shall be handled and stored at Marine Petroleum Terminals in accordance with minimum fire safety requirements promulgated by Chief, Department of Fire, City of Long Beach.

DEVELOPMENT:

(1) Under construction, four container berths on Pier G, the terminals will each have a travelling gantry crane and backup parking for 750 containers as well as office spaces, and warehouses for less than container lots. Available 1973.

(2) The complete containerization complex will consist of 12 berths and nearly 300 acres. Eight berths in operation 1972.

(3) A new bulk oil terminal is being constructed to accommodate vessels up to 200,000 dwt., drawing 62 ft.

GANGWAY/DECK WATCHMEN: Normally used, but only compulsory when detainees aboard.

OPENING/CLOSING HATCHES: Crew can open or close hatches at sea or at anchor. If closed or opened at dockside, the use of longshoremen compulsory.

CUSTOMS ALLOWANCES: Tobacco, each crew member entitled to 300 cigarettes, 50 cigars and 3 pounds of tobacco or combination of above. If stay in port is such that additional tobacco is required, Customs will so issue. Wine and/or Spirit, not to exceed 1 quart of alcholic beverage each adult non-resident. This exemption for alcoholic beverages may be applied to more than one kind but not to an aggregate volume of more than one quart for each adult crew member.

Note: Upon arrival of vessel from foreign port, or vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use or consumption on board while vessel in port, and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless Customs Officer is of the opinion that circumstances do not require such action.

CARGO GEAR: Employer shall not use ship's cargo handling gear until he has ascertained that vessel has a current and valid Cargo Gear Register and Certificate indicating that cargo gear has been tested, examined and annealed in accordance with requirements of International Labor Organization Convention No. 32.

IDENTIFICATION CARDS: U.S. Department of Justice Immigration and Naturalization Service Form I-95-A (Form I-94 for passengers) must be completed.

CONSULS:

Country	*Phone*	*Country*	*Phone*
Argentina	624–1951	Japan	624–8305
Austria	626–1409	Jordan	465–3708
Belgium	385–8116	Korea	931–1331
Brazil	466–6477	Latvia	620–0300
Canada	622–2233	Lebanon	462–5384
Ceylon	274–7431	Liberia	681–3025
Chile	624–6357	Lithuania	474–1185
China	629–3369	Luxembourg	394–2532
Columbia	935–5143	Malta	685–6365
Costa Rica	462–2060	Mexico	624–9604
Denmark	387–4277	Netherlands	627–2803
Dominican Repub.	278–5036	New Zealand	624–1491
Ecuador	628–3014	Nicaragua	624–6840
El Salvador	464–5600	Norway	832–0955
Estonia	938–7644	Panama	469–8831
Finland	385–1779	Paraguay	464–4811
France	272–5452	Peru	628–9442
Germany	384–2141	Philippines	387–5321
Great Britain	385–7381	Portugal	277–1491
Guatemala	629–1901	Spain	931–1474
Haiti	622–3253	Sweden	628–6308
Honduras	465–7095	Switzerland	388–4127
Iceland	625–7961	Thailand	383–0029
Israel	938–3691	Turkey	275–4282
Italy	622–6618	Uruguay	473–6343
		Venezuela	622–0133

REPAIRS: Within greater port area facilities to accomplish all types of deck and engine repairs.

DRY DOCKS: Within greater port area three large private commercial dock yards, Bethlehem Shipbuilding and Repair, and Todd Shipyard Corporation, and California Shipbuilding and Drydock Co. with large floating dry docks and repair facilities. Also, three large capacity graving docks located at Naval Shipyard available for emergency use by merchant vessels when not occupied by naval vessels.

REPATRIATION: Through U.S. Department of Justice Immigration and Naturalization Service, and clearance of personal effects by U.S. Customs.

AIRPORT: Los Angeles International Airport approximately 18

miles from port, and provides regular scheduled and international airline service.
TIME: GMT minus 8 hours. United States observes Daylight Saving Time, begins at 2 a.m. (0200) on last Sunday of April each year and ends at 2 a.m. (0200) on last Sunday of October of each year.
HOLIDAYS: "Legal holidays" shall mean and include the 1st day of January, the 12th day of February, the 22nd day of February, the 30th day of May, the 4th day of July, the 1st Monday in September, the 9th day of September, the 12th day of October, the 11th day of November, Thanksgiving Day in November, the 25th day of December, and every day on which an election is held throughout the state of California, and every day appointed by the President of the United States or by the Governor of the State of California for a public fast, thanksgiving or holiday, excepting those appointed by the President or Governor as special or limited holidays. If any of the days enumerated falls upon a Sunday, the Monday following shall be deemed to be a legal holiday.
POLICE/AMBULANCE/FIRE: Port of Long Beach—Police 436–9811; Ambulance 436–9811 or 436–8211. Fire 436–8211; Harbour Security Officer 437–0041; U.S. Customs 436–3916
In an emergency and unable to dial direct – dial operator giving telephone number and exact location where emergency exists.
TELEPHONE: Installation of telephone aboard ship at Municipal berths.
GENERAL: For information regarding various social organisations, call 436–9041. Long Beach Recreation Department, for information.
SERVICES: All services from tank cleaning to compass and instrument repair available at various locations within greater port area.
SHORE LEAVE: Crewmen allowed shore-leave providing necessary application presented to U.S. Immigration Officer and approved and Crewmen's Landing Permit issued (Form I-95A). Customs declaration required for articles to be landed by crew members (one quart of alcoholic beverage with seal broken is allowed).
DELAYS: Arrival at berths are normally on time as scheduled. However, there are times of inclement weather or lack of cargo at a berth which might create a short delay. Shortage of longshoremen can also cause a delay in discharging or loading cargo. No delay experienced in bunkering.
AUTHORITY: Board of Harbor Commissioners, Port of Long Beach, 925 Harbor Plaza, PO Box 570, Long Beach, California 90801. Tel. 437–0041 (Area Code 213). Cable Portobeach.

LONGVIEW, Washington: 46.08 N. 122.55 W.

DOCUMENTS:
3 Complete Cargo Manifests.
3 Store Lists.
3 Possession Lists.
3 Crew Lists on Immigration forms.
Vessel Documents.
Tonnage Tax Statement.
Quarantine Form completed.
At first port of arrival, ship is boarded and inspected by Customs, Immigration, Public Health and Agriculture officials. At each subsequent port only a Customs Agent will board prior to docking.
PILOTAGE: See "Portland, Oregon".
ANCHORAGE: Safe anchorages indicated by Columbia River Pilots.
RESTRICTIONS: None in regard to arrival time or state of tide. Channel depth 35 ft. at mean low water and tidal range varies between 2½ and 4 ft.
MAX. SIZE: No limitation on length or breadth. Draft limited to 35 ft.
HEALTH: Pratique automatic after vessel is inspected by Public Health doctor at first port of entry. See "Portland, Oregon".
TUGS: Columbia River Pilots have knowledge of tug positions and other knowledge pertaining to tugs aiding a vessel.
BRIDGES: One bridge crossing Columbia River at Longview has sufficient clearance so as not to present a problem.
BULK HANDLING FACILITIES: In addition to the Berth 6–7 area, containers are being handled by two gantry cranes at Berths 1 and 2. There is also considerable backland storage area available near these berths for storage of containers.
A facility for unloading aluminium ore from Reynolds Metals Company's custom-built vessels is located at Berth 5. The alumina discharge equipment consists of two travelling hoppers with boom conveyors which extend over the face of the wharf to the side of the self-unloading vessel. These hoppers feed alumina on to a 60-in. electric belt conveyor located along the lower 451 ft. section of the wharf.
The Continental Grain Company operates a 700,000 to 800,000 bushel elevator at the Port of Longview Terminal. An overhead grain gallery equipped with two 36-in. electric belt conveyors extends from the elevator to the grain berth and then for 225 ft. along the rear of the wharf where it serves five vessel-loading spouts located on the face of the berth. Vessels can be loaded with grain through any two of the given spouts at a combined rate of 29,040 bushels per hour.
STEVEDORES: At least 24 hours notice necessary to arrange gangs before ETA. Arrange through port Office via Ship's Agent.
MEDICAL: Hospital facilities available.
TANKERS: Petroleum discharge lines consist of one 12-in. and three 8-in. pipelines. One tanker berth available.
DENSITY: Columbia River is fresh water at Longview.
FRESH WATER: Available through 8-in. line with 2½ in. connections. Rate of delivery approximately 14½ tons per hour.
FUEL: Bunker C fuel available through 12-in. line at 850 barrels per hour, and light diesel fuel through 9-in. line at 1,200 barrels per hour.
DEVELOPMENTS: Channel depth to be increased from 35 to 40 ft.
GANGWAY/DECK WATCHMEN: Not needed, but arrangements can be made if necessary.
OPENING/CLOSING HATCHES: Work carried out normally by stevedores.
CUSTOMS ALLOWANCES: See "Portland Oregon".
IDENTIFICATION CARDS: Advisable but not necessary.
CONSULS: At Portland, Oregon.
REPAIRS: Some deck and minor engine repairs are possible at Longview.
REPATRIATION: No facilities for effecting crew changes or repatriations.
AIRPORT: Nearest airport served by regular airlines is in Portland. Charter flights may be arranged from a small local airport.
TIME: GMT minus 8 hours. In addition, clocks are moved ahead one hour on the last Sunday in April and returned back one hour on the last Sunday in October, at 2 a.m. local time on those two days.
HOLIDAYS: New Year's Day (Jan. 1); Washington's Birthday (Feb. 22); Memorial Day (May 30); Independence Day (July 4); Labor Day (first Monday in September); Veteran's Day (Nov. 11); Thanksgiving Day (fourth Thursday in November); Christmas Day (Dec. 25). Cargo work can be arranged on most of these holidays.
POLICE/FIRE/AMBULANCE: Police 423–1424; Fire 423–3212; Ambulance 425–3820.
TELEPHONES: Available at dockside.
SHORE LEAVE: Crews allowed ashore if papers are in order.
AUTHORITY: Port of Longview, PO Box 1258, Longview, Washington 98632, U.S.A. Tel. (206) 425–3305. Telex (910) 473–8615.

LOS ANGELES, California: 33.43 N. 118.17 W.

PORT LIMITS: The seaward boundary of the port of Los Angeles is, for most purposes, the breakwater through which arriving vessels pass at Angels Gate Light.
DOCUMENTS: First Port of Arrival.
1 Complete Manifest deposited with customs, original and traveller.
1 Complete Manifest returned to vessel.
1 Manifest of first port cargo deposited with customs broker.
2 Quarantine Declarations (Form PHS 43).
2 Agriculture Declarations (Form AIQ 43).
1 Visaed Crew List (Form I-418) 5 additional copies.
1 Crewman's Landing Permit (Form 1-95A) for each crew member and (Form I-94) for each passenger.
1 Dangerous Cargo Manifest deposited with Captain of the port. 1 copy in hands of Chief Officer for review by the Fire Department.
The Coast Guard Captain of the Port must be informed of vessel's ETA 24 hours prior to vessel's arrival.
Second and each subsequent Port of Call in U.S.
2 Manifests of Cargo for second U.S. port left with customs.
1 Travelling manifest returned to Master.
(*Note:* Travelling Manifest is carried and deposited with customs at final port of discharge in U.S.—in addition to above required documents 4 additional copies should be available.)
PILOTAGE: Request made through Agent. Contact can be made through VHF Channels 14 (156·7 MHz) or 16 (156·8 mHz). Not less than 1 hour notice of arrival or departure. One long and one short blast on ship's whistle or siren, or international signal. Pilot will board in vicinity of sea-buoy (LA entrance buoy, lighted bell buoy "L.A." black and white vertical stripes. Radar reflector).
ANCHORAGES: Anchorages defined on charts. No permit required to anchor less than 10 days. Permit for over 10 days obtained from Captain of the port, USCG. Permit is required for Explosive anchorage.
MAX. SIZE: Restrictions on draft only. Main channel and inner harbour 35 ft. Super tanker terminal in outer harbour has fairway of 51 ft.
HEALTH: Immunisation certificates for crew and/or passengers. Deratting certificate or deratting exemption certificate. Report of cargo aboard in general, if any rats have been trapped. Report to the effect of a rat control programme.
Tons of cargo and tons to be discharged. Report of any illnesses. Report of ports touched last 60 days or last port of call. U.S. Public Health to be notified 4 hours in advance of arrival. All foreign ships arriving will be inspected – cleared at first port of entry. Radio pratique available on request to Agent.
RADIO: International Telephone and Telegraph, call letters "KOK" Los Angeles radio.
RADAR/VHF: The Los Angeles harbour pilot's station equipped with radar for use of Pilots. The Pilots also monitor VHF channels 14 (156·7 mHz) and 16 (156·8 mHz).
TUGS: on stand-by 24 hours a day. However, should be ordered prior arrival. Tugs join vessel in main channel, tug lines used, except when towing astern.
BERTHING: Generally arranged through Agent. Berthing under control of Port of Los Angeles' Chief Wharfinger.
BRIDGES: Highway suspension bridge (Vincent Thomas) crosses main channel between berth 95 and berth 225; overhead clearance of 185 ft. in centre. Two bridges on Cerritos channel separating Los Angeles and Long Beach harbours, one a double leaf-bascule (Badger Avenue Bridge) the other is a lift bridge (Schuyler F. Heim), as these bridges are less than 50 ft. apart they will be treated as one, overhead clearance 155 ft. at centre of Heim bridge.
SPECIALISED CARGO-HANDLING: The port of Los Angeles has four major container terminals. Depth alongside berths, 35 ft.

There are at least seven terminals capable of handling the port's roll-on/roll-off traffic.

The bulk loading facility, expecially designed to handle iron ore and iron ore pellets, also handles other commodities such as coal and other dry bulk materials. Wharf length 800 ft. Depth alongside 51 ft. Loading rates up to 2,700 tons per hour.

The grain and tallow terminals at berth 174 have 13 silos that hold 410,000 bushels. Vessels can be loaded at a rate of up to 400 tons per hour. Accommodating vessels up to 35 ft. draft, any length.

Other specialised facilities include the McGuire Petro Chemical Terminal, designed especially to receive petro chemicals; the Hugo Neu Corporation installation, where old automobiles are reduced to scrap metal for export; Coos Head and Sun Lumber Terminals; Cargill and National Molasses Terminals; United Fruit Company's Banana Terminal and the processing and shipping plant of the U.S. Borox Company.

STEVEDORES: Agents make necessary arrangements.

MEDICAL: Necessary to notify Agents of required medical attention: this can be done when final ETA is determined. Hospital facilities available (private).

Vaccinations/fever certificates, etc., shall conform with rules and models prescribed by the International Sanitary Regulations.

TANKERS: Load and discharge lines have 6- and 8-in. standard flanges (super-tanker terminal has 12-in. lines with standard flanges). If not so equipped ship must furnish its own "C" clamps. Recommend ship have reducers on board to handle 6- and 8-in. flanges. Residue discharge facilities available for limited quantities. All types and grades of petroleum available. Twenty tanker berths available in inner harbour, 35-ft. draft at MLLW, two are available outer harbour 51 ft. draft at MLLW.

DENSITY: Average density 0·026 (exception during or after heavy rain).

FRESH WATER: Availability unlimited, delivery universal, rate of delivery 100 tons an hour.

FUEL: Unlimited fuel, all grades at attractive rates. 48 hours advance notice generally required.

FIRE PRECAUTIONS: Whenever vessel bunkering, sufficient serviceable fire hose with suitable nozzles attached to reach all parts of vessel shall be connected to fire main on vessel and made ready for instant use at all times during bunkering operations. If no adequate water pressure available on board, connections shall be made to shore lines to obtain adequate pressure. All Tank Ships shall be moored bow seaward and have wire towing pendants rigged fore and aft readily available for emergency use, fire hoses shall be connected as above at all times while vessel in port.

International fire signals will be used in case of fire (5 prolonged blasts of ship's whistle or siren of 4 to 6 seconds duration).

DEVELOPMENTS: Depths at Los Angeles will be increased in the Inner Harbour from 35 ft. to 45 ft. by 1975, and from 50 ft. to 80 ft. in the Outer Harbour by 1978.

GANGWAY/DECK WATCHMEN: Gangway watch recommended. Tankships and vessels handling dangerous cargo required to have gangway and deck watch.

OPENING/CLOSING HATCHES: Automatic hatches may be opened and closed by crew, manual hatches opened and closed by stevedores.

CERTIFICATES: *Passenger Vessels:*

Safety Certificate, with 50 or more passengers must comply with 1966 amendment (fire safety amendment) to Solas 60.
Load-line Certificate.
Radio Certificate.
Radio Telephone Certificate, if aboard.

Cargo Vessels:

Safety Equipment Certificate.
Load-line Certificate.
Certificate of Inspection/home Certificate.
Trading Certificate
Cargo Gear Certificate.
Radio Certificate, Radio Telephone Certificate, if aboard.
If carrying passengers from U.S. ports, vessels must have PAC (Persons in Addition to Crew) Certificate issued by USCG.

Tank Vessels:

Same as cargo. Exception: if carrying exotic cargo, required to have cargo facilities plan, reviewed and approved by USCG, Washington, D.C. On vessel's first visit it will be inspected and receive a letter of compliance.

CUSTOMS ALLOWANCES: Tobacco, either 300 cigarettes, 50 cigars, or 3 pounds of smoking tobacco, for the personal use of crew member. Wine and/or Spirit, 1 quart for personal use of crew member.

CARGO GEAR: Gangway net attached between ship and dock; extending 5 ft. beyond turntable in one direction and 5 ft. beyond point of intersection of gangway and stringpiece in the other direction. Preventer guy must be rigged separately to head of boom from working guy. Exception if cast head of boom is capable of withstanding the stress of all the lines attached thereto. (This is a West-Coast requirement).

IDENTIFICATION CARDS: 1 crewmans landing permit (Form I-95A) or immigration card (Form D-1).

CONSULS:

Argentina – Consul
Austria – Consul General
Belgium – Consul General
Brazil – Consul
Canada – Consul General
Ceylon – Consul
Chile – Consul General
China – Consul General
Columbia – Consul General
Costa Rica – Consul General
Denmark – Consul General
Dominican Republic – Consul General
Ecuador – Consul General
El Salvador – Consul
Estonia – Vice Consul
Finland – Consul General
France – Consul General
Germany – Consul General
Great Britain – Consul General
Guatemala – Consul General
Haiti – Consul
Honduras – Vice Consul
Israel – Consul General
Italy – Consul General
Japan – Consul General
Jordan – Consul
Korea – Consul General
Lebanon – Consul General
Malta – Vice Consul
Mexico – Consul General
Netherlands – Consul General
New Zealand – Consul General
Nicaragua – Consul General
Norway – Consul General
Panama – Consul General
Paraguay – Consul
Peru – Consul General
Philippines – Consul General
Portugal – Consul General
Spain – Consul General
Sweden – Consul
Switzerland – Consul General
Thailand – Consul General
Turkey – Consul General
Uruguay – Consul
Venezuela – Consul General

Commercial Representatives of foreign Governments:

Australia – Trade Commissioner
Austria – Trade Delegate
Belgium – Commercial Officer
Canada – Trade Commissioner
France – Commercial Counselor
Israel – Trade Commissioner Rep.
Italy – Trade Commissioner
Philippines – Commercial Attaché
Sweden – Trade Commissioner

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Largest dry dock 659 ft. by 97 ft., 22,000 displacement tons. 3 smaller dry docks (17,500, 15,000, 10,000 tons).

REPATRIATION: Arrangements can be made through immigration on request of agent to have crewman change ship or return to home port.

AIRPORT: Approximately 20 miles to International Airport which serves all major airlines.

TIME: Standard Time, GMT minus 8 hours. Daylight saving time GMT minus 7 hours (April through October).

HOLIDAYS: Cargo may be worked on holidays with holiday pay scale. Exception: the first Thursday in July, at which time it is almost impossible to find working crews, although there are now exceptions to this practice.

POLICE/AMBULANCE/FIRE: The telephone numbers are all the same (area code 213) 831–9211, simply ask for Police, Ambulance or Fire. Fire Alarm boxes adjacent to all cargo sheds.

TELEPHONES: Connections for passenger vessels at passenger terminals only.

SERVICES: A ship-reporting service "The Marine Exchange" located at entrance to main channel, Los Angeles harbour. They monitor Channels 14 (156·7 mHz) and 16 (156·8 mHz) VHF and have Channel 9 (156·45 mHz) VHF as their own. Primary duties are reporting arrivals, departures and locations of vessels.

SHORE LEAVE: Crew members are allowed ashore.

PORT REGULATIONS: Permits required for hot work (welding, cutting etc.) Permit required for any dangerous cargo. Permit to discharge ballast (clean water) required. Restrictions on bunkering operations (scuppers plugged, valves closed).

DELAYS: No delays in berthing, load or discharge or bunkering can be expected.

AUTHORITY: The Harbor Department, City of Los Angeles, 255 W. 5th Street – Pacific Trade Center Building, San Pedro, California 9073. Tel. (213) 832–7241.

MAGPETCO, Texas: 30.02 N. 93.59 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur". Also see "Port Neches".

METLAKATLA, Alaska: 55.08 N. 131.35 W.

Located on Annette Island. Open all year.

DOCUMENTS: See "Anchorage, Alaska".

PILOTAGE: Ships coming up from the Hecate Straits or outside of Graham Island proceed into Dixon Entrance to the vicinity of Point McCartey where the Pilot will meet them. Vessels coming up the inside passage from Vancouver, B.C. are met at Lucy Island Pilot Station.

MAX. SIZE: Depths in harbour 120 ft. Tides: diurnal range – 14·7 ft. Also see "Berthing".

ANCHORAGE: Good anchorage in gravel and mud.

CUSTOMS: Quarantine, Immigration and Customs, from Ketchikan.

BERTHING: Two berths: 1. City Dock: 400 ft. long and 60 ft. wide. More than 35 ft. deep. Due to shallow water at East end, a starboard landing is usually made. No covered storage, temporary open storage. Four fork-lifts, two of 20,000 lb capacity.

2. Annette Island Canning Co.; 200 ft. long and 23 ft. deep. 15-ton crane and 2 fork-lifts. One 25-ton fork-lift.

TUGS: Available in Ketchikan.

STEVEDORES: Four gangs available.

REPAIRS: Facilities at Ketchikan.

SUPPLIES: Bonded and unbonded stores from Ketchikan.

WATER: Available.

FUEL: Not available.

MEDICAL: Hospital available in Ketchikan; small clinic in Metlakatla.

AIRPORT: Small charter plane only. Jet to Juneau and Seattle from nearby Annette. (Water transportation to Ketchikan.)

MIAMI, Florida: 25.46 N. 80.11 W.

DOCUMENTS: See "Jacksonville".
PILOTAGE: Address: Biscayne Bay Pilots, PO Box 134, Miami Beach, Florida.

Advance notice, 1 hour. To call pilot office: call on VHF Channel 16 and switch to 12. Pilot boat can be called on 2182 kc/s or 2738 kc/s. Pilot boat black hull with orange deck. 36 ft. long. Fly code flag G for a pilot. Pilot boat flies code flag H. Pilot boat moors at pilot station at Government Cut, 2 miles west of sea buoy.
ANCHORAGE: Vessel can anchor near sea buoy. Anchorage area located Eastward of a line about 1·5 nautical miles offshore and Northward of a line about 0·5 nautical miles North of sea buoy at the entrance to the ship channel. Area marked by spar buoys to North and South. Depth of water is 26ft. at MLW to over 100 ft.
ENTRY RESTRICTIONS: Pilots available 24 hours per day. Channel, turning basin and main channel have 30 ft. MLW. Mean range of tide at harbour entrance 2·5 ft. and in bay 2 ft. Tidal current average velocity of 2 knots. Extreme tidal range at entrance of 4·5 ft. Main ship channel can have tidal current velocity of 3 to 4 knots through main ship channel.
MAX. SIZE: Recommend draft restriction of 27 ft. at MLW. Size restricted by size of turning basin which has 30 ft. at MLW, is 1,700 ft. North and South; 1,650 ft. East and West. No limit to length at new port which has 9,000 ft. of straight bulkheading and 31 ft. at MLW. A 1,000 ft. ship can be handled in turning basin if draft under 27 ft.
HEALTH: See "Jacksonville".
RADIO: The Coastguard can be raised on 2182 kc/s (distress and calling). Pilot station can be raised on VHF Channel No. 16. Telephone contact to Agents, receivers, etc., can be made via Miami Marine Operator.
TUGS: Large tugs up to 2,000 h.p. available 24 hours per day. Request tug service via pilot station. Big tugs privately owned by Belcher Oil Company who work closely with Pilots. Smaller tugs available on Miami River and operated by Backus Towing Inc.
BERTHING: All berths assigned on a basis of first come first served. Request for a berth must be made by Ship's Agent on a port form. This request should be made as far in advance as possible, but at least 7 days when possible. Three roll-on roll-off ramps available, 100 ft. by 40 ft. each and 7½ ft. above MLW. A berth will be held about 4 hours then reassigned if necessary.
BRIDGES: There are no bridges between the open sea and the port. To enter Miami River requires passage through a highway and railroad bridge. This bridge manned 24 hours per day. Only smaller ships enter Miami River which is dredged to 15 ft. at high water and is 150 ft. wide for a distance of 3 miles above entrance. A bridge about ½ mile from entrance is closed from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
TANKERS: No slop (residue) discharge facilities. One tanker berth (1,000 ft.) available. Maximum draft 30 ft. at MLW. No special fittings required.
FRESH WATER: Available every 240 ft. at new port on Dodge Island. Delivered via hose.
FUEL: All grades; bunker, intermediate and marine gas oil, Diesel, bunker C. Ships fuelled at dockside from Belcher Oil Co. barges.
FIRE PRECAUTIONS: Usual safety precautions on smoking, flying baker, mooring pendant available, ample persons aboard to fight fires, fire hose led out, etc.
DEVELOPMENTS: A passenger terminal to serve seven ships simultaneously on main approach channel where ships may turn at berth site in the 900 ft. width provided. Completed in last two years. Additional dredging of all main channels and turning basin approved to 36 ft. MLW started 1972.
GANGWAY/DECK WATCHMEN: Usual shipboard watches to tend lines. Special guards (security) through Wackenhut, Burns Security, etc.
OPENING/CLOSING HATCHES: Work normally done by longshoremen.
CUSTOMS ALLOWANCES: See "Jacksonville".
IDENTIFICATION CARDS: Definitely needed in order to return to ship at night. A security guard at new port will check.
CONSULS:

Argentine	tel. 373–7794	France	tel. 374–2626
Brazil	,, 377–1734	Germany	,, 865–0131
Panama	,, 379–7280	Great Britain	,, 371–7544
Venezuela	,, 373–4311	Italy	,, 374–5932
Belgium	,, 379–5621	Netherlands	,, 374–2683
Denmark	,, 379–3651	Norway	,, 373–3391
Finland	,, 374–5111	Sweden	,, 667–8816

REPAIRS: All deck and engine dockside repairs available.
DRY DOCKS: To 1,000 tons plus two small facilities.
AIRPORT: Eight miles or 15 minutes from airport by expressway. Serviced by 24 foreign and 10 United States scheduled air carriers.
TIME: Eastern Standard Time, GMT minus 4 hours. Daylight Saving Time in effect from first Sunday in April to first Sunday in October and adds one hour to Eastern Standard Time.
HOLIDAYS: Official holidays are New Year's Day (January 1); Memorial Day (May 30th) Independence Day (July 4th); Labor Day (first Monday in September); Columbus Day (October 12th); Thanksgiving Day (last Thursday in November); Christmas (December 25th). Cargo can be worked on holidays by advance arrangement and payment of double time.
POLICE/AMBULANCE/FIRE: Police Department, tel. 377–7011; Fire Department 377–6231 (Rescue Squad 377–6231).
TELEPHONES: Telephone jacks available at every other bay which places the jacks 240 ft. apart.
SERVICES: All types of special services such as tank cleaning, compass adjusting, admeasurement, radar/radio repairs, rathometer repairs, etc. available.
SHORE LEAVE: Crew members are allowed ashore after clearance by customs, immigration and quarantine.
AUTHORITY: Port of Miami. Bills are to Dade County Seaport Department. Tel. 377–5841. No Telex. Address: 1015 North American Way, Room 210, Miami, Florida 33132.

MILWAUKEE, Wisconsin: 43.01 N. 87.53 W.

PORT LIMITS: The port of Milwaukee limits are generally considered to be the harbour breakwall housing the harbour entrance lighthouse. However, unless specifically declared to the contrary in the covering charter party, a vessel will be considered an "arrived ship" upon anchoring outside the harbour breakwall, in the event that a proper berth and/or anchoring space inside the harbour breakwall is not available.
DOCUMENTS:
Vessels from Canadian ports
Dominion clearance and Public Health Pratique (both issued at Montreal).
Vessels from all other nations (Required only at first port of call)
Inward Foreign Manifest(s)
Stores Lists, over master's oath.
Curio Lists, over master's oath.
Permit to Lade and Unlade.
Discharge Manifest.
Inspection by U.S. Dept. of Immigration (Crew List).
Inspection by U.S. Dept of Agriculture.
Receipt of Entrance fee.
Receipt of Tonnage Tax.
Additional documents may be required, dependent on commodity involved in the carriage, point of origin, flag, or any unusual circumstances existing.
PILOTAGE: Pilot boards at Montreal and at several other stations along St. Lawrence Seaway route.
ANCHORAGES: The chart does not delineate anchorage area for large vessels but shows the 28 ft. depth just East of South Piers 1, 2, and Liquid Cargo Pier. This deep area, about 2,400 ft.×5,400 ft., used by large vessels for anchorage.
MAX. SIZE: 739 ft.×75 ft. with 26 ft. draft. No tidal effect, although lake levels vary seasonally. Minimum depth above low water level 27 ft.
HEALTH: U.S. regulations.
RADIO: Radio station at City Heavy Lift Dock. Harbour Master and Dock Superintendent can be reached at this facility Monday through Friday between 0800 and 1630; 156·8 megacycles and 156·5 megacycles
TUGS: Normally pick up vessel inside breakwater. Tugs optional at discretion of ship's Master. Fee for use of tug's lines.
BERTHING: The time of passing harbour entrance lighthouse establishes order of berthing, provided vessel is ready to work.
BRIDGES: Bridges closed between 0730 and 0830 and 1630 and 1730 except on Sundays and eight legal holidays. In addition, two hours' notice required for opening bridges across Milwaukee River North of and including Buffalo Street.
SPECIALISED CARGO HANDLING FACILITIES: In addition to the four general cargo terminals of approx. 400,000 sq. ft. covered area (11 berths), the port is served by two refrigerated warehouses of 2,500 and 10,000 sq. ft. respectively; one open dock area (2 berths) for handling bulk commodities such as pig iron; one open dock (3 berths) for heavy lifts and equipped with a 200-ton stiff leg crane and two gantry cranes of 70 and 50 tons; one liquid cargo pier for edible and inedible fats, greases and tallow; two grain elevators of 3·5 million and 2·5 million bushel capacity and two scrap iron loading facilities. The port is also equipped with a mobile heavy crane lift/container crane capable of serving all berths.
STEVEDORES: Vessel should provide a stowage plan, manifest of inbound cargo and exceptions list (unusual vessel or cargo characteristics effecting facilitation of cargoes). Vessel should comply with the U.S. Dept. of Labor's safety regulations.
MEDICAL: Advance notice desirable. Hospitalisation available.
TANKERS: Diameter of load lines and discharge lines 8 in. and 10 in. No slop residue facilities. Four berths available, with draft to seaway depth.
FRESH WATER: Potable water available at most berthing areas.
FUEL: All grades of fuel oil available by truck delivery at shipside.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: At the option of ship, if terminal stevedores perform operation, it is based on cost plus 20%.
CERTIFICATES:
Registry of Ship.
Master's Licence.
1st, 2nd and 3rd Officer's Licences.
Radio Licence.
Wireless Operator's Licence.
Ratification Certificate (done each year).
(Additional certificates may be required, dependent upon Registry, cargo, trade route engaged in, nationality of crew, etc.).
CUSTOMS ALLOWANCES: Tobacco, 10 packages or 200 cigarettes in possession at any time. Wine and/or Spirits, one bottle per officer.
IDENTIFICATION CARDS: U.S. Immigration rules.
CONSULS: The following countries are represented:

Costa Rica	Germany	Pakistan
Dominican Rep.	Nicaragua	Sweden
Ecuador	Norway	Yugoslavia

REPAIRS: Limited to above water line, and boiler repairs.
REPATRIATION: Local Agents effect repatriation.
AIRPORT: 5 miles distant.
TIME: U.S.A. Central Time. Central Daylight Time from late April to late October—5 hours behind GMT. Central Standard Time from late October to late April—6 hours behind GMT.
HOLIDAYS: Easter Sunday; May 30 (if on a Saturday, previous day is a holiday); July 4 (if on a Sunday, Monday is a holiday); First Monday in September; Fourth Thursday in November and following day; Christmas Day; New Year's Day. Cargo can be worked on these days at holiday pay.
POLICE/AMBULANCE/FIRE: Police – non-emergencies 273–8660; Emergency, including emergency ambulance service 765–2323; Fire, including rescue squad service 347–2323.
TELEPHONES: Can be arranged, but unnecessary because sufficient phones available in dockside offices.
GENERAL: Chandlery services for foodstuffs, ship complements and laundry services available. Garbage and waste disposal are available through private operators, chandler usually making the arrangements.

The Liquid Cargo Pier is also available for non-petroleum liquid cargoes.
SERVICES: Tank cleaning. Tank-washing. Compass adjusting, none, but can be arranged from out of town by Agent.
SHORE LEAVE: Crew allowed ashore.
DELAYS: Little or no delay.
AUTHORITY: Board of Harbor Commissioners, City of Milwaukee, 606 City Hall, Milwaukee, Wisconsin 53202.
AGENT: Nordship Agencies Inc., 647 West Virginia Street, Milwaukee, Tel: 414–276–2740. Telex: 26–94–21. Cables: Nordship Milwaukee. After Hours Tel: Mr. M. W. Schafer 414–251–8022. Mr. J. Trinitapoli 414–482–0602.

MOBILE, Alabama: 30.40 N. 88.02 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).

Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified crew list.

PILOTAGE: Pilotage is compulsory.
ANCHORAGE: If berth is congested, vessel may anchor at the bar (35 miles from harbour) or three (3) anchorages in Mobile River. At river anchorages, vessel is secured to shoreside clusters and most services are obtainable via launch.
RESTRICTIONS: Controlling depth: 40 ft. for entrance, channel and anchorages. Mean tidal range 1½ ft. Nature of bottom: soft mud. Vessel can dock and sail at any hour at any stage of the tide.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board.

Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: There are five tugs available 24 hours with maximum horsepower of 1,800.
BERTHING: There are 34 berths at most of which, direct loading or unloading can be effected from quayside tracks.

Public Grain Elevator, depth alongside 42 ft. Two berths, each with 5 loading spouts.

Bulk Handling Plant, three berths, depth alongside 40 ft. Total quay length 1,600 ft.

Depth alongside other public berths as follows:

Pier 2	38 ft. MLW	Pier River End B	38 ft. MLW
Pier 3	38 ft. MLW	North Pier B 1	40 ft. MLW
Pier 4	38 ft. MLW	Pier North B 2	40 ft. MLW
Pier 5	38 ft. MLW	Pier North B 3	40 ft. MLW
Pier 6	38 ft. MLW	Pier South C 1	41 ft. MLW
Pier 7	38 ft. MLW	Pier South C 2	41 ft. MLW
Pier 8	38 ft. MLW	Pier South C 3	41 ft. MLW
Pier South A	37 ft. MLW	Pier River End C	33 ft. MLW
Pier River End A	30 ft. MLW	Pier North C 1	39 ft. MLW
Pier North A 1	38 ft. MLW	Pier North C 2	37 ft. MLW
Pier North A 2	38 ft. MLW	Pier D Cold Storage	37 ft. MLW
Pier North A 33	38 ft. MLW	Berth 1 tipple	Under repairs
Pier South B 1	41 ft. MLW		
Pier South B 2	41 ft. MLW	Berth 2 tipple	44 ft. MLW
Pier South B 3	41 ft. MLW	Berth 3 tipple	40 ft. MLW

TANKERS: Maximum length 950 ft. restricted by turning basin. American Bituminals & Asphalt Co. – Jetty berth dredged to 38 ft. *Magazine Point:* Hess Terminal: Jetty berth dredged to 43 ft.
FRESH WATER: Available ex wharf at all berths.
FUEL: Most grades fuel/diesel available via pipeline, barge or truck.
STEVEDORES: Normal working hours for the port are 0800/1700 Monday through Friday.
REPAIRS: *Alabama Dry Dock & Shipbuilding Company* – Dry Docks ranging from 5,000 to 18.000 tons displacement all serviced by 51-ton gantries. Dock length range from 380 ft. to 620 ft. Also available is a 70-ton floating crane. Any type of repair can be effected.

Bender Ship Repair. One Dry Dock of 2,500 tons displacement. Majority of repair work is top-side. 100-ton floating crane available.
DENSITY: 1,000 (Fresh Water).
DEVELOPMENTS: Improving the present bulk material handling plant, construction of the container yard, and development of the new bulk material handling plant on McDuffie Island, where rotary wheel reclaimers will remove the coal from the vast storage pads on to fast-moving conveyors that will load the ships at a rate of up to 4,000 tons per hour.
CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.
HOLIDAYS: Absolutely no work is performed on New Year's Day, Easter, July 4th, Labour Day and Christmas Day. Working holidays are Mardi Gras Day, Veteran's Day and Thanksgiving Day.
AUTHORITY: Alabama State Docks Dept.

MOREHEAD CITY, N. Carolina: 34.43 N. 76.42 W.

DOCUMENTS:
3 copies Cargo Manifest (Form 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Passenger List (Form 1418).
2 copies Crew List (Form 1418).

Customs Boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hrs. of arrival from abroad, or 24 hrs. from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign Clearances.
U.S. Certificates of Payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Pilots obtained from Morehead City Pilots' Association, Morehead City, North Carolina 28557. Tel. 726–6134.

The Port Terminal at Morehead City is 3·5 miles from the sea buoy. The port is located on the Intracoastal Waterway and is situated 75 miles S.W. of Cape Hatteras and 14 miles W. of Cape Lookout.

Pilots should be given 24 hours notice and then contacted by VHF Channel 16 about two hours before arrival at sea buoy R "2BI".

Pilot boat is about 40 ft. long, with white hull and superstructure; the hull is marked with "PILOT" in black letters on both sides.
RESTRICTIONS: The channel and basin at Morehead City are maintained at a controlled depth of 40 ft. – mean low water.

The wharf is constructed of concrete and steel and has marginal tracks and crossovers for full length. Truck ramps are located at various points for easy roll-on roll-off access.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port on the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: Available. Service provided by Carteret Towing Co. Inc., Radio Island, Morehead City, North Carolina 28557. Tel. 919–726–5440.
BERTHING: The wharf is 3,720 ft. long. This length enables the port to provide berths for six 500 ft. general cargo ships and one petroleum tanker at any given time. Immediate expansion plans provide for a 1,470 ft. addition to the existing wharf.

Adjacent to the general cargo dock area is a 1,000 ft. deep-water berth for out-loading through the bulk handling facility.

Morehead City also provides a barge terminal with 1,200 ft. of modern berths. This terminal was developed as a part of the bulk handling facilities, but is also used for the loading or off-loading of a variety of cargoes.

The bulk handling facilities of the port terminal at Morehead City are designed to out-load bulk and aggregate cargoes at a rate of 3,000 tons per hour.

The out-loader is served by a 1,200 ft. gallery which feeds from a 106,000 ton storage warehouse, and in turn is fed by a portable conveyor system from the barge terminal. The entire system is automated.

Wharf: 3,165 ft. of continuous concrete wharf. 1,000/ft. deep-water berth for bulk-handling facility. Additional 2,000 ft. projected.

Barge Terminal: 1,200 ft. of dock space providing four 300 ft. berths.
Bulk Handling Facilities: 3,000,000 ton annual capacity bulk facility for receipt, conveyance, storage and shipment of bulk cargoes. Loading capacity 3,000 tons per hour, storage capacity 106,000 tons.
FUEL: Available from Blue Ridge Fuel Company, Esso Oil Company, and Texaco Inc.
CONSULS: Finnish Vice-Consul, Wilmington, N. Carolina 28401. Tel. 763–5451.
Royal Norwegian Consulate, Wilmington, North Carolina 28401. Tel. 763–8271.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms 195 to be made up for each crew member on arrival. Not necessary for crew man already holding Form 195, issued for the same vessel.
SERVICES: There are no shipyards in the port. Service on any kind of electronic equipment is not available.
REPATRIATION: This is possible but should be avoided as there is no Immigration Office. Closest airport is about one hour's drive from the town.
TIME: Eastern Standard Time, GMT minus 5 hrs. Daylight Saving Time, GMT minus 4 hrs. from April to October.
AUTHORITY: Manager, State Port Terminal, PO Drawer 648, Morehead City, North Carolina 28557. Tel. 919–726–3158. Telex: 510–924–2983.

MYRTLE GROVE, Louisiana: 29.38 N. 89.57 W.

West Bank of Mississippi River, about 62 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: For all general information refer to "New Orleans".
TUGS: Two tugs required for vessels under 25,000 dwt. Three tugs for vessels over 25,000 dwt.
BERTHING: Mississippi River Grain Elevator Co. berths: distance between buoys 900 ft., alongside 400 ft. dock, depth 40 ft. Loading rates, 80,000 to 120,000 bushels per hour.
FRESH WATER: Not available.
FUEL: Not available.
DENSITY: Fresh Water (1000).

NAWILIWILI, Hawaii (including Port Allen): 21.57 N. 159.21 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load-line Certificate.
De-Rat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Store Lists.

PILOTAGE: Vessel's Agent orders Pilot 48 hours in advance by telephone, correcting ETA as necessary with 4 hours final notice if a last-minute change occurs. Tug-boat Lihue III serves as pilot boat for Nawiliwili and Port Allen, 64 ft. long, hull black, house white, topsides orange. Radio telephone and VHF communication within 1 hour of arrival and while tug is working. 2638 and 2738 kc/s. and Channels 6, 12 and 16 on VHF. Pilot boards 1 mile East of Nawiliwili and ½ mile South of Port Allen. Signals in accordance with International Code.
ANCHORAGES: Nawiliwili: between Nawiliwili Light and Carters Point in 5–9 fathoms. Not good in strong trade-wind weather. Fair holding ground. Not recommended.
Port Allen: half mile South of Port Allen breakwater light in 5–10 fathoms. Fair holding ground. Untenable in Kona or South-west storms which occur from November to March.
RESTRICTIONS: 24 hours notice of arrival is obligatory. Nawiliwili: no entry at night. From October 21 to March 21 Pilot boards at 0630. Balance of year 0600. Port Allen: no time restrictions.
MAX. SIZE: Nawiliwili: Length 600 ft., beam 90 ft., draft 32 ft. 6 in.
Port Allen: Length 650 ft., beam 90 ft., draft 32 ft. on north side and 28 ft. on south side. Pier is 600 ft. long, so larger vessels overhang.
HEALTH: Usual quarantine regulations, doctor and Customs and Immigration and Agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.
RADIO: Communicate through RCA or ITT stations in Honolulu. Also KQM marine operator for radio telephone and telephone to Kauai.
TUGS: One 1,100 horsepower tug meets vessels off port and in outer harbour. Both ship's lines and/or tug's line may be used. No charge for tug's line. Tug has bow fender and is used for pushing. Has radio telephone, WP 4371 and VHF with Channel 12 usually used. Extra tugs available from Honolulu.
BERTHING: Limited to two large vessels at Nawiliwili and two at Port Allen. Considerable barge traffic. Prior reservations by Agent necessary with District Manager. Berth conflicts usually solved in Honolulu by rerouting of Island ports.
CARGO HANDLING FACILITIES: Nawiliwili has two sugar loading gantries on Pier 2; no equipment or storage to handle grain, ore, coal, sulphur. Fertiliser is discharged by self-unloading barge, and the bulk hauled away via truck. There is a container yard but no facilities to off-load containers. Weekly service is by a self-unloader. Roll-on/roll-off cargo is moved on ramps furnished by barges. LPG and petroleum product lines are privately owned.
STEVEDORES: All stevedoring by McCabe Hamilton and Renny Co. Ltd., with headquarters in Honolulu and branches in outports. 48 hours notice by Agent for labour and equipment. Inward cargo is containers, general, bulk fertiliser, petroleum products, and building and construction materials. Outward is raw sugar, canned pineapple, general and molasses. Foreign vessels are subject to heavy fines for carrying stevedore gear inter-island without Customs clearance.
MEDICAL: Two hospitals on Kauai with two doctors under contract to United States Public Health Service. Standard international inoculations and vaccination required. Advance notice by Agent desirable but not necessary.
TANKERS: All piers have pipe-line connections for incoming cargo and outgoing molasses. Fuel oil 10 in., molasses 10 in., water line 6 in., gasoline, kerosene and diesel 8 in. These are the main lines under the wharves. Hose connections to ships vary with the type of riser and hose so size of fittings should be checked with Agent. No slop discharge facilities available. Four tanker berths available.
DENSITY: Varies from full salt to brackish in periods of heavy rainfall with freshets in the streams. No specifics available.
FRESH WATER: Available from 2 in. dock hydrants via ship's hose. About 100 gallons per minute.
FUEL: Bunker C not available for large vessels. Diesel fuel available via tank truck with 6 hours notice. Weekend and holidays order previous day.
DEVELOPMENTS: Turning basin may be enlarged to handle liners and large bulkers. Project depth 35 ft.
GANGWAY/DECK WATCHMAN: Tankers discharging gasoline required to have uniformed dock watchman. Usually off duty policeman. All ships provide own gangway and deck watch.
OPENING/CLOSING HATCHES: Normally done by stevedores. A few foreign ships prefer doing it with own crew.
CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.
IDENTITY CARDS: Desirable but not required by law.
CONSULS: All in Honolulu.
REPAIRS: Light machine shop, welding and burning and pipe work available. Plantations may do some heavy repairs if part can be sent to their shop. Their engineers are helpful in emergencies. Heavy or technical repairs must be done in Honolulu.
REPATRIATION: Agent can arrange by air via Honolulu. Immigration clearance necessary.
AIRPORT: Lihue is 3 miles from Nawiliwili and 20 miles from Port Allen; served by inter-island regular carriers. Numerous lines, and charter flights available.
TIME: GMT minus 10 hours ,all year round.
HOLIDAYS: National: New Year's Day (Jan. 1); President's Day (Feb. 22nd); Memorial Day (May 30th); July 4th; Labor Day (first Monday in September); Election Day (first Tuesday in November); Veterans' Day (Nov. 11th); Thanksgiving Day and Christmas Day (December 25th). Cargo can be worked but at penalty rates.
POLICE/AMBULANCE/FIRE: Nawiliwili: Police 245–6721; Ambulance 2721; Fire 245–2222. Port Allen: Police 382–311; Ambulance 338–8311; Fire 335–5444, or call "O" for operator.
TELEPHONES: Arrangements by Agent.
SHORE LEAVE: Permitted after immigration check. Iron Curtain or Communist visitors may be restricted.
AUTHORITY: Department of Transportation, Harbors Division, administered by the District Manager. Honolulu Pilots.

NEW BEDFORD, Massachusetts, 41.38 N. 70.55 W.

DOCUMENTS: See "Boston".
PILOTAGE: 3 Massachusetts State pilots available, ordered through Agent. VHF monitored Channel 16. Pilot on station only after 12 hours notice. Small pilot vessel with basic communication equipment. Pilots board all vessels at Buzzards Bay Buoy at the entrance to New Bedford outer harbour situated at long. 70° 50′ 7″ W. and lat. 41° 30′ 42″ N.
ANCHORAGE: It is recommended that vessels delayed due to weather, etc., anchor ½ mile South of Buzzard's Bay Bell Buoy.
RESTRICTIONS: A modern harbour approach begins at Buzzard's Bay Buoy and runs a straight course of 7½ miles direct to the pier facilities. The channel is 350 ft. wide and has a depth of 30 ft. MLW. The channel leads into a moderate size (1,000 yd.) turning basin.
MAX. SIZE: 700 ft. length. Vessels over 30 ft. draft restricted by tides.
HEALTH: Radio Pratique and doctor arranged through Agent.
RADIO: RCA Chatham Radio, New Bedford Marine Operator for VHF, and Boston Marine Operator for ship to shore frequencies.
TUGS: Tugs join vessel in inner harbour. Tug lines used. Two tugs available. Tugs are not normally used at the State Pier in docking and undocking of deep-water vessels. The large turning harbour basin, the wind-sheltered position of the pier and lack of tidal current minimise use of tugs. In extreme weather conditions tugs are used.

BERTHING: At State Pier, berthing space for three ships: North side 600 ft. length, South side 775 ft. length, East side 450 ft. length.
Depth of water at all berths is 30 ft. MLW.
Maritime Terminal, depth 27 ft.
BRIDGES: Passage to upper reaches of harbour to Maritime Terminal requires navigation through the New Bedford and Fairhaven bridge only in daylight for larger vessels over 250 ft. length,
STEVEDORES: 24 hour notice required for New Bedford Stevedoring Corporation to prepare gear. 25 tons discharged or loaded per hour as average production per gang. Nearly all cargoes handled.
MEDICAL: 24 hours notice required. Excellent hospital facilities available.
TANKERS: Hurricane dike barrier gate 150 ft. wide with depth of 30 ft. MLW.
DENSITY: Static, since tidal variations light. Density same as ocean water.
FRESH WATER: Fresh water available.
FUEL: All types available, to be ordered in advance.
GANGWAY/DECK WATCHMEN: Watchmen available. Non police or police.
OPENING/CLOSING HATCHES: Depends on negotiated contract and cargo handled.
CUSTOMS ALLOWANCES: Designated by U.S. Customs with regard to particular circumstances.
CONSULS: Most Consuls available in Boston, 50 miles or 1 hour away.
REPAIRS: All types of minor ship repairs available.
REPATRIATION: Agent can handle formalities.
AIRPORT: Three airports within one hour drive. All international services.
TIME: Shift from Standard to Eastern Daylight Saving Time. Local time GMT minus 6 hours.
HOLIDAYS: New Year's Day (January 1st); Washington's Birthday (February 22nd); Patriots' Day (April 19th); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (first Monday in September); Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (last Thursday in November); Christmas Day (December 25th).
TELEPHONES: No telephones on board, but exist adjacent to pier.
SERVICES: All services can be obtained if required.
SHORE LEAVE: If U.S. Immigration has cleared crew member, he is allowed ashore.
AUTHORITY: Harbor Development Commission.

AGENT: New Bedford Stevedoring Corporation, PO Box A. 2090, 10 William Street, New Bedford, Massachusetts 02740. Tel. 617–9934522 (24 hours), 617–9979893 (home), 617–44264. Cable address: "NEBCO", New Bedford, Mass. U.S.A.

NEW HAVEN, Connecticut: 41.14 N. 72.55 W.

DOCUMENTS: Refer to "New York".
PILOTAGE: The Pilot will board the vessel within the vicinity of the Block Island S.E. Buoy.

48 hours prior to vessel's arrival at Block Island S.E. Lighted Whistle Buoy, the Master should radio Long Island Sound Pilots' Association, radio address: "Lispaso-Providence", the vessel's date and time of arrival at Block Island S.E. Lighted Whistle Buoy.

The pilot boat is equipped with a 35-watt radio-telephone, having the following frequencies: 2638 kHz, 2738 kHz, and the Boston Marine Operator (WOU) ship-to-shore (2506 kHz).

In the event that a Pilot does not meet the vessel promptly on arrival at the buoy, Master should immediately notify "Lispaso-Providence" by radio that the vessel is awaiting a Pilot.

RESTRICTIONS: Vessels can proceed to and from berths in New Haven Harbour at any hour during the day or night, weather and tide permitting. Entrance channel dredged to 34 ft. MLW.
MAX. SIZE: Draft up to 35 ft. subject weather and tides.
HEALTH: Radio pratique may be granted basis information received prior arrival of vessel, provided no communicable diseases on board. Normally vessel boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given. Quarantine inspection is carried out at the dock.
RADIO: Vessels arriving from North use Chatham Radio. Vessels from South use Amagansett Radio on Long Island.
TUGS: Assistance is available.
TANKERS: *Atlantic Refining Company:* is on the Eastern side of New Haven Harbour about 0·3 mile South of Tomlinson Bridge.

Humble Oil & Refining Company is on the eastern side of New Haven Harbour about 0·6 mile South of Tomlinson Bridge.

T.A.D. Jones Coal Company is on the Eastern side of New Haven Harbour about 0·2 miles South of Tomlinson Bridge. At times this terminal is also used by the Texas Company.

Texas Company uses the North side of the New Haven Terminal Pier located on the Eastern side of the New Haven Harbour about 0·4 miles South of Tomlinson Bridge.

Wyatt Coal Sales Company Inc. is on the North-West side of New Haven Harbour about 0·2 miles South of Tomlinson Bridge.

BALLAST: There are no slop lines available.
FUEL: Available from oil terminals or delivered by barge.
FRESH WATER: Available at all terminals.
MEDICAL: All facilities available.
CUSTOMS ALLOWANCES: At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. of tobacco and one quart wine/spirits per man. Additional allowances may be given if considered necessary, due length of vessel's stay in port.
AIRPORT: New Haven Airport 1 mile distant. New York International Airport 70 miles distant.
CONSULS: All countries represented in New York.
HOLIDAYS: New Year's Day (1st January); Washington's Birthday (22nd February); Patriot's Day (19th April); Memorial Day (30th May); Bunker Hill Day (17th June); Independence Day (4th July); Labor Day (first Monday in September); Columbus Day (12th October); Veteran's Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December).
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
AUTHORITY: State of Connecticut, Commissioners of Steamship Terminals.

NEW LONDON: Connecticut: 41.21 N. 72.06 W.

DOCUMENTS: Refer to "New York".
PILOTAGE: Vessel usually notifies Agent 48 hours before arrival, who will arrange Pilot boarding. Pilot boards at Sarah's Ledge, which is close to anchorage at harbour entrance.
ANCHORAGE: In Thames River, and in Long Island Sound, approx. 2 miles West South-west of New London Ledge Light, bounded by lines connecting points which are following bearings and distances from New London Ledge Light: 246°, 2·6 miles; 247°, 2·1 miles; 233°, 2·1 miles; and 235°, 2·6 miles.
RESTRICTIONS: Pilots recommend daylight docking but can dock at night if necessary. Entrance channel 33 ft. deep.
MAX. SIZE: Dry cargo vessels and tankers 700 ft. long are using the harbour. Facilities for larger vessels will be available when proposed dredging to 40 ft. is completed about 1974.
HEALTH: Quarantine inspections are made either at pier or quarantine anchorage opposite White Rock, usually during daylight hours. Off-hour inspections can be arranged with Medical Officer in Charge. Radio Pratique available.
RADIO: Vessels arriving from North use Chatham Radio on Cape Cod. Vessels from South use Amagansett Radio on Long Island. However, either one may serve the purpose.
TUGS: Usually join vessel at Ledge light if a dry cargo vessel, and off Sarah's Ledge if a tanker. Tugs use ship's lines; if tug's lines are used this is part of charge.
BERTHING: Advance ETA must be made for berthing, and it is suggested to dock during daylight hours when possible.
State Pier No. 1: depth, 28 to 36 ft. MLW.
Dow Chemical Co. Wharf: depth, 22 ft. MLW.
City Wharf Ferry Terminal: depth, 22 ft. MLW.
BRIDGES: There are no bridges across Main Ship Channel. However, at New London, at the head of the Main Harbour, the Thames River is crossed by one drawbridge and a twin fixed bridge: the New York, New Haven and Hartford Railroad bascule bridge with a horizontal clearance of 151·5 ft. and a vertical clearance of 30·9 ft. at high water and a fixed highway bridge with a horizontal clearance of 200 ft. and a vertical clearance of 135 ft. at high water.
STEVEDORES: ETA of 72, 48 and 24 hours is required, as gangs must be requested by 15.00 hours on weekdays. Average discharge, about 20 tons per gang per hour.
TANKERS: Discharge at Hess Oil Co. berth, 12 in. and 10 in. lines.
Hess Oil Dock: depth alongside 36 ft.
Texaco Wharf: depth alongside 18 ft.
Pfizer Wharf: depth alongside 18 ft.
MEDICAL: All facilities available.
FRESH WATER: Available at pier side through 2½-in. and 1½-in. hoses.
FUEL: Available at tanker berths or by barge.
GANGWAY/DECK WATCHMEN: Not required and not recommended.
OPENING/CLOSING HATCHES: Performed by stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS: Nearest at New York.
REPAIRS: Three waterfront marine repair plants are equipped to repair vessels at the port. The Nelseco Navigation Co. and Thames Shipyard Inc. each owns and operates a plant at New London on the right bank of the Thames River; the General Dynamics Corp., Electric Boat Division owns and operates a shipyard and marine repair plant at Groton on the left bank of the river.
DRY DOCKS: One floating dry dock, one graving dock and three marine railways are available to the public at two of the marine repair plants.

One floating dry dock, steel construction, with a lifting capacity of 6,500 tons, located on the West side of the pier E, has an overall length of 448 ft. length of 435 ft. 6 in. on the keel blocks, overall width of 97 ft. inside clear width of 70 ft. and depth of 26 ft. of water over the keel block when submerged.

One graving dock, located South of Piers A, B, C, and E, has length of 515 ft., width of 70 ft., and 35½ ft. depth of water over the sill and 34½ ft. over the keel blocks at MHW.
REPATRIATION: Facilities exist.
AIRPORT: Nearest airport is Trumbull Airport, situated about 3 miles East of Groton, Connecticut. There are scheduled commercial airlines serving this field. Allegheny Airlines and Pilgrim Airlines run frequent connecting flights to Bradley and Kennedy International Airports.

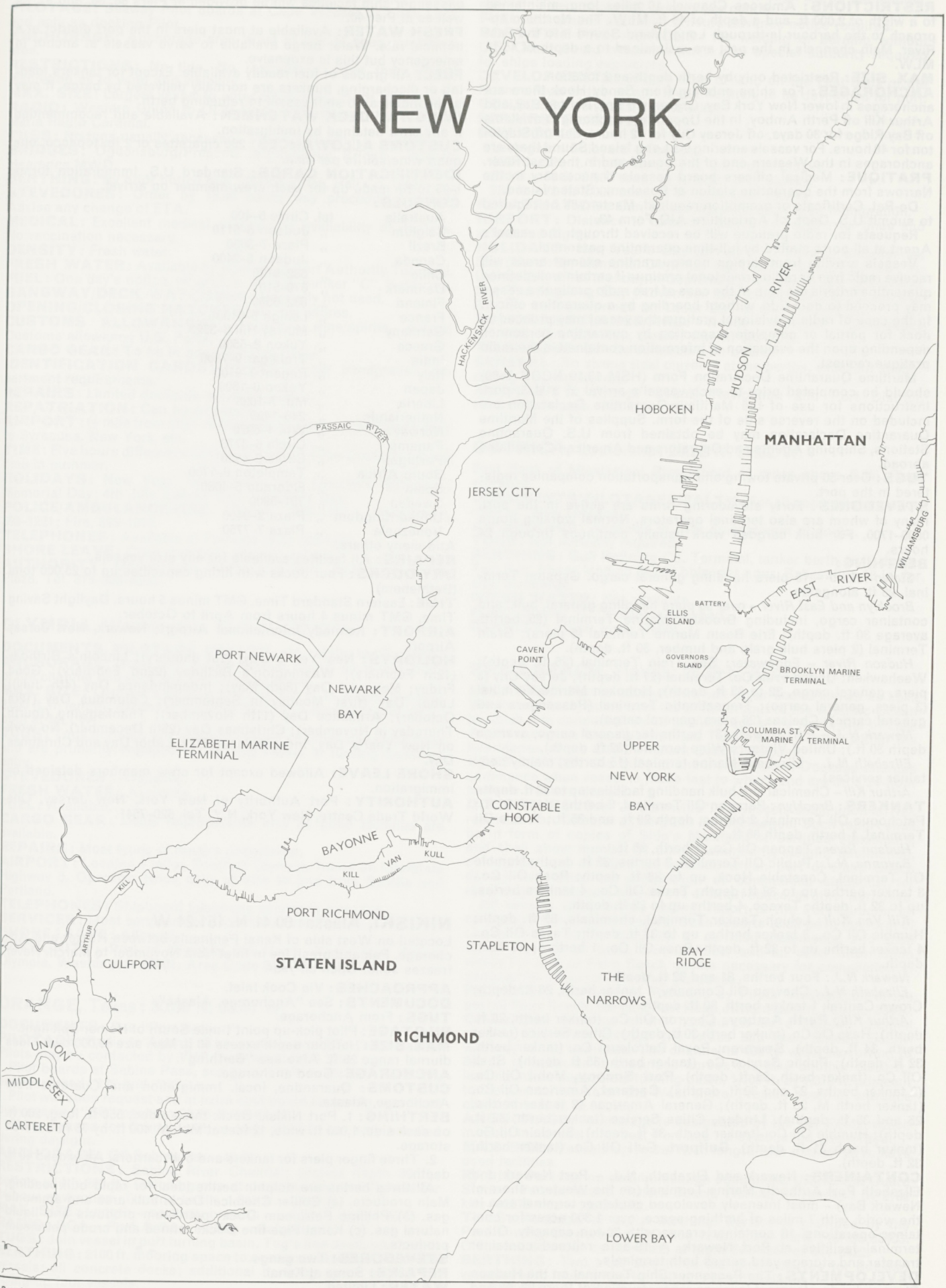
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours, from April to October.
HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); Labour Day; Columbus Day (12th October); Veteran's Day; Thanksgiving Day; Christmas Day (25th December). Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police, 443–4315; Ambulance, 443–4388; Fire, 443–4381.
TELEPHONES: Available if required.
SHORE LEAVE: Allowed.
DELAYS: Availability of berthing might cause some delay.
PORT AUTHORITY: State of Connecticut, Dept. of Transportation, Bureau of Waterways, State Pier, New London, Connecticut 06320. Tel. area code 203 443–4338.

NEW ORLEANS, Louisiana: 29.56 N. 90.04 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).
Customs boarding officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1022).
Certified Crew List.
The Bureau of Customs at New Orleans, Louisiana, will not, regardless of the circumstances, accept Customs Entry Papers from vessels unless they are on the proper U.S. Custom Forms and properly prepared.
Specially referred to are Customs Forms 1303 (Ship's Stores Declaration), 1304 (Crew Effects Declaration) and 7527 (Inward Foreign Manifest).
U.S. Customs at New Orleans require that the 1303 be completed, that is all stores (deck, engine, etc.) be listed on the form; it must also include fire-arms and medicines. They will not accept "as per attached list".
Form 1304, Crew Effects List, must likewise be properly completed. All effects and curios will have to be listed on the form. The term "souvenirs" is not sufficient and may not be used. All values have to be listed. Attachments to the 1304 are not permitted. (This does not apply to American Flag vessels using the form I 418 Crew List with Crew Declaration numbers listed for their souvenir list.)
The Inward Foreign Manifest must be customs forms 7527–A, 7527–B, or a manifest form approved by the Bureau of Customs, Washington D.C. Should the latter be used it must have the Bureau's approval number printed on the form.
PILOTAGE: Advise Agents ETA at sea buoy 48 hours in advance. Agent will arrange for Pilot. Pilot boat 46 ft. long, red hull, white cabin, flying blue and white pilot flag. Pilot boards at sea buoy, requires pilot ladder 6 ft. above water level. Pilot boats can be contacted by VHF, Channel 9 when 30 to 40 miles off, or ship-to-ship Channel 2738. Bar Pilot is exchanged for river Pilot at Pilot town, Head of Passes.
ANCHORAGE: Safe anchorage within 2 miles South pass or South West pass entrance. At the Point, below New Orleans, vessels may anchor without tug assistance.
RESTRICTIONS: Draft governed by South West pass, project depth 40 ft. Draft usually restricted from 37 ft. to 30 ft. in May to August due to low water and silting. Entrance day and night. New Orleans is 115 miles up-river.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival at New Orleans unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo until free pratique is given.
RADIO: Tropical Radio WNU, New Orleans.
TUGS: Available, and join vessel off berth if required. One tug normally used for berthing/unberthing at New Orleans.
BRIDGES: Two bridges cross river at New Orleans, one at Baton Rouge and one at Donaldsonville. Sufficient clearance at all times.
BERTHING: *Public Grain Elevator.* No. 2 berth, 670 ft. long, 40 ft. depth; No. 3 berth, 650 ft. long, 40 ft. depth; No. 4 berth, 635 ft. long, 40 ft. depth.
Loading Rates 20,000 bushels per hour per belt, in berths 2 and 3; up to 40,000 bushels per hour per belt, in berth 4. Each berth has 2 loading belts.
Dockside Commodity Terminals: berth 1,200 ft. long, 38 ft. depth, Loading/discharge rates about 200 tons per hour. Bulk handling facility: No. 1 berth, 600 ft. long, 36 ft. depth; No. 2 berth, 600 ft. long, 36 ft. depth; No. 3 berth, 600 ft. long, 42 ft. depth. Loading/discharge rates about 600 tons per hour.
Southern Scrap Material Co: Berth 550 ft. long, 32 ft. depth. Loading 200 tons per hour with cranes.
Chalmette: Humble Oil Terminal: tanker berth 30 ft. depth; Tenneco Oil Terminal: tanker berth 35 ft. depth.
Terminals on West Bank of Mississippi:
Amesville: Texaco tanker loading berth, 34 ft. alongside. Two 8-in. hoses loading up to 12,000 barrels per hour. No ballast facilities.
Avondale: American Liberty Tank Terminals berth, 60 ft. alongside. Four 6-in. hoses loading up to 18,000 barrels per hour. No ballast facilities. International Tank Terminals berth, 45 ft. alongside. 12-in. hoses loading 150 tons per hour.
Gretna: Publicker Chemical Corp: berth 30 ft. alongside. Southern Pacific Company: berth 600 ft. long, 35 ft. depth; dry cargo discharging only. Industrial Molasses Corp: berth 27 ft. depth; 2–10-in. pipelines, loading 200 tons per hour.
Marrero: Hess Terminal Corp: tanker berth 38 ft. depth; 6–12-in. hoses loading 500 tons per hour. Texaco: tanker berth 35 ft. depth; 6–16 in. lines loading 250 tons per hour. No ballast facilities.
St. Rose: Cities Service: tanker berth 35 ft. depth; International Tank Terminals: berth 35 ft. depth; no fresh water available.
Westwego: Continental Grain Elevator: berth 600 ft. long, 40ft. depth; loading 1,000 tons per hour, 2 loading belts. Louisiana Dock: 28 ft. alongside, bulk oil products loaded 200 tons per hour. Pacific Molasses Co: berth 35 ft. alongside.
STEVEDORES: Working hours 0800–1200 and 1300–1700, Monday to Friday.
MEDICAL: All facilities available.
DENSITY: Fresh water (1000).
FRESH WATER: Available ex-wharf.
FUEL: Only available by barge. Oil companies can supply Bunker "C" ex-terminals at Amesville and Marrero.
GANGWAY/DECK WATCHMEN: Recommended if any crew detained by Immigration.
DEVELOPMENTS: A second container berth under construction at France Road Container Terminal. Wharf will be 700 ft. long with crane capacity 40 tons.
CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I–95, issued for the same vessel.
AIRPORT: New Orleans International Airport, served by most airlines.
TIME: Central Standard Time. Daylight Saving Time from May to October.
HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); First Monday in September (Labor Day); Columbus Day (12th October); Armistice Day (11th November); Fourth Thursday in November (Thanksgiving); Christmas Day (25th December). No work on New Year's Day, Independence Day, Labor Day and Christmas Day.
SHORE LEAVE: Allowed for any crew member not detained by Immigration.
AUTHORITY: Port of New Orleans, Board of Commissioners, 2 Canal Street, New Orleans La. 70160. Tel. 504–522–2551.

NEW YORK, New York and New Jersey: 40.43 N. 74.00 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).
Customs boarding officer will also examine Ship's Register and Load Line Certificate.
In addition the following documents will be required for formal entry, to be made within 48 hours of arrival from abroad:
Health Pratique.
Master's Oath (Customs form 3255).
All Foreign Clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Compulsory for foreign flag ships, and U.S. ships bound to and from foreign ports.
24 hours notice of ETA required. Pilot boat should be contacted on VHF Channel 16, or ship-to-ship Channel 2638 or 2738. Vessels requiring Pilot should hoist signal letter "G" in daytime. In foggy weather the letter "X" should be sounded on the whistle.
Pilot boat is generally found about 1½ miles West of Ambrose Light Tower. In bad weather pilot tries to stay to windward of normal pilot station.
In poor visibility an inbound ship should make Ambrose Tower and then proceed at slow speed to the Ambrose Channel sea buoy while blowing the letter "X" on her whistle. If no Pilot is obtained by the time she is in the vicinity of the sea buoy she should then anchor



Based on plan supplied by Port Authority of New York/New Jersey.

about a ½ mile to a mile North of the line from Ambrose Tower to the sea buoy and await Pilot.

RESTRICTIONS: Ambrose Channel, 10 miles long, maintained to a width of 2,000 ft. and a depth of 45 ft. MLW. The Northern approach to the harbour is through Long Island Sound into the East River. Main channels in the port are maintained to a depth of 45 ft. MLW.

MAX. SIZE: Restricted only by berth depth and location.

ANCHORAGES: For ships entering from Sandy Hook there are anchorages in lower New York Bay, Gravesend Bay, Raritan Bay, and Arthur Kill off Perth Amboy. In the Upper Bay, anchorages available off Bay Ridge for 30 days, off Jersey City for 72 hours, and off Stapleton for 48 hours. For vessels entering via Long Island Sound there are anchorages in the Western end of the Sound and in the East River.

PRATIQUE: Medical officers board vessels if necessary in the Narrows from the quarantine station at Rosebank, Staten Island.

De-Rat. Certificate or exemption required. Master will be required to submit U.S. Dept. of Agriculture AIQ Form 43.

Requests for radio pratique will be received through the vessel's Agent at all ports staffed by full-time quarantine personnel.

Vessels arriving from foreign non-quarantine exempt areas will receive radio free or radio provisional pratique if certain well-defined quarantine criteria are met. In the case of free radio pratique a vessel may proceed to dockside, without boarding by a quarantine officer. In the case of radio provisional pratique the vessel may proceed to dock for partial or complete inspection by quarantine personnel, depending upon the evaluation of information contained in the radio pratique request.

Maritime Quarantine Declaration Form (HSM 13.19 NCDC 7–69) should be completed prior to each vessel's arrival at a U.S. port. Instructions for use of the Maritime Quarantine Declaration are included on the reverse side of the form. Supplies of the Maritime Quarantine Declaration may be obtained from U.S. Quarantine Stations, Shipping Agents and Operators and American Consulates abroad.

TUGS: Over 50 private towing and transportation companies registered in the port.

STEVEDORES: Forty stevedoring firms are active in the port, many of whom are also terminal operators. Normal working hours 0800–1700. For bulk cargoes work usually continues through 24 hours.

BERTHING:

Staten Island – 15 piers handling general cargo. Gypsum Terminal, 25 ft. alongside.

Brooklyn and East River – over 50 piers handling general, bulk, and container cargo, including Brooklyn Marine Terminal (25 berths average 30 ft. depth); Erie Basin Marine Terminal (5 piers); Grain Terminal (2 piers bulk grain and lumber, 30 ft. depth).

Hudson River – Edgewater: Sea Train Terminal (26 ft. depth); Weehawken: United Fruit Co. Terminal (27 ft. depth); Jersey City (3 piers, general cargo, 32 to 35 ft. depth); Hoboken Marine Terminal (3 piers, general cargo); Transatlantic Terminal (Passengers and general cargo); Chelsea (26 piers, general cargo).

Newark N.J. – Port Newark (31 berths for general cargo, average depth 30 ft.); United Vintners Wine terminal (32 ft. depth).

Elizabeth N.J. – Elizabeth Marine terminal (15 berths, mainly container services).

Arthur Kill – Chemical and bulk handling facilities up to 32 ft. depth.

TANKERS: *Brooklyn:* Paragon Oil Terminal, 2 berths, depth 37 ft.; Patchoque Oil Terminal, 2 berths, depth 29 ft. and 35 ft.; Whale Oil Terminal, 1 berth, depth 36 ft.

Hudson River: Tappan Oil Co., 1 berth, 35 ft.

Bayonne, N.J.: Public Oil Terminal, 3 berths, 32 ft. depth; Humble Oil Terminal, Constable Hook, up to 38 ft. depth; Ross Oil Co., 3 tanker berths up to 38 ft. depth; Texas Oil Co., 4 tankers berths, up to 32 ft. depth; Texaco, 4 berths up to 32 ft. depth.

Kill Van Kull: Lehigh Tanker Terminal, chemicals, 35 ft. depth; Humble Oil Co., 3 tanker berths, up to 38 ft. depth; Texas Oil Co., 4 tanker berths up to 32 ft. depth; Ross Oil Co., 1 berth up to 32 ft. depth.

Newark N.J.: Four berths, 31 and 32 ft. depth.

Elizabeth N.J.: Chevron Oil Company, 1 tanker berth, 26 ft. depth; Crown Central, 1 tanker berth, 30 ft. depth.

Arthur Kill: **Perth Amboy:** Chevron Oil Co. (tanker berth, 26 ft. depth); Hess Oil Co. (tanker berth 30 ft. depth); Cities Service (tanker berth, 34 ft. depth). **Sewaren,** Royal Petroleum Co. (tanker berth, 32 ft. depth); Public Service Co. (tanker berth, 35 ft. depth); Shell Oil Co. (tanker berth, 35 ft. depth). **Port Socony,** Mobil Oil Co. (2 tanker berths, 27 and 30 ft. depths). **Carteret,** American Oil Co. (tanker berth M, 25 ft. depth); General American (2 tanker berths, 25 and 35 ft. depths). **Linden,** Cities Service (tanker berth, 32 ft. depth); Humble Oil Co. (tanker berth, 35 ft. depth); Sinclair Oil Co. (tanker berth 31 ft. depth). **Gulfport,** Gulf Oil Co. (tanker berth, 32 ft. depth).

CONTAINERS: Newark and Elizabeth, N.J. – Port Newark and Elizabeth Port Authority Marine Terminal (on the Western shore of Newark Bay) – most intensely developed container terminal area in the world, with 7 miles of berthing space, over 1,300 acres for container operations, 18 container cranes with 50-ton capacity. Other terminal facilities at Port Newark. A 10-acre railroad container transfer and storage yard serves both terminals.

DEVELOPMENTS: The Passenger Ship Terminal on the Hudson River under development involves reconstruction of Piers 88, 90 and 92 between 48th and 52nd Streets to provide six ship berths with the most modern passenger facilities. In addition, Pier 40 at Houston Street will be improved as a companion three-berth facility, thus providing a total of nine steamship berths to accommodate transatlantic and cruise liners. To be completed 1974.

During construction of the Passenger Ship Terminal, temporary passenger ship facilities will be provided at Piers 88, 86, and 97, as well as at Pier 40.

FRESH WATER: Available at most piers in the port district at a nominal rate. Water barge available to serve vessels at anchor in emergency but this is expensive.

FUEL: All grades of fuel readily available. Except for tankers loading or discharging, bunkers are normally delivered by barge. It may be economical to shift vessel to refuelling berth.

GANGWAY/DECK WATCHMEN: Available and recommended if any crew detained by Immigration.

CUSTOMS ALLOWANCES: 200 cigarettes or 2 lb. tobacco, one quart wine/spirits per man.

IDENTIFICATION CARDS: Standard U.S. Immigration forms I–95 to be made up for each crew member on arrival.

CONSULS:

Australia	tel. Circle 5–400
Belgium	,, Judson 6–5110
Brazil	,, Plaza 7–3080
Canada	,, Judson 6–2400
Chile	,, 682–9120
Denmark	,, 679–5101
Finland	,, 832–6550
France	,, Lehigh 5–0100
Germany	,, Murray Hill 8–3523
Greece	,, Yukon 8–5500
India	,, Trafalgar 9–7800
Italy	,, Regent 7–9100
Japan	,, Yukon 6–1600
Liberia	,, Mu. 7–1025
Netherlands	,, 246–1429
Norway	,, Wh. 4–6920
Panama	,, Circle 6–3773
Portugal	,, Circle 6–4580
South Africa	,, Templeton 8–1700
Spain	,, Eldorado 5–4080
Sweden	,, 751–5900
United Kingdom	,, Plaza 2–8400
Venezuela	,, Plaza 7–7750

And many others.

REPAIRS: All facilites available for any size vessels.

DRY DOCKS: Four docks with lifting capacities up to 25,000 tons (Bethlehem).

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.

AIRPORT: Kennedy International Airport; Newark, New Jersey Airport.

HOLIDAYS: New Year's Day; (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); Labor Day (first Monday in September); Columbus Day (12th October); Armistice Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December). No work on New Year's Day, Independence Day, Labor Day and Christmas Day.

SHORE LEAVE: Allowed except for crew members detained by immigration.

AUTHORITY: Port Authority of New York, New Jersey, One World Trade Centre, New York, N.Y. Tel. 520–7541.

NIKISKI, Alaska: 60.41 N. 151.24 W.

Located on West side of Kenai Peninsula between Homer and Anchorage. Pan and brash ice in Inlet from November to March. Never freezes solid. Open all year.

APPROACHES: Via Cook Inlet.

DOCUMENTS: See "Anchorage, Alaska".

TUGS: From Anchorage.

PILOTAGE: Pilot pick-up point 1 mile South of Homer Spit light.

MAX. SIZE: Harbour depth excess 40 ft. Max. size 80,000 dwt. Tides diurnal range 28 ft. Also see "Berthing".

ANCHORAGE: Good anchorage.

CUSTOMS: Quarantine, local. Immigration and Customs from Anchorage, Alaska.

BERTHING: 1. Port Nikiski Dock: three sided, 550 ft. long, 200 ft. on each side, 1,000 ft. wide, 12 feet at MLLW. 400 ft. by 75 ft. covered storage.

2. Three finger piers for tankers and bulk carriers. All exceed 40 ft. depth.

All three berths are dolphin berths ideal for rapid bulk loading. Main products, (*a*) Collier Chemical Dock: bulk area and ammonia gas. (*b*) Phillips Petroleum Dock: petroleum products and liquid natural gas. (*c*) Kenai Pipe-line Dock: refined and crude petroleum products.

STEVEDORES: Two gangs.

REPAIRS: Some at Kenai.

WATER: Limited.

FUEL: Not available.

MEDICAL: Health Centre, 3 doctors, 3 dentists.

TRANSPORTATION: Highway to Anchorage and Homer. Air transport available.

OGDENSBURG, New York: 44.42 N. 75.30 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Seaway Pilot boards at Cape Vincent or Snell Lock and acts as docking Pilot.
ANCHORAGE: Anchorage area West of city at open roadstead area.
RESTRICTIONS: No tide. No restrictions other than Pilots' discretion as to wind and visibility.
MAX. SIZE: Largest vessel to enter 600 ft. long. Draft 27 ft.
RADIO: Western Union to OCN Corp. VHF Seaway Channel via Maria Radio Cardinal.
TUGS: No tugs usually necessary. Tugs up to 400 h.p. available.
BRIDGES: Ogdensburg/Prescott International Bridge – 126 ft. clearance MWD.
BERTHING: By prior notice only. OBPA Dock, Hall Co. Dock.
STEVEDORES: Order by 18.00 hours day preceeding arrival. Advise any change of ETA.
MEDICAL: Excellent medical service and availability of doctors. No vaccination necessary.
DENSITY: Fresh water.
FRESH WATER: Available by pipeline at Port Authority Terminal.
FUEL: One day's notice, all grades. Diesel, Bunker "C", Kerosene.
GANGWAY/DECK WATCHMEN: Normally not used.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Tobacco, wine/spirits, normal Customs allowance U.S. Ports.
CARGO GEAR: To be in good working order.
IDENTIFICATION CARDS: Needed as per immigration department requirements.
REPAIRS: Limited dockside repairs available.
REPATRIATION: Can be arranged.
AIRPORT: (½ mile from city). Allegheny Airport – three flights daily to Syracuse, New York, etc.
TIME: Five hours difference Eastern Standard Time. Daylight Saving time in summer.
HOLIDAYS: New Year; Washington and Lincoln's Birthdays; Memorial Day; 4th July. Labour Day, Veteran's Day.
POLICE/AMBULANCE/FIRE: Police, 393–1551; Ambulance, 393–1221; Fire, 393–1010.
TELEPHONES: Available at Pierside (315) 393–1781.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Ogdensburg Bridge and Port Authority, Bridge Plaza. Tel. 315–393–4080.

OLYMPIA, Washington: 47.00 N. 122.53 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
ANCHORAGE: Good with muddy bottom found anywhere north of the channel entrance and the Olympia shoal.
MAX. SIZE: Olympia's turning basin is 800 ft. in width; the pier, 2,000 ft. in length; depths in channel, 30 ft., and alongside pier, 35 ft.; both at MLLW.
TUGS: Tugs normally join vessels in outer channel, use ships lines and are primarily engaged for turning vessel in turning basin on entry.
STEVEDORES: Available.
FRESH WATER: Available.
FUEL: Available.
CARGO GEAR: Usual requirements only as good facilities are available.
REPAIRS: Most types of repairs undertaken.
AIRPORT: Located 4 miles South of Olympia, fronts on Interstate Highway 5. Operates twice daily service to and from Seattle and Portland.
TELEPHONES: Shipboard telephone service is provided..
SERVICES: Most services are available upon request.
SHORE LEAVE: Allowed.
AUTHORITY: Port of Olympia, 915 North Washington Street, Olympia, Washington 98501. Area Code 206, 357–4433.

ORANGE, Texas: 30.06 N. 93.44 W.

DOCUMENTS: See "Port Arthur."
PILOTAGE: Radio to Agent, 12 hour advance of ETA, also Sabine Pilots may be contacted by VHF Channel 12 KKB 150.
Pilot boards at Sabine Pass, sea buoy position 29.36 N. 93.48 W., buoys marked "17" and "18".
Pilot will upon request and at extra cost board incoming vessels at buoy marked "SB" position 29.25 N. 93.40 W.
Ships headed for Orange with a draft of 30 ft. are only handled during daylight.
ANCHORAGE: Off Sabine bar – 40 ft.
RESTRICTIONS: Sabine River Channel; project depth 30 ft.; bottom width 200 ft., including slip at port; marked and lighted for 24-hour navigation. Turning basin, 1,000 ft.×3,000 ft.
MAX. SIZE: Length – no limit, breadth – no limit, draft – 30 ft.
RADIO: RCA – Port Arthur, McKay – Galveston.
TUGS: Join vessel in port turning basin. Tug's line used, no charge.
BERTHING: 2100 ft. mooring space to accommodate four deep-sea vessels; all concrete docks; additional berthing space in slip for laying-up four vessels.
STEVEDORES: Five stevedore companies – handled through Agent.
MEDICAL: Local facilities – complete.
TANKERS: Limited to 30 ft. draft.
DENSITY: Brackish.
FRESH WATER: Ample fresh water, through 2 ½ in. connection, rate of delivery about 500 gallons per minute.
FUEL: All grades available; 8 hours advance notice required.
PORT FIRE PRECAUTIONS: No welding or burning without U.S. Coast Guard welding permit; also special authority required for ships loading explosives.
DEVELOPMENTS: 50-acre tract of land on the East bank of the Neches River in the area of Mobil Refinery to be developed for port.
CONSULS: None available locally.
REPAIRS: Facilities available.
DRY DOCKS:
Levingston Shipyard – Orange.
400 ft.×126 ft. 11,000 tons, 17 ft. draft over blocks.
350 ft.×60 ft. 3,000 tons, 15 ft. draft over blocks.
250 ft.×72 ft. 3,000 tons, 11 ft. draft over blocks.
REPATRIATION: Can be arranged through area immigration.
AIRPORT: Distance to airport 2 miles; no regular air lines and scheduled flights.
HOLIDAYS: New Year's Day (January 1); Texas Independence Day (March 2); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Veterans' Day (November 11); Thanksgiving Day (November 26); Christmas Day (December 25); No work performed on Labor Day or Christmas Day.
POLICE/AMBULANCE/FIRE: Police 883–5654; Ambulance 886–4445; Fire 886–7431; County Sheriff 883–2612.
TELEPHONE: Can be connected on board.
GENERAL: No strong tidal currents at the berths, excellent shelter during tropical storms.
AUTHORITY: Orange County Navigation and Port District, POB 516, Orange. Tel. 883–4363.

OSTRICA, Louisiana: 29.22 N. 89.32 W.

East Bank of Mississippi River about 42 miles above S.W. Pass entrance.
DOCUMENTS/PILOTAGE/HEALTH: For all general information refer to "New Orleans".
ANCHORAGE: Available in river downstream of docks.
TUGS: Not normally required.
BERTHING: Gulf Refining Co. Terminal, tanker berth 45 ft. depth. Two 8-in. hoses loading 34,000 bbls. per hour. Ballast line 18 in. for slop discharge.
FRESH WATER: Not available.
FUEL: Bunker "C" available ex-wharf.
DENSITY: Fresh water (1000).

PALM BEACH, Florida: 26.46 N. 83.03 W.

LOCATION: Port is located on a salt water sound known as Lake Worth and lies 1⅛ miles from the 27 ft. contour of the Atlantic Ocean to which it is connected by an artificial cut at the North end of Lake Worth known as Lake Worth Inlet. The Inlet is located within the boundaries of the City of Riviera Beach, Florida.
PORT LIMITS: Sea buoy at channel entrance. Dockage charges commence when vessel is made fast to wharf, and are on a 24-hour basis or fraction thereof.
DOCUMENTS: See "Jacksonville". All vessels shall, upon arrival, report to Port Director all cargo to be discharged. Such report shall be in form of copies of Ship's Manifest, or certified statements, and shall show number of units, commodity, weight, destination, consignee, and all other information which port of Palm Beach deems necessary for compilation of commercial statistics, for reserving of necessary warehouse or wharf space, or other purposes.
All vessels shall, before sailing, report to the Port Director all cargo loaded into such vessels. Such reports shall be in the form of copies of the ship's manifest, or certified statements, and shall show numbers of units, commodities, and all other information which the port of Palm Beach deems necessary for compilation of commercial statistics, or other purposes.
PILOTAGE: Compulsory. Provided by Pilots' Association of the port of Palm Beach, 130 East Port Road, Riviera Beach, Florida, 33404.
CHANNEL: Entrance to the harbour is by a dog-leg channel running due West through the jetties and then turning Southwesterly to the terminals. The channel is 400 ft. wide, narrowing to 300 ft. in width as it continues across the lake another 3,000 ft., leading into a trapezoidal turning basin, 1,400 ft. by 1,310 ft. adjacent to the port terminals on the West shore. Present depth of entrance channel is 35 ft. at MLW.
ANCHORAGE: Anchorage is designated by the Bar Pilots, which in most instances is at sea. Port has no established anchorage.
MAX. SIZE: Vessels up to 620 ft. in length with draft of 34 ft. have used facilities.
RADIO: Port has no communication equipment. U.S. Coast Guard Station, Peanut Island, Riviera Beach, Florida, be reached by 2182 kHz – 2678 kHz – 156·8 MHz.
TUGS: Available to assist berthing. Service is provided by the Port Towing Corporation, PO Box 12425, Lake Park, Florida 33403. Office tel. 844–4781 or 844–6422, at night 844–4244 or 844–6422.
BERTHING: Two slips and three marginal wharves for docking vessels; with four ramps for roll-on/roll-off facilities:

Ramp 1	North side of port	
Pier 1	North marginal	470 ft. water depth 27 ft.
Pier 2	North side slip 1	690 ft. water depth 25 ft.
Ramps 2–3–4	West end slip 1	
Pier 3	South side slip 1	690 ft. water depth 25 ft.

Pier	4	Middle marginal	170 ft. water depth 35 ft.
Pier	5	North side slip 2	650 ft. water depth 35 ft.
Pier	6	South side slip 2	650 ft. water depth 35 ft.
Pier	7	South marginal	190 ft. water depth 35 ft.

Supplementing the berths are 157,400 sq. ft. of warehousing space. Open storage area is within easy reach of all berths.

All vessels, their Owners or Agents, desiring a berth at wharves, shall, as far in advance of date of docking as possible, make application to port specifying date of docking, sailing, nature and quantity of cargo to be handled, and name of the vessel.

SPECIALISED CARGO HANDLING FACILITIES: Ramps for roll-on/roll-off cargo and wharfside accommodation for equipment to handle containerised cargo only.

STEVEDORES: The recognised working hours of port shall be from 08.00 until 12.00 and from 13.00 until 17.00, Monday through Friday, holidays excepted. During the recognised working hours services will be charged for on a straight time basis.

When vessels are loading or discharging cargo the port may furnish checker-foremen to supervise release of cargo being loaded and/or check cargo being discharged. The charge for each man furnished will be based on labour-furnished rates for foremen, with the Port reserving right to furnish as many men as they deem necessary to protect their interests. Charges for this service will be rendered against the vessels, their Owners, or Agents.

TANKERS: The port receives tankers each month in the 15 to 18 thousand gross ton limit.

FRESH WATER: Fresh water delivered to vessels at wharves or docks.

FIRE PRECAUTIONS: Smoking is strictly prohibited in transit sheds, warehouses, or on apron of wharves and on vessels, handling dangerous, hazardous, or inflammable cargo. Smoking is also strictly prohibited in any areas where gasoline or like materials are being handled or serviced to equipment.

Explosives and hazardous or highly inflammable commodities or materials may be handled over, or received on, the wharves or other facilities of port of Palm Beach by special arrangements with and at the option of the Port Director, and the receiving, handling, or storage of such commodities shall be subject to Federal and State laws, rules and regulations.

In all cases where explosives and hazardous or highly inflammable commodities or materials are to be handled, prior consent by the U.S. Coast Guard must be received and a copy of the consent filed with the Port Director. Responsibility for safeguarding of life and property will be the duty of the shipper. Proof of sufficient liability insurance must be presented to Port Director prior to arrival of such materials.

DEVELOPMENTS: Plans for the development of acreage adjacent to Highway I–95 as a liquid storage area, and development of Peanut Island as an Oceanographic Centre.

CARGO GEAR: Crane capacity can accommodate single lifts up to 300 tons. Also available are two 150 ton cranes, one 40 tonner, and one 23 ton fork lift.

HOLIDAYS: New Year's Day; Washington's Birthday; Decoration (Memorial) Day; Independence Day; Labour Day; Veteran's (Armistice) Day; Thanksgiving Day; Christmas Day. When any one of these falls on Sunday, the following Monday is observed as a holiday. When any one of these falls on Saturday, the preceding Friday is observed.

GENERAL: Marine terminal 1·3 miles from the open sea, served by U.S. Highway 1 and is directly connected by port-owned beltline railroad to the Florida Coast Railway.

Broad aprons (80 ft.) with ship-side rail, and warehouses backed by open storage areas. The slips and wharves are located on a salt water sound, fully protected from the sea by barrier islands; departures from the slips average only 15 minutes through inlet to open sea.

AUTHORITY: Port of Palm Beach. Tel. 842–4201, PO Box 9935, Riviera Beach, Florida 33404.

PANAMA CITY, Florida: 30.10 N. 85.40 W.

DOCUMENTS:
2 Passenger Lists.
2 Crew Lists.
2 Curio Lists.
2 Stores Lists.
Register.
Load-line Certificate.
Tonnage Tax Certificate.

PILOTAGE: Compulsory. Pilots board at sea-buoy. Guard Channel 16 VHF. Safe anchorage at sea-buoy if waiting for Pilot. Pilot boat black hull with white lettering.

ANCHORAGE: Several safe anchorages inside bay with 32 or more ft. depth.

RESTRICTIONS: Maximum safe draft over bar is 32 ft. No other restrictions except in case of bad weather.

HEALTH: Vessels arriving from ports outside U.S.A. boarded on arrival by Public Health. Vessels arriving from other U.S.A. ports will not have to be boarded by Public Health. If sickness suspected, Agent should be advised by radio.

RADIO: Preferably WLO Radio, Mobile, Alabama, U.S.A. Also good service from RCA. Vessel should radio ETA and cash requirements.

TUGS: Only one tug, Tug is used only to assist in berthing. Always uses ship's lines.

BERTHING: Anytime, except for unusual weather. Good safe port. Berths are about 1 hour from pilot station.

STEVEDORES: Must have ETA by 1500 hours local time in order commence loading 0800 next day. Normal work day 0800–1200, and then from 1300–1700, Monday through Friday.

MEDICAL: Medical and hospital service available.

TANKERS: No slop discharge facilities. One tanker berth – 29ft. maximum draft.

DENSITY: Salt water. 18 ft. tide range.

FRESH WATER: Available all berths but ships must supply hose.

FUEL: Only on advance notice – limited supplies.

GANGWAY/DECK WATCHMEN: Only if required by ship's Owners or Master.

OPENING/CLOSING HATCHES: Normally done by stevedores. In some cases, is done by ship's crew.

CUSTOMS ALLOWANCES: Tobacco, one carton 200 cigarettes. Wine/Spirits, reasonable quantity – one or two bottles.

CARGO GEAR: Must show safety inspection if requested.

IDENTIFICATION CARDS: All crew must have U.S. Immigration Landing Permit.

CONSULS: None.

REPAIRS: Limited deck and engine repairs can be effected.

REPATRIATION: Available.

AIRPORT: Approximately 12 miles from port. Served by two scheduled air lines.

TIME: Central Standard Time (GMT – 6 hours or 90° Meridian). Central Daylight time in summer (minus five or 75° Meridian time).

HOLIDAYS: No work holidays: New Year's Day; Easter; Fourth of July; Labour Day; Christmas Day; Working holidays: Veteran's Day; Thanksgiving Day; (time and-a-half).

POLICE/AMBULANCE/FIRE: Dial operator, or 785–6161.

TELEPHONES: Placed aboard only by very special arrangement – not normally available.

SERVICES: Most repairs to radio, radar and other such equipment. Advance notice required.

SHORE LEAVE: Any time—any berth.

DELAYS: Normally, delays infrequent and for short durations.

AUTHORITY: Panama City Ports Authority.

AGENTS: Fillette, Green & Co., Inc., PO Box 1640, Panama City, Florida 32401 U.S.A. Address: 432-a Magnolia Avenue. Tel. 904–763–7675–6–7. Teletype 510–738–7897. Office phone answered 24 hours a day, 7 days a week.

Steamship Agents & Brokers – Freight Forwarders – Stevedoring Arrangement Personnel. Phones: Vice-President and Manager 904–763–1916. Operations 904–785–8798. Dock Superintendent 904–763–1912.

PASADENA, Texas: 29.43 N. 95.13 W. Refer to "Houston" for all general information.

PASCAGOULA, Mississippi: 30.21 N. 88.34 W.

DOCUMENTS: See "New Orleans".

PILOTAGE: Pascagoula Bar Pilots' Association (no code address). Pilot boat to be contacted on VHF Channel 16, pilot boat has black hull with white house, International light and sound signals to be made by vessel requiring a Pilot. Pilot to be taken aboard vessel in vicinity of Horn Island sea buoy. Usual safety measures are required, with respect to boarding. Vessels may anchor in this area while awaiting Pilot, there is a 35 to 50 ft. depth with good holding bottom.

RESTRICTIONS: The Pascagoula channel and turning basin dimensions are: through Horn Island Pass, 350 ft. wide by 40 ft. deep; from Horn Island Pass to the Pascagoula River turning basin, 350 ft. by 38 ft. deep with a turning basin 950 ft. wide by 38 ft. deep; into Bayou Casotte (East Harbor) from Beacon "A" into the mouth of the harbour channel, 225 ft. wide by 38 ft. deep; thence an inner harbour 300 ft. wide by 38 ft. deep to a turning basin 1,000 ft. wide by 38 ft. deep.

No entry restrictions as to time or state of tide.

MAX. SIZE: Length of vessel is restricted to approximately 900 ft. by turning basin, no breadth restriction, draft 38 ft.

RADIO: Mobile Marine operator, Station WLO best for vessels to route ETA cables to Agent.

RADAR/VHF: Radar and VHF radio on pilot boat, Channel 16.

TUGS: Tugs will join vessels in harbour or off docks. No escort required.

BRIDGES: Two bridges cross the Pascagoula River above the turning basin, not passed through between channel and harbour.

BERTHING: All berths have 38 ft. water depth.
West Harbour: Grain elevator with 3,100,000 bushels capacity.
Terminal "A": One pier 500 ft. length. Terminal "B" 544 ft. length.
East Harbour: H. K. Porter dock 650 ft. length.
Standard Oil Co. dock 650 ft. length.
Coastal Chemical bulk handling plant, four berths.
Terminal "E" 540 ft. length, Terminal "F" 650 ft. length.
Terminal "G" 516 ft. length. Terminal "H" 555 ft. length.

STEVEDORES: 12 hours notice requested to arrange stevedore gangs.

MEDICAL: No advance notice required for medical attention, doctor and hospital care readily available.

TANKERS: The Standard Oil Co. owns and operates three wharves on East side of Bayou Cosotte harbour. Facilities have 6, 8 and 12 in. lines with adaptors, discharge tanks with a capacity of 60,000 barrels, three tanker berths with a 38 ft. draft.

FRESH WATER: Fresh water is available.

DENSITY: Density varies with the state of tide and wind, from fresh to salt water.
FUEL: Large vessels are bunkered at berth in the harbour by two tank barges, operated by Fuel Services, Inc. All grades fuel are available.
WATCHMEN: Port guards are furnished for the general cargo terminals at the port's expense. At least one watchman must be on duty aboard vessel.
CARGO GEAR: No requirements for cargo gear other than it be certified by a recognised International organisation.
IDENTIFICATION CARDS: Crew Identification Cards are recommended.
CONSULS: Many countries have consuls within a 100-mile radius of Pascagoula.
REPAIRS: Most deck and engine repairs could be arranged within port facilities.
DRY DOCKS: Two floating dry docks, five marine railways, and a graving dock are located at four of the marine repair plants within this area. Lifting capacities of the floating dry docks are 800 and 600 tons and haul-out capacities of the marine railways range from 20 to 425 tons.
REPATRIATION: The city of Pascagoula is served by regularly scheduled transportation.
AIRPORT: An airport is available approximately five miles from the city and is served by regularly scheduled airlines.
TIME: The port of Pascagoula is on Central Standard Time, GMT minus 6 hours; clocks are moved ahead 1 hour during summer months.
HOLIDAYS: United States national holidays are observed, cargo work can be arranged on these days at penalty time.
POLICE/FIRE/AMBULANCE: Telephone numbers for emergency services are; Fire 762–1133; Police 762–2211; Ambulance 762–6332.
TELEPHONES: Telephones can be installed aboard vessels at a nominal charge.
SERVICES: Facilities are available for fuel service, compass adjusting, and many other special services that may be required.
AUTHORITY: Jackson County Port Authority, Chancery Court Building, Room 211 235 Canty Street (PO Box 878), Pascagoula, Miss. 39567.

PETERSBURG, Alaska: 56.49 N. 132.57 W.

Located on Mitkof Island, Northern end of Wrangell Narrows. Open all year.

DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: (From sea via Dixon Entrance up Clarence Strait to Guard Island.) Under pilotage from Guard Island.
MAX. SIZE: Harbour depth 24 ft. MLLW. Tides: diurnal range 15·7 ft. Also see "Berthing".
ANCHORAGE: Good anchorage in Scow Bay, mud bottom.
CUSTOMS: Immigration, Guard Island. Quarantine and Customs, local.
BERTHING: Pacific American Fisheries Inc.: 75 ft. long, 65 ft. wide. Should dock at slack water. Strong current.
TUGS: One 320 h.p.
STEVEDORES: One gang.
REPAIRS: Marine Ways to 35 tons.
WATER: State approved water available.
FUEL: Diesel and Gasoline available.
MEDICAL: 21 bed hospital.
TRANSPORTATION: Scheduled and Charter Airlines and ferry.

PHILADELPHIA, Pa.: 39.57 N. 75.10 W.

AMERIPORT (Ports of Philadelphia)
DOCUMENTS:
3 Crew Lists Form I.418 (suggest 6 be made).
3 Passenger Lists Form I.418 (suggest 6 be made).
3 Customs Stores Lists (suggest 6 be made).
3 Curio Lists (own ship Form) (suggest 6 be made).
3 Narcotics Lists (own ship Form) (suggest 6 be made).
Manifest (Ship Cargo List). If Philadelphia first port of call, require 1 copy for Customs and 1 copy to be used as "traveller" surrendered last port of call. If Philadelphia not first port of call, required 2 copies, all cargo to be discharged at Philadelphia.
For Immigration Service:
Visaed Crew List.
Valid passport or Seaman's Book for each person on board.
Crewman's landing card (Form I.95) for each crew member.
PILOTAGE: The pilot boat serving the Delaware River and ports of Philadelphia is a 165 ft., 1,000 gross ton steam vessel, painted light blue with letter "P" on stack. All pilots carry portable radios for bridge-to-bridge traffic to facilitate movement of vessel (VHF 156·7). Pilot boat is on permanent station in Cape Henlopen on a 24-hour basis and guards following frequencies: 156·65 VHF and 2738 and 2182 Khz. Telegraphic address is Del. Riv. Pilots, 214 S. 11th St., Phila., Pa. 19107. Arrangements for Pilot are normally made by ship's Agent but can be made direct by vessel.
No particular advance notice is required and incoming vessels are served as they arrive. Normally no delays are encountered. There are no particular boarding or safety measures required, other than the usual practice of good seamanship. In event of an unscheduled delay in berth availability, a deep-water anchorage is readily available in the bay adjacent to pilot boat. There are 18 anchorage areas available along the Delaware.
RESTRICTIONS: There are no restrictions imposed upon entry except those dictated by vessel draft. Throughout most of its length, the Delaware River is dredged to 40 ft. at MLW. In addition there is a mean tidal range of about 5·7 ft. Vessels of 38 ft. draft can readily navigate the river.
MAX. SIZE: Deep-draft vessels (oil-carriers) can off-load to barge in the lower Bay in water capable of handling vessels up to 60 ft draft.
HEALTH: Pratique procedures required for first port of entry. Pratique is automatic for subsequent port calls. Vessels can request "radio pratique" clearance at all ports in the U.S. The Maritime Quarantine Declaration is usually delivered by Pilot, and the Master, after completion of the Declaration, may then send the radio request to ship's Agent via ship's radio.
RADIO: RCA Global Communication. "WSC" Tuckerton, N.J.
TUGS: Tugs normally join vessels adjacent to berth. Ship's lines are used.
BERTHING:

Northern Metal Co. Terminal	9 berths depth 25 ft. to 32 ft.
Tioga Terminal	7 ,, ,, 35 ft.
Delaware River Terminal	4 ,, ,, 29 ft. ,, 32 ft.
Port Richmond	10 piers depth alongside 26 ft. to 36 ft.
Delaware River	21 ,, ,, ,, 26 ft. ,, 35 ft.
Greenwich Point Tide-water Ore Terminal	2 berths 850 ft. length, depth 37 ft. and 42 ft.
Girard Point	3 piers depth alongside 28 ft. to 36 ft.
Camden	3 ,, ,, ,, 30 ft. ,, 40 ft.
Gloucester	Ore Pier, depth alongside 25 ft. and 31 ft.

Packer Avenue Terminal, 5 berths, depth alongside 35 ft.
Port of Wilmington, 5 berths, depth alongside 35 ft.

STEVEDORES: Ship's Agents make arrangements for stevedore gangs. Agents should be kept advised of any change in ETA.
MEDICAL: Advance notice of requirements desirable to the extent possible. Hospital facilities are available. Smallpox vaccination certificate required (see Quarantine Declaration Form).
TANKERS: There are 83 petroleum handling berths along the Delaware River. All terminals are equipped with reducers. There are slop (residue) facilities at most terminals. Some main terminals listed below:

Fort Mifflin	Atlantic-Richfield	40 ft. depth
Point Breeze	Atlantic Richfield	32 ,, ,,
	Ballast Wharf	32 ,, ,,
Hog Island	Gulf Oil Terminal	40 ,, ,,
Paulsboro	Mobil Oil Terminal	30 ft. and 40 ft. depth
	Patterson Oil Terminal	36 ft. depth
Marcus Hook	Sinclair Refining Co.	35 ,, ,,
	Sun Oil Co.	33 ,, ,,
Westville (Eagle Point)	Texas Oil Terminal	40 ,, ,,
Pennsauken	Greater Valley Oil Co.	34 ,, ,,
Girard Point	Gulf Oil Co.	33 ,, ,,
Delair	Hess Oil Co.	31 ,, ,,

DENSITY: Philadelphia ports are fresh-water ports.
FRESH WATER: Fresh water normally not available directly at berth. Fresh water available by tank truck or through Fire Department. No water barges available.
FUEL: Bunker C and diesel fuel available most oil terminals. Vessel's Agent should confirm berthing space at least 24 hours in advance.
WATCHMEN: These services are left to the discretion of the master. It is often recommended by ship's P & I Club that watchmen be engaged when seamen are detained by U.S. Immigration. Ship is subject to heavy fines by U.S. Government if any detained seaman deserts vessel.
HATCHES: Normally opened/closed by stevedores.
CERTIFICATES: Ship's Register and Load-line Certificate are mandatory. If vessel is carrying passengers from the U.S. they will require a U.S. Coast Guard Certificate. This can easily be obtained in about one or two days subject to meeting the requirement for life-saving equipment.
CUSTOMS ALLOWANCES: No set rule. Reasonable amount allowed for personal use.
CARGO GEAR: For exceptionally heavy lifts, Philadelphia Naval Shipyard has a 350-ton crane. Special permission is required to use this machine when there are no commercial facilities available.
CONSULS: The following countries are represented in Philadelphia:

Belgium	Guatemala	Norway
Brazil	Haiti	Panama
Canada	Honduras	Paraguay
Chile	Iceland	Peru
Colombia	Israel	Portugal
Costa Rica	Italy	Sweden
Denmark	Japan	Switzerland
Ecuador	Liberia	Thailand
Germany	Mexico	Uruguay
Great Britain	Netherlands	Venezuela

REPAIRS: All types of ship repairs can be effected.
AIRPORT: Philadelphia International Airport is located approximately 6 miles from central harbour area.

TIME: Standard time GMT minus 5. Daylight Saving Time (minus 4) is usually implemented about the last week-end in April.
HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Decoration Day (May 30th); Flag Day 14th June); Independence Day (4th July); Labor Day (1st Monday in September); Colombus Day (12th October); November Election Day (1st Tuesday in November); Armistice or Veteran's Day (11th November); Thanksgiving Day; Christmas Day; and any other national holiday as may be provided by executive authority.
POLICE/FIRE/AMBULANCE: Fire LO 3-6700; Police 231-3131; Port Disaster 609-WO 3-6420, WA 5-8780.
GENERAL: If garbage removal is required while in port, it must be done under supervision of the plant quarantine service.
AUTHORITY: Delaware River Port Authority, Public Ledger Building, Independence Square, Philadelphia, 19106. Cable address: "Delripva."

PINEY POINT, Maryland: 38.08 N. 76.32 W.

Steuart Petroleum Company Terminal on East bank of Potomac River, 82 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: Refer to "Baltimore".
ANCHORAGE: Unlimited, available in Chesapeake Bay.
RESTRICTIONS: Berthing 24 hours a day with maximum draft of 38 ft. Vessels exceeding 725 ft. or 37 ft. draft, 2 tugs required docking – 1 sailing. Vessels under, 1 tug docking, none sailing.
MAX. SIZE: Limited by depth at berth, 38 ft.
RADIO: WMH Baltimore Radio. VHF channel 26.
TUGS: Two tugs available for berthing, join vessel off berth.
BERTHING: One tanker berth only. Long lines required for first ashore.
FRESH WATER: Available at berth.
FUEL: Bunker "C" only, available ex-berth.
GENERAL: Nearest city with full services is Washington, 65 miles distance.
AIRPORT: Washington National or Friendship International.
TIME: GMT minus 6 hours.
SHORE LEAVE: Allowed.
AUTHORITY: Maryland Ports Authority.

PORT ADAMS, Texas: 29.45 N. 95.11 W. Refer to "Houston" for all general information.

PORT ANGELES, Washington: 48.08 N. 123.25 W.

DOCUMENTS, HEALTH, etc.: Refer to "Tacoma".
PILOTAGE: Compulsory for all vessels except those in coasting trade. Pilot station at Ediz Hook serves all vessels bound for Puget Sound ports. Pilot boards off Port Angeles.
ANCHORAGE: In harbour, depth at least 42 ft. MLLW.
BERTHING: Four principal wharves, depth alongside 28-38 ft. MLLW.
STEVEDORES: Eight local gangs, additional gangs may be imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Barge delivery only.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities specified; reasonable allowance at discretion of Customs Inspector.

PORT ARTHUR, Texas: 29.53 N. 93.57 W.

DOCUMENTS:
Entrance Direct from a Foreign port:
Master's Oath on Entry, CF.3251 (signed by Master and notarised).
Quarantine Pratique.
Master's Certificate on Preliminary Entry, CF 3255 (soon to be abolished, at which time this certificate will be made on the reverse of the last page of the manifest.)
Oath on Repairs, CF.3415 (American vessels only).
Clearance from last port.
Store List.
Crew List on Form I. 418 (including the certified copy from last American port).
Passenger List on Form I. 418.
Manifest of Cargo on CF.7527A or 7527B in the order of ports of discharge, or if in ballast use the same form and state that the vessel is in ballast.
Entrance from another Domestic Port with residue cargo, American or Foreign vessel:
Master's Oath on Entry, CF.3251 (signed by Master and notarised).
Master's Certificate on Preliminary Entry CF.3255 (if vessel boarded).
CF.1385 from latest port, Master signs sub-div. 3.
Store List.
Crew Curios List.
Passenger List (Form 1.418) but only if passengers are disembarking.
Cargo Manifest for cargo to be discharged at this port. If there is no cargo for this port it will consist of a "pro-forma manifest".
In addition to the customs forms needed, as shown in the above, Master will also need to present the following ship's papers to customs on arrival: (*a*) Certificate of Nationality; (*b*) Ship's Registration; (*c*) Safety Equipment Certificate; (*d*) Load Line Certificate; (*e*) Tonnage Tax Certificate. These papers are returned to the vessel upon filing clearance. Every vessel must have these papers onboard on arrival and on departure.
PILOTAGE: Come up in vicinity of the sea buoy. Twenty-four hours notice of ETA should be given and revised if ship is delayed one hour or more. Telegraphic address is Sabine Pilots, Port Arthur, Texas. Pilot station stands 24 hour continuous watch on VHF Channel 12 – 156·6 mc/s. and on Channel 2738 kc/s. Pilot boat is motor vessel with black hull, white housing flying pilot insignia by day and pilot light by night. Location of pilot boat is in general vicinity of Sabine Pass sea buoy. Pilot ladder only on lee side of vessel.
Pilot will, upon request and at extra cost, board incoming vessels at buoy marked "SB" in position 29.25 N. 93.40 W.
RESTRICTIONS: Port Arthur ship channel is in operation 24 hours a day. Only restriction that might hamper traffic would be draft of vessel. Able to handle vessels taking up to 40 ft. draft. Extremely bad weather conditions, such as fog or high winds, may delay entry.
MAX. SIZE: Port Arthur ship channel authorised to 40 ft. in depth and will vary from 400 to 800 ft. in width. Turning basin, which is located at mile 19 (only about ½ mile upstream from existing port facility) will be 900 ft. in width. Bulk carriers going to grain elevator at Port Arthur or to one of the oil refineries would only be restricted by draft which would vary from 30 ft. to 40 ft. depending on load/discharge berth. See 'Berthing'.
HEALTH: Vessel arriving directly from a foreign port must be boarded by Public Health Department representative, immediately if possible. Until vessel is boarded and granted free pratique, no one is allowed on or off vessel (including customs, immigration, etc.). Upon receiving free pratique, vessel may lower yellow flag, which must be flown upon entering from a foreign port, and only then may anyone board or disembark from vessel. In event there is any suspected disease on board, the vessel is quarantined until a doctor has made an examination and diagnosis. Pratique is automatic anytime a vessel comes coastwise and has already been boarded in United States and granted free pratique.
RADIO: For a vessel in Gulf of Mexico, and *en route* to Port Arthur, radio "Port Arthur Radio" (Radio Marine Corporation of America) whose call sign is WPA. Also radio stations located in Galveston, Texas (Mackay Radio, call sign KLC) and in Mobile, Alabama (call sign WLO).
TUGS: Exact position that the tug meets vessel varies with each vessel, but usually they meet just below Texaco Island. In some cases they meet as far up as Great Lakes Carbon (when vessel is in ballast and going to Gulf Oil Docks). The tugs usually use ship's lines. Port of Port Arthur is served by two towing companies (1) D.M. Picton Towing Company and (2) Sabine Towing Company, Inc.
BERTHING:

	distance from sea	*depth alongside*
Atlantic Refining Co.	30 m.	38 ft.
Cargil Grain Elevator	17 m.	32 ft.
Great Lakes Carbon Corp.	17 m.	30 ft.
Gulf Oil Terminal	18 m.	38 ft.
Texaco Terminal	17 m.	35 ft.

Public Ocean Terminal, 19 miles from sea, 40 ft. depth alongside. Three berths, six more to be added in future. Equipped with gantry crane, 75 tons capacity.
Topco Terminal, 26 miles from sea, 40 ft. depth alongside. Can accommodate bulk carriers up to 100,000 dwt. Discharge rates up to 3,000 tons per hour. Shiploader capacity also 3,000 tons per hour.
See also "Beaumont", "Magpetco", "Port Neches", "Smiths Bluff".
STEVEDORES: Advance order for longshore gangs varies as to contract held by ILA (International Longshoremen's Association). In Port Arthur, gangs have to be ordered as follows: Order by 7 p.m. for the next morning (either 7 a.m. or 8 a.m.); order by 5 p.m. for 7 p.m. Order by 8 a.m. for 10 a.m.
MEDICAL: Port Arthur is served by two hospitals: (1) St. Mary's Hospital and (2) Park Place Hospital, both of which are very well staffed and have adequate facilities for almost any emergency. Also, advanced notice is helpful when vessel is scheduled to dock late in evening or during night, as doctors have to be located.
TANKERS: There are three major oil companies, Gulf Oil Corporation; Texaco Oil Company, Inc.; and Atlantic Richfield Company. Gulf Oil Corporation and Texaco Oil Co., Inc. are two of largest oil refineries in the country. The diameter of load/discharge lines range anywhere from 4 in. to 12 in. depending on the grade of the petroleum product being loaded. As far as slop discharge facilities are concerned, ballast tanks are sure at all major oil companies. Tank cleaning in port must be done by longshore labour. Gulf Oil has 3,400 linear ft. of berth accommodations and Texaco Oil Co. has 5,299 linear ft. of berth accommodations, together enough to accommodate 11 supertankers plus barges. Atlantic Richfield Co., being the smallest of the three oil companies, has berth accommodation for three vessels.
DENSITY: Varies from almost fresh water (1000) to pure salt water (1025) depending on amount of rainfall and tide variations. According

to figures obtained from the National Cargo Bureau, average density is 50% salt water or (1012·5).

FRESH WATER: Available at wharves, or by barge.

FUEL: Almost any grade of fuel or marine diesel is available. In some instances there are fuel lines running directly to docks, but if not a bunkering barge is available. An advance notice is usually required by bunkering barge depending on number of vessels awaiting bunkering.

GANGWAY/DECK WATCHMEN: Under normal conditions a watchman is not necessary on most vessels. Under certain conditions such as a communicable disease or a malafide crewman a watchman would be feasible but the decision is left to Master. There is a $1,000 fine if a malifide crewman disembarks from vessel.

OPENING/CLOSING HATCHES: Paragraph 2, Rule 1 of the Deep Sea Longshore and Cotton Agreement for Texas ports and Port of Lake Charles, Louisiana, states as follows: "When vessel is in loading or unloading berth, loading and laying of dunnage and the opening and closing of hatches, when in connection with the handling of general cargo and/or cotton, is longshore work and will not be done by ship's crew."

CUSTOMS ALLOWANCES: Tobacco: Each crewman is allowed to keep 300 cigarettes out of bond while in port. Wine and/or Spirits: Each crewman is allowed to keep one quart of spirits out of bond while in port.

CARGO GEAR: A current certified Gear Certificate is required to be on board at all times and is to be kept up to date.

IDENTIFICATION CARDS: American crewmen do not need any identification card. Foreign crewmen need only the landing permit from Immigration Department in order to go ashore.

CONSULS: The nearest Consul-Generals are in Houston, Texas. Port Arthur has only 5 honorary Vice-Consuls, which are: Norwegian, Spanish, Panamanian and Honduran. Houston is approximately 90 miles from Port Arthur.

REPAIRS: All types of deck and engine repairs can be accomplished. Main ship repairers are; Gulfport Shipbuilding Corp., Burton Ship Yards, Inc., Sabine Propeller Company and Sabine Neches Shipbuilding Corporation.

DRY DOCKS: Two dry docks, largest being Gulfport shipbuilding Co., which occupies 50 acres with 3,300 ft. of frontage on Port Arthur Ship Channel. Yard designs, constructs and repairs barges, tugs and other vessels. It has fully equipped shops and four floating dry docks with lifting capacities of 500, 1,800, 4,000, and 4,200 tons. Smaller dry dock is Burton Shipyards, Inc., which occupies 60 acres with 3,200 linear ft. of frontage on Port Arthur Ship Channel. This yard also designs, constructs and repairs barges, tugs and other vessels. It has fully equipped shops, two marine railways with haul-out capacities of 1,000 and 1,500 tons and one floating dry dock of 3,000 ton capacity.

REPATRIATION: There are facilities for effecting crew changes and repatriation.

AIRPORT: Is located approximately 10 miles north of port on Highway 69. The Mid-Jefferson County Airport is served by TI (Texas International) and Delta Airlines and offers 16 arrivals and 16 departures daily.

TIME: Central Standard Time during winter. Beginning April 28th until October 27th Central Daylight Time (clocks are moved ahead one hour). Central Standard Time is GMT minus 6 hours.

HOLIDAYS: Longshore holidays are: Armistice Day or Veterans' Day (Nov. 11th); Thanksgiving Day; Christmas Day; New Year's Day; Washington's Birthday; Texas Independence Day (June 19th); Fourth of July; Labor Day; Decoration Day (May 30th). No work shall be performed on Labour Day or Christmas Day, except in case of fire or where property is in danger. When holidays come on Sunday, the following day is to be recognised as the holiday. No work to be performed between 4 p.m. and 7 p.m. on election days.

POLICE/AMBULANCE/FIRE: Police Department 983–5101; Fire Department 985–5511; Ambulance Service 985–5504 or 983–5666.

TELEPHONES: No facilities for placing a telephone on a vessel. However, a coin-operated telephone on the dock for anyone's use.

SHORE LEAVE: Shore leave is allowed. Only requirements being; each crewman on shore leave must have a landing permit issued by Immigration Department and no malafide crewman may be granted shore leave.

DELAYS: Delays in berthing usually arise from vessels ETA being delayed and thereby causing a berth conflict. The port of Port Arthur is on a first come first serve basis.

AUTHORITY: Port of Port Arthur Navigation District of Jefferson County, Texas, 500 World Trade Building, PO Box 1428, Port Arthur, Texas 77640.

PORT CANAVERAL, Florida: 28.25 N. 80.35 W.

DOCUMENTS: Vessels arriving in the Customs Territory of the United States, Bureau of Customs Documentary Requirements:

1. The vessel's Register, Load-line International Certificate, Tonnage Tax Certificates, Clearance from last Foreign Port, and Public Health Pratique (if applicable) must be available for the Boarding Customs Inspector and later for entry at the Customhouse.

2. Additional Documents required:

(*a*) Original Manifest (lists) of:
All Cargo on Board.
All Passengers on Board.
Stores List.
Crew Purchase List.
Crew List.
Narcotic List.

(*b*) All items listed in Nos. 1 and 2 (*a*) must be presented to the boarding Customs Inspector and later at the Customhouse for entry. In addition a Customs Form 1300 (Masters Oath) must be presented at the Customhouse.

(*c*) Duplicate Manifest (lists) of:
1. All Cargo to discharge at this port.
2. All Passengers for discharge at this port.
3. Stores List.
4. Crew Purchase List.
5. Crew List.
6. Narcotic List.
7. CF3171 – Permit to Lade or Unlade (this will usually be furnished by the vessels agent prior to the arrival of the vessel.

(*d*) If vessel is proceeding coastwise from Port Canaveral with residue foreign cargo on board, prepare a Traveling Manifest which is a true copy of everything listed in the Original Manifest (2(*a*)). This must be presented to the boarding Customs Inspector and later at the Customhouse.

3. Other Documentary requirements: The Immigration Officer will require the original certificate crew list on form I–418. The same for passengers. He will also require the presentation of all passports and documents of seamen and pax as to their immigration status for entry into the United States. A supply of Seaman's Landing Permit Form No. I–95A and passenger Permit No. I–94 should be maintained and they should be typed and ready for landing.

The Public Health Officer will require a copy of the crew and the stores lists and the Quarantine Declaration Form PHS 43 already executed by the Master of the vessel. The Immigration and Quarantine Officers will want to inspect the entire crew. The Customs and Agriculture Officers will want to inspect the food storage areas and the quarters of the crew. The Agriculture Officer will also require a stores list. The Customs Officer will place a seal on the Bonded Stores Locker.

PILOTAGE: Pilotage is compulsory for all foreign vessels and for United States vessels under register in the foreign trade. Pilotage is optional for United States coastwise vessels who have on board a Pilot licensed by the Federal Government. Vessel applies for Pilot through Agent or Port Authority. May also call Pilot Office direct, 305–783–4645. Pilot will board at buoys 7 and 8 (28° 23.8′ N. 80° 33.4′ W.). Pilot boat is 30 ft. long with grey hull, white house and buff deck, has "Pilot" painted on sides. There is no particular signal for Pilot. Pilot boat stations itself one mile S.E. of buoys 7 and 8 ½ hour before ETA of vessel. Vessels may anchor anywhere in area. Pilot boat is equipped with VHF Channels 12 (156.60 mHz) and 16 (156.80 mHz), but no continuous radio watch is maintained. Advance notice of at least 24 hours should be given.

ANCHORAGES: Within harbour itself, none. Vessels may anchor anywhere in the area of the pilot station, buoys 7 and 8.

RESTRICTIONS: Docking and undocking carried on day and night. Draft restrictions – if vessel draft exceeds 33·6 ft. must await rising tide to enter port.

MAX. SIZE: Length and draft at Tanker Berth No. 1 and No. 2 600 ft., with 32 ft. draft. Cargo dock length unlimited – 30 ft. draft.

HEALTH: Radio pratique can now be granted to any vessel requiring quarantine clearance. Requests for radio pratique can be made at Port Canaveral by the ship's Agent, directly to U.S. Public Health Service, Division of Foreign Quarantine, Miami, Florida, and if granted the vessel need not be boarded by a quarantine officer at arrival. If there is any illness on board the vessel should radio this immediately to the nearest quarantine station (it may be necessary in some cases to request the U.S. Coast Guard to relay this information) even if a radio pratique has already been granted.

If a vessel has been granted free pratique already and is proceeding to another U.S. port another pratique is not necessary. Vessels arriving from the following countries need not apply for pratique – Aruba, Bahamas, Bermuda, British Virgin Islands, Canada, Curacao, Greenland, Iceland, Jamaica, Miquelon, Panama Canal Zone (U.S.), St. Pierre, U.S. and its' possessions, West Coast of Lower California (Baja).

RADIO: Pilot boat is equipped with VHF Channels 12 (156.60 mHz) and 16 (156.80 mHz) but no continuous radio watch is maintained. Advance notice of at least 24 hours should be given. Best to route ETA cables through Western Union Telegraph. Port Canaveral is equipped with VHF Port Operations frequency 156.6.

TUGS: There are two 1,800 h.p. tugs at Port Canaveral; most ships use the tugs for docking and undocking. Tugs normally join vessel inside jetties and tugs lines are used.

BERTHING: All vessels unless prevented by conditions will be turned around upon entering turning basin and will be berthed headed seaward. No berthing permitted without Port Pilot aboard.

STEVEDORES: Important vessel gives accurate ETA at least 24 hours in advance to enable Agent to order gangs.

MEDICAL: Advance notice for Agents not required, but if available is appreciated. No Public Health Clinic in area, but there are good hospital facilities available. A contract physician's office of the U.S. Public Health Service is in Cocoa Beach, just South of the port.

TANKERS: Two Tanker Berths available, 32 ft. draft at these berths. No oil to be pumped overboard. Heavy fines imposed for oil pollution, however slight. The ship or ship's Agent will immediately report any spillage of oil on the wharf or on the water and the extent of the spill to the Port Manager and the Harbour Master. If spillage is considerable all cargo operations must stop and vessel prepare to undock.

FRESH WATER: All wharves have facilities for supplying fresh water, delivered by 4-in. water line.

FUEL: The general cargo wharf, and Tanker Berth No. 1 has facilities for supplying fuel. 24 hours notice requested.

FIRE: Ships discovering fire on board or close by on shore will sound repeated long whistle blast signals and use every other available means to report the fire. Gasoline Tankers: All deck scuppers must be plugged before starting to discharge cargo. Supply of sand or sawdust must be on hand near the discharge headers. Static cable must be connected to wharf. Minimum 100 lb. pressure must be on water main and fire hose connected. Discharging must be stopped during severe lightning. Deck Officers must keep close check on hose connections for gasket leaks. Emergency Ship Movement Policy of Port Canaveral must be observed.
GANGWAY/DECK WATCHMEN: Not usually employed, this service left to discretion of Master.
OPENING/CLOSING HATCHES: Usually done by stevedores.
SHIP CERTIFICATES:
Ship's Register.
Load Line Certificate.
Tonnage Tax Certificate.
Deratting Certificate or Deratting Exemption Certificate.
CUSTOMS ALLOWANCES: 300 cigarettes per crew member. Wine and/or spirits: One quart per crew member.
CREW IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: None – nearest port would be Jacksonville.
REPATRIATION: All facilities available for effecting crew changes and arranging any necessary repatriations.
AIRPORT: Two airports available, serviced by regular airlines, McCoy Airport, Orlando, Florida approximately 50 miles from the Port, Cape Kennedy Regional Airport at Melbourne, Florida approximately 35 miles from Port and Ti-Co Airport approximately 25 miles from the Port, but this airport has only limited service.
TIME: GMT minus 5 hours normal, GMT minus 4 hours Daylight Saving Time.
HOLIDAYS: Numerous holidays do not affect operation of port, which operates 24 hours a day, seven days a week.
POLICE/AMBULANCE/FIRE: Police/Fire, tel. 783 8203; Ambulance, tel. 632 1444 and 636 2929.
TELEPHONES: Arrangements are not available for placing on board.
GENERAL: All vessels, civilian and military, will provide wire ropes from the bow and stern with eyes that can be reached by tugs coming alongside. Pilots will make sure wires are in proper position before leaving vessel. All vessels will undock and proceed to outer anchorage when so ordered by Port Manager and/or Harbour Master in the event of: (*a*) a severe oil spillage; (*b*) fire is discovered on board a vessel laden with petroleum, explosives or a quantity of dangerous cargo; (*c*) vessel is in jeopardy due to conditions on shore. Emergency movement of ships will be made with an able sea watch without awaiting for return of other ships personnel.
SHORE LEAVE: Crew allowed ashore.
PORT REGULATIONS: All radio frequency radiations from ships in Port Canaveral must be scheduled to prevent any possible interference to missile tests conducted on the Cape Canaveral Missile Test Annex. The only exception is standard ship/shore HF harbour control frequencies. Vessels desiring to radiate will request permission from the Port Manager and/or Harbour Master.
AUTHORITY: Canaveral Port Authority, PO Box 267, Port Canaveral Station, Cape Canaveral, Florida 32920. Telephone number 305–783–7831.

PORT EVERGLADES (including Fort Lauderdale), Florida: 26.05 N. 80.05W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Pilot boards at Port Everglades sea buoy, located 26° 05′ 30″ North latitude, 80° 04′ 45″ West longitude.
ANCHORAGE: The prescribed anchorage area at Port Everglades is outside the harbour and North of the channel. Vessels desiring to anchor off harbour of Port Everglades are required to do so in this area to avoid possible damage to cables laid on ocean floor South of the channel.
South of the channel, immediately offshore, there is a Government Restricted Area.
North of the channel, immediately offshore, there is a spoil bank visible at low water.
RESTRICTIONS: Entrance to Port Everglades is by a straight channel running in a due Westerly direction for a distance of 1·7 miles from the 50 ft. contour of the ocean to the turning basin. The channel is 500 ft. wide at its seaward end, narrowing to 300 ft. wide from jetty entrance to turning basin. The water depth is 39 ft. including the turning basin. All depths are at Mean Low Water.
BASIN: The main turning basin is 1,200 ft. East and West and 2,450 ft. North and South with a depth of 39 ft. The North extension of turning basin is 620 ft. wide East and West on the North limits and 900 ft. wide East and West on the South limits and 1150 ft. North and South, with a depth of 33 ft. The South extension of turning basin is 1,300 ft. wide East and West by 1,300 ft. North and South, with a depth of 32 ft., except Berths 17 and 18, which have a depth of 37 ft. All depths are at Mean Low Water.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
RADIO: The following radio channels are available to communicate with facilities at Port Everglades:
Ship calling and safety: Channel 16, 156·8 Mc.
Business and operation: Channels 14, 156·7 Mc; 7A, 156·35 Mc; 18A; 156·9 Mc.
Port Everglades Bar Pilot: Channels 16, 13, 14, 18A, 19A.
Port Everglades Towing Co.: Channels 16, 13.
TUGS: Three tugs available to assist berthing.
BERTHING: Port Everglades has 16,200 linear ft. of berthing facilities, as follows:

Berth	*Length in feet*	*31 ft. depth*	*32 ft. depth*	*37 ft. depth*	*38 ft depth*
1–2–3	1,601	1,300		301	
4	700			700	
5	700			700	
6	378			378	
7–8	1,200			1,200	
8A	300			300	
9–10	1,200			1,200	
11	500			500	
12–13	1,201			1,201	
14–15	1,201			1,201	
16*–17–18	1,648			1,648	
19–20	1,300		1,100	200	
21–22	1,325		1,325		
23	240				240
24–25	1,369				1,369
26–27	1,337				1,337
Total	16,200	1,300	2,425	9,529	2,946

* Berth 16 has a depth of 39 ft.
STEVEDORES: These services are provided by licensed stevedoring firms. Arranged by Agent.
BUNKERING: All berthing facilities are provided with facilities for furnishing fuel oils and fresh water.
REPAIRS: Shipyard equipped with a 350 ft. Syncrolift dry dock with a capacity of 4,200 tons, one 1,000 ton floating dry dock, complete machine-shop and all supporting facilities.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.
CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
HOLIDAYS: New Year's Day (January 1); Martin Luther King's Birthday (January 15); Lincoln's Birthday (February 12); Washington's Birthday (February 22); Good Friday; Memorial Day (May 30); Independence Day (July 4); Labor Day; Columbus Day (October 12); Veteran's Day (November 11); Thanksgiving Day; Christmas (December 25). When any of the above holidays fall on a Sunday, they will be observed on the Monday following. Work on these holidays is by special arrangement only.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours, from April to October.
AUTHORITY: Port Everglades Authority, Port Everglades, Florida 33316.

PORT HURON, Michigan: 42.59 N. 82.26 W.

Refer to St. Lawrence for important general information.
PILOTAGE: Compulsory, by Seaway Pilots.
ANCHORAGES: Near head of St. Clair River at Sarnia. Vessels should anchor as close to shore as safely possible to keep channel clear for passing vessels.
RESTRICTIONS: Navigation season from mid-March to end-December approx. Dock channel depth – 25 ft. Vessels size restricted by Seaway locks.
MAX. SIZE: 730 ft. length; 26 ft. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required. Port can be contacted through Marine Operator, Sarnia.
TUGS: Available. Not compulsory, but sometimes necessary in bad weather.

BERTHING: Port Terminal Co. Dock: 700 ft. long 26–31 ft. depth.
DENSITY: Fresh water.
MEDICAL: All facilities available.
FRESH WATER: Obtainable by pipe-line at all docks.
FUEL: All grades available by pipe-line at all docks.
REPAIRS: Machine shops available for limited deck and machinery repairs.
AUTHORITY: Port Huron Maritime Commission, PO Box 289, Port Huron.

PORTLAND, Maine: 43.39 N. 70.14 W.

DOCUMENTS:
1 Crew list.
1 Passenger list.
2 Stores lists.
2 Foreign purchases lists.
2 Inward foreign manifests uniform cargo.
Original bill of lading.
1 form 3251 Masters oath on entry of vessel.
2 form 1374 outward foreign manifest.

PILOTAGE: Ship's Agents usually notify pilot approximately 48 hours in advance of arrival then changes are made at 24 and 12 hours. Pilot boat usually called on Channel 16 and then switched to Channel 11 to continue conversation. Pilot goes aboard ship in vicinity of lightship using ladder on lee side. When weather bad suggest vessel anchor approximately 1 mile North of lightship.

ANCHORAGES:

Anchorage A (general)

Beginning at Eastern corner of Grand Trunk Railway Company Pier No. 3; thence approximately 90°, 1,700 yd. to Brooklyn Ledge Buoy 16; thence 330°, 350 yd.; thence 25°, 780 yd.; thence 303°, 750 yd.; thence 254°, 560 yd.; thence 186°, 750 yd.; and thence to the point of beginning.

Anchorage B (general and quarantine)

Beginning at Brooklyn Ledge Buoy 16, thence 58° to Little Diamond Island thence along the South-western shore to the pier on the Southern end of Little Diamond Island; thence 143°, 1,200 yd.; thence 270¼° to House Island Light; thence along the western shore of House Island to Fort Scammel Point Light; and thence 329°, 1,620 yd. to the point of beginning. Anchorage B is intended for general purposes, but especially for use by oil tankers and other deep-draft ships entering the harbour at night and intending to proceed to the dock allotted at daylight the following morning, or as soon as practicable. This area also is to be used for quarantine anchorage. Any vessel anchored in this area shall be ready to move on short notice.

Anchorage C

Bounded on the North-west by House Island; on the North by a line running 90° from House Island Light to Peaks Island; on the East by the Western shore of Peaks Island, by a line running 198° from the Westernmost point on Peaks Island to Cushing Island, and by the shore of Cushing Island to its Westernmost point; and on the South-west by a line running from the Westernmost point on Cushing Island to Fort Scammel Point Light. Anchorage C is intended for use only by small vessels and for temporary anchorage.

Anchorage D

Southerly and Westerly of a line beginning at Lighthouse Channel Buoy 1; thence 35° to Anchorage Buoy E; and thence 145° to the mainland. Anchorage D is for use only by small yachts and pleasure craft, and small, light draft coastwise freighters.

RESTRICTIONS: No entry restrictions at night. Deep draft vessels brought in on high water only.
MAX. SIZE: Size of vessel restricted to 45 ft. draft in harbour area. No outside installations at port yet.
HEALTH: Agent notifies Public Health Service and arranges for inspection at pier. If any disease or fever suspected, vessel quarantined. When vessel once cleared at U.S. port and proceeds to another, clearance still valid. Radio pratique available on request to Agent.
RADIO: Tugs in Portland Harbour use Channel 07. Vessels arriving Portland go through radio station in Chatham, Mass., RCA installations, or call station WOU via radio-telephone. VHF Harbour Control at Portland.
TUGS: Tugs join vessel at Spring Point in Portland Harbour. Tugs use own lines at no additional charge. Docking Pilots not supplied by Company but are available.
BERTHING: Tidal conditions govern arrivals and departures.
BRIDGES: No undocking on ebb tide through bridge.
STEVEDORES: Four hours notice on ordering gangs.
MEDICAL: No advance notice required by Agent. Two hospitals, Maine Medical Center and Mercy Hospital, who take bed patients. All seamen require certificate showing they have had a smallpox vaccination during last three years.
TANKERS: Tankers arriving at Portland Pipe Line, Pier 2, make preparations for two 10 in. and 12 in. hoses.

Berth	*Depth Alongside*
American Oil Terminal	30 ft. MLW
Chevron Terminal	32 ft. MLW
Portland Pipeline Pier No. 1	35 ft. MLW
Portland Pipeline Pier No. 2	48 ft. MLW
Texaco Terminal	30 ft. MLW

DENSITY: Average density 1.024.
FRESH WATER: Available by tug for boilers only at rate of tug hire. Drinking water available at piers.
FUEL: No. 6 diesel oil and blended interfuel oils. Delivery is via barge only and 24 hours notice required.
FIRE PRECAUTIONS: None—except at certain oil piers where information given to Shipmaster upon arrival at pier. Ample fire protection, salt water lines, sprinkler system on pier, local fire department.
DEVELOPMENTS: Plans under way for redevelopment of waterfront. Plans call for deepening Fore River from 35 ft. to 45 ft. and studies also under-way to provide offshore unloading of giant super-tankers. Plans to construct a $140 million oil transfer facility. In order to complete project, existing 40 ft. ledge will be removed to 90 ft. and dredging in the inner harbour of Hussey Sound will be done. No date set for final completion.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Ship's crew open hatches.
CERTIFICATES:
Load-line certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage tax certificate of previous trip if have them.
Radio Operator Licence.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Wine and/or Spirits, 1 bottle per person.
CARGO GEAR: No additional cargo gear necessary.
IDENTIFICATION CARDS: Form 1-95 must be filled-out on arriving unless seaman has had a prior one made out for a previous arrival on same ship.
CONSULS:
Norwegian: Allan Kjos-Hanse, 30 Mayer Road, Portland, Maine, Vice-Consul.
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish: Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenico A. Santoro, 43 Deering Street, Portland, Maine.
Panamanian: Mary Navarro de Cerrillo, Lafayette Town House, Portland.
Swedish: Martin Johnson, Vice Consul, 443 Congress Street, Portland.
REPAIRS: Repair facilities for all types of machinery available.
DRY DOCKS: Three basins divided into 7 berths which can handle a vessel up to 455 ft. long and 62 ft. wide (not currently activated). Also three other smaller marine slipways.
REPATRIATION: Arrangements must be made with Agent in advance by telegram.
AIRPORT: Portland Municipal Airport 3½ to 4 miles distant. Served by Northeast Airlines and Executive Airlines.
HOLIDAYS: New Year's Day; Washington's Birthday; Patriots Day; Memorial Day: Independence Day; Labor Day; Thanksgiving Day; Christmas and Veterans Day. Possible to get gangs to work all days except Labor Day and Christmas.
POLICE/AMBULANCE/FIRE: Police 773–5651; Ambulance 772–5463; Fire 772–6531.
TELEPHONE: Arrangements can be made to have phone put on ship, but most docks have pay phones.
GENERAL: Discussions underway with Coast Guard and other officials to install fixed lighthouse stations to replace lightships at entrance.
AUTHORITY: Maine Dept. of Transportation Bureau of Waterways, Maine State Pier, Portland, Maine 04111, (207 773–5608).

PORTLAND, Oregon: 45.30 N. 122.40 W.

PORT LIMITS: The seaward boundary of the Port of Portland is Astoria, 96 miles North West of Portland.
DOCUMENTS:
3 Cargo Manifests.
3 Store Lists.
3 Crew Curio Lists.
3 Crew Lists.
1 Clearance from Last Port.
1 Tonnage Tax Certificate.
1 Copy of vessel's Register.
1 Itinerary of Vessel, port by port.

PILOTAGE: When entering from sea (without service of bar Pilot) vessels or Agents must give notice between 0800 and 1700 and at least 12 hours prior ETA at Astoria. Calls may be placed with Astoria office (325–4532) or Portland office (228–9325) or by radio to "Colrip Astoriaore". River Pilots board at Astoria in channel in vicinity Astoria Crossing Lighted Buoy No. 37. Signal for river Pilot one long, three short whistles. When ordering bar Pilots, request by radio via KLB, Seattle, Wash., about 12 hours before arrival. Address Bar Pilots, Astoria, Ore.," giving date and time of arrival at lightship. When "Peacock" on station Pilot boards from small power boat; when "Columbia" on station. Pilot boards directly from "Columbia". When Pilot boarding from small boat, maintain reduced speed about 4 knots. Do not change course or speed until signalled by pilot vessel. Vessels having radio telephone contact pilot vessels for instructions on following frequencies: radio phone watch Channel 16 VHF (156·8 mgc/s) also 2182 and 2738 kc/s. Pilot boat "Peacock" call WS 7217; pilot boat "Columbia" WZU 7337; Astoria bar pilots' office (Channel 16) KOK 360.
ANCHORAGES: The only designated anchorages are at Tongue Point (Astoria), Oregon. Two anchorages at No. 1 Lower Tongue Point, and No. 2 Upper Tongue Point. Additional locations on Columbia and Williamette Rivers where safe anchorages can be

made upon advice of Columbia River pilots. Anchorage in Portland harbour by permission of Harbour Master.

RESTRICTIONS: No restrictions on night entry. State of tide and draft restrictions not applicable to vessels drawing less than 40 ft.

MAX. SIZE: No restrictions length and breadth. Depth at Columbia River entry 48 ft. River channel to Portland/Vancouver maintained at 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Portland.

HEALTH: Radio pratique procedure extended to all vessels requiring quarantine clearance.Vessels requiring clearance must complete Maritime Quarantine Declaration HSM 13.19 available from U.S. Consular Offices abroad, from steamship agents, custom house brokers, and U.S. Quarantine stations.

RADIO: Route ETA cables through KLBITT Seattle, Wash.

TUGS: Tugs normally join vessel at designated berth. Tugs lines used at no charge.

BERTHING: Present depths alongside berths at new facilities 45 ft. minimum at mean low water. Older piers 35 ft. minimum at mean low water. A 1,342-ft. container/general cargo pier with a 140 ton and a 150 ton straight line crane and two 65-ton gantry cranes. Pier has a 25-acre open storage yard with rail and truck service. Pierside warehouse about 80,000 sq. ft.

BRIDGES: No arrival times designated if coming from sea and in excess of 750 tons gross. Departures regulated, with bridge closures during peak traffic flow (0700 to 0900 hours and 1615 to 1815 hours) unless permission granted by Harbour Master.

SPECIALISED CARGO HANDLING FACILITIES: The port operates three public ocean cargo terminals containing 24 deep-water berths, including two container berths with three high-speed container cranes. At terminal two, a 90,000 sq. ft. transit shed handles break-bulk cargo. Four straddle carriers, capable of stacking 20-foot containers three high, or 40-foot two high, serve the yard.

At Terminal four there is an 8,000,000 bushel capacity grain elevator, a box car tripper, truck and dumper and eight storage tanks capable of storing 5 million bushels of grain. Log dock is equipped with three whirley cranes. There is a Dravo bulk unloader with digging capacity of 900 tons per hour for unloaded ores. Tank farms are available for special cargoes such as petroleum, molasses, tallow and ore concentrates.

There are general cargo berths and berths for commodities which require special handling. Terminal two contains a roll-on/roll-off berth. Port facilities include 19 transit sheds, and four warehouses with almost 1·3 million sq. ft. of sprinkled storage area.

As well as six whirley cranes and a 150-ton capacity sheer leg crane, there is a 175-ton mobile crane, largest of its kind on the Pacific Coast.

STEVEDORES: Allocation for gangs Monday to Saturday must be confirmed at 1100 to longshore hiring hall. Allocation for gangs Sunday and Monday made at 1100 Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 in afternoon of night gangs are to work.

MEDICAL: Any type medical treatment provided and hospital facilities available. Only inoculation requirements for entry to U.S. is smallpox, except when vessels have called at an area infected by another disease.

TANKERS:

	Max. Size Vessel	
Berth	*Length*	*Draft*
Shell Oil Company	575 ft.	32 ft.
Standard Oil	660 ft. – 700 ft.	35 ft.
Texaco Inc.	650 ft.	30 ft.
Phillips Petroleum Co.	No maximum	30 ft.
Time Oil Co.	600 ft.	40 ft.
Mobil Oil Corp.	550 ft.	31 ft.
Richfield	600 ft.	30 ft.
Union Oil Co.	550 ft.	30 ft.

DENSITY: Fresh water at all times.

FRESH WATER: Available at all berths delivered through pier-side connections.

FUEL: Viscosity grades of B and lower. No advance notice required. Barging essential.

FIRE PRECAUTIONS: Fire precautions respecting tankers administered by U.S. Coast Guard, which enforces shipboard regulations under the Code of Federal Regulations, Part 46, Sub-Part D, Sections 20 to 40; the Police Harbour Patrol, which controls port movements, boards vessels to warn Master regarding harbour regulations, including spilling of oil, etc.; Fire Marshal exercises jurisdiction regarding fire regulations at shoreside facilities serving tankers.

GANGWAY/DECK WATCHMEN: Option of vessel owner/agent and available through private firms.

OPENING/CLOSING HATCHES: While ship at dock, opening and closing is work of longshoremen. Ship may open or close own hatches while underway.

CERTIFICATES: Registered tonnage certificate.

CARGO GEAR: Valid cargo gear certificate required, acceptable to U.S. Bureau of Labor Standards.

IDENTIFICATION CARDS: Immigration Dept. requires form No. 595 and No. 31 (Repatriation). Changes can be effected at any U.S. Consulate.

DEVELOPMENTS: Construction of a two-berth container facility at the North Rivergate area on the Colombia River. These berths, each 900 ft. long, will be supported by 10 acres of paved back-up area to allow a transfer capacity of 3,000 containers a month.

CONSULS: The following countries are represented in Portland:

Austria	Germany	Nicaragua
Belgium	Great Britain	Norway
Costa Rica	Iceland	Panama
Denmark	Italy	Peru
El Salvador	Japan	Senegal
Finland	Lebanon	Sweden
France	Netherlands	Venezuela

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Three floating docks, largest 661 ft. long by 114 ft. wide.

REPATRIATION: Arrangements possible for crew changes or other repatriation.

AIRPORT: Airport 10 miles distant, served by eight regularly scheduled airlines with direct service and/or connections domestically and world wide.

TIME: GMT minus 8 hours. Daylight saving time becomes effective annually on the last Sunday in April through the last Saturday in October.

HOLIDAYS: *New Year's Day; President's Day (Feb. 21); Memorial Day (May 30); *Independence Day (July 4); *Labor Day (First Monday in September); Veterans' Day (Nov. 11), Thanksgiving Day, *Christmas Day (Dec. 25), State-wide Election Days. Other legal holidays may be proclaimed by state or national authority. When holiday falls on Sunday, the following Monday is observed as holiday. Longshore work performed on any of above listed days is overtime, which is one and a half time rate. Days marked (*) are stop-work days, i.e. no ships will be worked. This also applies to July 5, which observed locally on unilateral basis.

POLICE/AMBULANCE/FIRE: Police 226–7551; Fire 232–2111; Ambulance: provided by several private firms, but can be obtained through police or fire number.

TELEPHONES: Available by order from terminal superintendents at $5.00 connection charge.

SERVICES: All services available such as compass adjusting, major or minor repairs either with work barges or at ship repair berths; lay berths available; charts available from private companies; all chandlery supplies available.

SHORE LEAVE: Crew members permitted ashore except where vessel has made first arrival from Communist-controlled port.

AUTHORITY: Port of Portland, POB 3529, Portland, Oregon 97208. Tel. (503) 233–8331. Twx: 910–464–6151 FAX/FDH.

PORT LAVACA/POINT COMFORT, Texas: 28.40 N. 96.35 W.

DOCUMENTS:
2 Cargo Manifests.
2 Stores Lists CF1303.
2 Crew's Effects Declaration CF1304.
1 Clearance from last Port.
Vessel's Register, tonnage, tax receipts, etc.
2 Copies Crew List.
2 Copies Passenger List.

PILOTAGE: Ship's Agents usually notify Matagorda Bay Pilots as to vessel's ETA. Pilot boat can be contacted on VHF Channel 16, then switch to Channel 26 to continue conversation. Pilot boards at buoy 1-A at position 28° 23′ N. 96° 17′ W.

ANCHORAGES: Marked on chart of Matagorda Bay and approaches.

RESTRICTIONS: Vessels may enter any time day or night. Entrance channel depth 38 ft. Bay Channel depth 36 ft.

MAX. SIZE: Alcoa Dock – size restricted only by channel depth of 38 ft. Public Dock – max. length approximately 600 ft. Draft controlled by channel depth of 38 ft.

HEALTH: Vessel may request radio pratique in accordance with USPH Form 13.19 or may be boarded by contract physician.

RADIO: Galveston Radio (ITT Mackay Marine) and Port Lavaca Marine operator can be contacted on VHF Channel 16, then switch to channel 26 for continued conversation.

TUGS: One tug available joining vessel shortly before arriving at berth.

BERTHING: Ore carriers berth at Alcoa private dock. All other vessels berth at Public Dock.

STEVEDORES: Richard Bugg & Co. Inc., PO Box 457, Corpus Christi, Texas. At Alcoa's Dock all plant labour is used.

MEDICAL: No advance notice required. Several clinics and one hospital available in Port Lavaca.

DENSITY: Average density is 1·010/1·012.

FRESH WATER: Fresh water available alongside berth.

FUEL: Not readily available, must be barged or trucked from either Houston or Corpus Christi. Very expensive.

DEVELOPMENTS: Plans for lengthening dock and another warehouse are now being considered.

OPENING/CLOSING HATCHES: At public Dock this is done by stevedores. At Alcoa Dock this is done by ship's crew.

CERTIFICATES: Load line, foreign clearance, safety equipment, financial responsibility (oil pollution), tonnage tax receipts, will be required.

IDENTIFICATION CARDS: Immigration Crew Landing Permit I–95 required for each man.

CONSULS: Only Norwegian Vice-Consul Tel. 512–987–2311.

REPAIRS: Only minor repairs possible. No dry docks.

REPATRIATION: Arrangements are possible but preferably should be accomplished in larger ports.
AIRPORT: Nearest airport 20 miles at Victoria, Texas, served by Texas International only, Corpus Christi airport about 90 miles; Houston airport about 150 miles.
TIME: Central Standard Time during winter. Beginning last Sunday in April until last Sunday in October, Daylight Saving Time (clocks are moved ahead one hour).
HOLIDAYS: All holidays observed by contract with ILA. See "Houston".
POLICE/AMBULANCE/FIRE: Police Department, 552–6767; Fire Department, 552–2222; Ambulance Service, 552–2988.
TELEPHONES: Telephones are available ashore only. Telephone booth on Public Dock.
AUTHORITY: The Calhoun County Navigation District, PO Box 107, Port Lavaca, Texas 77979. Telephone number: Area Code 512 – 987/2813.

Private Dock owned by Aluminium Company of America with its Agent being Alcoa Steamship Company Inc., PO Box 646, Point Comfort, Texas 77978. Telephone number: Area Code 512 – 987/2311.

PORT NECHES, Texas: 30.00 N. 93.57 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".
TUGS: Meet vessel in Neches River before arriving at berth. Normally two tugs used for docking, one for undocking.
BERTHING: Jefferson Chemical Co.: distance from sea 30 m., depth at berth 36 ft. Texaco terminal: distance from sea 34 m., depth at berth 32 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available by barge.
FUEL: Bunker C available ex wharf at Texaco terminal. Otherwise by barge from Port Arthur or Beaumont.
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and one quart wine or spirits for each man.
IDENTIFICATION CARDS: Foreign crew require only Immigration Landing Permit.
CONSULS: Nearest at Houston
REPAIRS, DRY DOCKS: See "Port Arthur".

PORT ST. JOE, Florida: 28.49 N. 85.19 W.

DOCUMENTS:
All documentation must be on United States forms. At least:
3 Passenger Lists.
3 Crew Lists (1 for visa crew list).
3 Curio Lists.
3 Stores Lists.
2 Complete Manifests.
Clearance Papers from last port.
PILOTAGE: Apply for Pilot through ship's Agent – address is "Port St. Joe, Pilots" and advance ETA 18 hours. "VHF – Channel 16." Pilot boat station is at Sea Buoy, Port St. Joe only and location of anchorage for vessel awaiting a Pilot is 1 mile West of Sea Buoy.
ANCHORAGES: Local harbour charts indicate safe anchorages.
MAX. SIZE: Draft 32 ft.
HEALTH: Quarantine inspection pratique on all ships entering from foreign port. Contagious disease kept under watch on board. Persons critically ill transferred to Municipal Hospital. All ships that have previously, on this voyage, docked at another United States port enter without inspection. Radio pratique granted under certain circumstances as per Maritime Quarantine Declaration.
RADIO: Call sign WLO, Mobile, Alabama.
TUGS: None presently available.
STEVEDORES: ETA must be received by 1800 in order to have gangs at 0800 following day.
MEDICAL: No notice required. Hospital facilities available. Inoculations required same as public health U.S. Government requirements.
TANKERS: Discharge lines 8 in. No residue discharge allowed. Two tanker berths 32 ft. draft.
DENSITY: Salt water – heavy concentration.
FRESH WATER: Available in unlimited quantities by hose connection from dock to ship, 1½ in. to 2½ in. size at 60 psi.
FUEL: Fueling facilities limited. Tanker trucks only. Two days advance notice advisable. Two grades of fuel oil available: (*a*) grade 6 – Bunker C – 156SSF at 122 degrees Fahrenheit; (*b*) Diesel oil – 36.5 SSU at 100 degrees Fahrenheit; (*c*) Gasoline, kerosene and motor oils available.
GANGWAY/DECK WATCHMEN: Only when requested by ship.
OPENING/CLOSING HATCHES: Work can be performed by either stevedores or crew.
CUSTOMS ALLOWANCES: one carton of cigarettes per week per crew member permitted. Further allowances would depend on circumstances. Wine and/or Spirits one bottle per crew member as allocated by Customs.
CARGO GEAR: Must be in compliance with "U.S. Government Longshoremen Safety Codes".
CONSULS: None.
REPAIRS: None.
DRY DOCKS: None.
REPATRIATION: Can be accomplished by Agent and Immigration but should be accomplished in larger ports if possible.
AIRPORT: Served by regular airlines. (Southern Airways, National Airways). Six combined flights a day. Distance 40 miles.
TIME: Saving time from first Sunday in May to last Sunday in October. GMT minus 5 hours Standard Time. GMT minus 4 hours daylight saving time.
HOLIDAYS: No Work Holidays—No work performed New Year's Day, Fourth of July, Labor Day, Christmas Day, or December 24 & December 26, and Easter Sunday, except handling of mail, baggage and perishables (except bananas) or unless a ship is in distress, such as fire or leaking bottom, or, other causes that would damage cargo or vessel. In event work done on New Year's Day, Fourth of July, Labour Day, Christmas Day, December 24 & December 26, or Easter Sunday, rate of pay for such ship work shall be double the normal time rate. Should above holidays fall on Sunday, double time will be paid. Following Monday will be paid at time and one-half.

Working Holidays—Armistice Day, Thanksgiving Day and Memorial Day are to be paid for at overtime rate – one and one-half times straight-time rate. Should any of above holidays, except Sunday fall on Sunday, the following Monday will be observed.
POLICE/AMBULANCE/FIRE: Police 227–3181; 227–4526; Ambulance 227–3511 (Comforter), 227–2491 (Prevatt), 227–4011; Fire 227–4011.
TELEPHONES: None available for placing aboard.
GENERAL: In sending ETA when ship is going to arrive over weekends (Saturday and Sunday), a notice wire should be placed and notice ETA should arrive prior to 1700 Friday.
SHORE LEAVE: Shore leave allowed when cleared by Immigration.
PORT REGULATIONS: Normal working hours of longshoremen from 0800 to 2230 seven days a week only.
DELAYS: Only when due to port congestion.
AUTHORITY: Port St. Joe Port Authority, PO Box E, Port St. Joe, Florida. 32456.

PORT SAN LUIS: California, 35.10 N. 120.45 W.

TERMINAL OPERATORS: Union Oil Company, Avila Beach, California. Tel. 805 595 2069.
MAX. SIZE: Tankers up to 750 ft. length and 26 ft. draft.
RADIO: Vessels should contact Union Oil Company through Marine Operator. Walke-talkie sets used for communication with terminal. VHF station KTD 411, Channels 10 and 16.
BERTHING: Tanker berths only at Union Oil Company Pier. Vessels tie off pier at berths No. 4 and 5. Depth alongside 36 ft. MLW.

Two 12-in. and one 16-in. load/discharge lines. Ballast discharge available through one 8-in. line to ballast tank of 20,000 barrels max. capacity.
DENSITY: Salt water, 1025.
FRESH WATER: Limited amounts only available from the pier.
FUEL: Not available.
CONSULS: Nearest consuls situated at Los Angeles and San Francisco.
AIRPORT: County Airport, San Luis Obispo, situated 12 miles distant. Two flights daily to Los Angeles and to San Francisco.
AUTHORITY: Port San Luis Harbor District, PO Box 248, Avila Beach, California.

PORT SULPHUR, Louisiana: 29.28 N. 89.41 W.

DOCUMENTS/HEALTH ETC: Refer to "New Orleans".
PILOTAGE: A vessel coming into port from sea can arrange to pick up a Bar Pilot (Associated Branch Pilots) by furnishing ETA to the ship's Agents, radio contact by VHF Channel 9 and AM Channels 2738 and 2183. Bar Pilot is exchanged for river Pilot at head of Passes, Pilot town, Louisiana. River Pilot (Crescent River Port Pilot's Association) can be arranged through ship's Agent in New Orleans and radio contact as above. Vessel awaiting Pilot for departure may remain at dock until Pilot arrives. Advance notice of three hours is required for departing Pilots. This can be arranged by the ship's Master with our shipping foreman.
ANCHORAGES: Anchorage is available on East bank of river opposite to Freeport Sulphur Company dock. Depth of water at anchorage is 40 ft, the controlling depth in the river.
RESTRICTIONS: No restrictions for entry because of time of day, nor conditions of tide or draft except the controlling depth of Mississippi River to Port Sulphur (35–40 ft. as published in reports by U.S. Army Corps of Engineers).
MAX. SIZE: Maximum permissible length – 560 ft., breadth not limited, draft equal to controlling depth of river.
RADIO: Tropical Radio WNU New Orleans.
TUGS: Tugs not normally required. Shore crews usually handle ship's lines. Tug may join the vessel opposite the dock. Charges for handling ship's lines.
STEVEDORES: Not normally required. When requested, stevedoring services can be obtained from port of New Orleans; contact ship's Agents for particulars.
MEDICAL: Advance notice for personnel requiring medical service is required through ship's Agents. Hospital facilities are available.
TANKERS: One tanker berth, permitted draft equal to or greater than controlling depth of Mississippi River. Diameter of loading/discharge lines is 12 in. and 16 in. respectively.
DENSITY: Density in port not affected by tide. Fresh water.

FRESH WATER: Fresh water is available, can be loaded with 1½ in. fire line.
FUEL: Fuel may be loaded by barge with vessel at anchor. Fuel transfer is not permitted at dock.
FIRE PRECAUTIONS: No welding repair permitted at dockside. Fuel transfer is not permitted. No other specific precautions observed except for "no smoking" precautions, etc.
GANGWAY/DECK WATCHMEN: Services of watchmen desirable but not required. Port does not furnish this service.
CERTIFICATES: Certificate of condition of cargo handling gear required when use of gear is necessary.
IDENTIFICATION CARDS: Immigration form I–95.
CONSULS: Consuls offices are located in New Orleans, Louisiana.
REPAIRS: Engine and deck repairs are possible when the dock is not otherwise occupied.
AIRPORT: New Orleans International Airport, served by most major airlines. 55 miles from Port Sulphur.
TIME: Local time is Central Standard Time, except from May/October, Daylight Saving Time is in effect.
HOLIDAYS: Vessels are loaded on all holidays except Christmas Day.
POLICE/AMBULANCE/FIRE: Port Sulphur, Louisiana, 564–2525; 564–2525; 564–3231, respectively.
TELEPHONES: Jacks for telephones are provided at no additional cost to tankers loading at port.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Loading will not commence until all holds are clean of scale and other foreign matter.
AUTHORITY: Private port, Freeport Sulphur Company, Port Sulphur, La., tel. 564–3341; New Orleans Office, Freeport Sulphur Company, New Orleans, La., tel. 529–4393; teletype 810–951–5386.

REDWOOD CITY, California: 37.50 N. 122.28 W.

DOCUMENTS, PILOTAGE and all general information refer to "San Francisco".
RESTRICTIONS: Though a natural deep water channel extends down the bay to Redwood City there is controlled depth channel 500 ft. wide and 30 ft. deep across San Bruno Shoal. The entrance channel to the port is 2 miles long and 30 ft. deep (all depths are at MLLW) and 300 to 350 ft. wide. There are two large turning basins at either end of the port harbour channel.
BRIDGES: The San Mateo Hayward Highway Bridge with a vertical clearance of 138·5 ft. and horizontal of 500 ft. crosses the ship channel.
BERTHING: *Wharf No. 1*, 500 ft. of berth space, and *Wharf No. 2*, 355 ft. of berth space, are dredged to a depth of 32 ft. alongside. Wharf No. 1 has 32,000 sq. ft. There are pipe-line connections for petroleum products and bulk cement.

Wharf No. 3 is an open wharf, 450 ft. long, and is used primarily for handling lumber and gypsum rock. It also has petroleum pipe-lines.

Wharf No. 5 has 500 ft. of berthing space with a depth of 33 ft. alongside. It was designed to accommodate large oil tankers and freighters, and for handling heavy lifts.

Capabilities include complete facilities to handle LASH (Lighter Aboard Ship) system.
AUTHORITY: Port of Redwood City, 775 Harbor Boulevard, Redwood City.

RICHMOND, California: 37.56 N. 122.25 W.

Standard Oil Company of California Terminal.

DOCUMENTS and all general information, refer to "San Francisco".
LOCATION: Richmond Long Wharf and Point Orient Wharf are situated on North East side of San Francisco Bay, a protected harbour. The refinery and storage tanks are near the wharves.

The exact position of the Long Wharf is Lat. 37° 55′ 20″ N. Long. 122° 24′ 35″ W. Wharf heading is 324° to 144° .

The exact position of the Point Orient Wharf is Lat. 37° 57′ 20″ Long. 122° 25′ 39″ W. Wharf heading is 356° to 176°.

There is adequate anchorage and room for manoeuvring in the bay.
MAX. SIZE: The main ship channel into San Francisco has a project depth of 50 ft. However, the 35 ft. depth of the Southampton Shoal channel restricts the size of ships to wharves.
LIGHTENING: When a lightening operation is necessary the terminal management will direct the ship to anchorage nine. The ship to be lightened will install fenders before the lighter ties alongside. The terminal will provide the fenders. The lightening supervisor and ship's officer will hold a meeting to discuss the cargo transfer. During transfer, follow the same precautions and safety regulations that apply to cargo transfer at the wharf. The transfer rate will be regulated by the lightening vessel. The lightening supervisor will observe all the lightening operations. The terminal will provide oil spill recovery equipment during lightening.
RADIO: San Francisco harbour advisory radar system, designated bridge-to-bridge frequency: VHF Channel 18a (156·9 mHz).

Federal communication regulations require that at any time VHF radio is in operation, Channel 16 must be monitored (156·8 mHz distress and calling frequency).

The 2–3 mc. radio telephone call letters for the San Francisco Bay area are KLH.

Richmond Long Wharf (radio call – Chevron Shipping) is equipped with VHF radio, manned 24 hours per day. Channel 10 (156·5 mHz) is the operating frequency. While at anchor, in San Francisco Bay, vessels should maintain normal listening watches of VHF Channel 10.

The Master of a vessel bound for San Francisco Bay is requested to advise Chevron Shipping (Cables address: Chevronship Richmond Sanfrancisco) of ETA, seven days, three days and again one day (24 hours) before arrival at the wharf. First ETA message should include:

Estimated time of arrival at the wharf (local time).
Last port of call.
Estimated deep draft at arrival.
Quantity of ballast to be discharged.
Quantity and grade of cargo to be transferred.
Distance from bow to cargo and bunker manifolds.
Size and type of cargo and bunker connections.
Quantity and grade of bunkers and lubes required.
Quantity of fresh water required.
Number of crew replacements expected.
Amount of provisions and stores to be loaded.
Repair work anticipated.
Make 24-hour ETA as accurate as possible and whenever arrival time changes, by one hour or more, send a correcting message promptly.

BERTHING: At least one hour before docking contact Chevron Shipping, in Richmond, by VHF radio (Channel 10, 156·5 mHz) and request a berth assignment. They will try to berth as soon as you arrive. However, if no berth is available, anchor in the prescribed anchorage (as directed by the captain of the port) and maintain radio contact with Chevron Shipping, Richmond.

There are two piers that accommodate oil transfers. They are referred to as Richmond Long Wharf and Point Orient Wharf.

Long Wharf: Richmond Long Wharf, a "T"-head pier, has an overall length of 2,464 ft. It consists of concrete and wooden piles and a concrete superstructure connected to the shore, 4,200 ft. away by a piled causeway. The fender-to-fender width is 114·5 ft.

There are four deep water berths on the West side, each approximately 600 ft. long. They are numbered 1 to 4 from South to North. Water depth is 38 ft. at MLLW. Carefully observe deep draft during periods of low water. There is an inner berth, No. 5, that may be used for bunkering small ships; water depth is 18 ft. at MLLW. The other inner berths, Nos. 6 to 12, are used primarily for barge loading.

Point Orient: The Point Orient wharf, an "L"-head pier, is 2¼ miles North of the long wharf. It is 504 ft. long and 60 ft. wide. It is supported on wooden piles and has a causeway that extends 1,200 ft. to the shore.

There is one ship berth, No. 1, where the water depth is 34 ft. at MLLW. There is also one barge berth No. 2.
LOADING AND UNLOADING: All berths are fitted with 4-, 6- and 8-in. hoses for cargo transfer. Berth No. 4 is fitted with one 8-in. and two 12-in. Chiksan loading arms. By 1973, Berth 1, at the Long Wharf, will have a similar Chiksan system – two 12-in. arms. All flange facings are ANSI 150-pound rating.

Several products can be loaded at each berth.
BALLAST: The terminal has facilities to receive some ballast (maximum capacity 25,000 bbl/s – normal capacity 15,000 bbl/s). However, arrangements for this to be made through Agent before arriving at the wharf. All ballast to be discharged must be pumped to shore while berthed at wharves.
POLLUTION: The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste in the waters of San Francisco Bay which causes a film or sheen on the water or discolours it or causes a sludge or emulsion beneath the surface of the water.

Regulations enforced by the Bay Area Pollution Control District also prohibit the emission of smoke and soot. Vessel can be fined if it emits visible smoke (Ringelmann 1) for more than three minutes in one hour, or blows its boiler tubes enough to create a soot nuisance on shore.

In addition, the terminal has certain regulations designated to eliminate obnoxious odours. Vessel may, therefore, be required to follow special procedures before tank cleaning, loading or ballasting. If, in spite of precautions, vessel does cause such odours, loading or unloading operations may be stopped.
MEDICAL: No facilities at wharves. Local ambulance may be reached at: Cadillac Ambulance Service (415) 234–3242; Alhambra Air-ground Ambulance Service (air) (415) 228–1096; California Aviation Service Inc. (air) (415) 569–3855.
FUEL: Many grades of bunkers, diesel and lubricating oils are available in bulk or drum quantities. Agents order them from Traffic and Distribution or Chevron International at least 48 hours before vessel arrives, otherwise, vessel may be delayed.

To take on bunkers and diesel, vessels must be able to connect to terminal's 3-in., 4-in. or 6-in. 150-lb. ANIS flanges.
PROVISIONS: Provisions and stores will be loaded only at Richmond Long Wharf, and only when loading does not interfere with cargo or ballast transfer. If vessel is large and not equipped with booms, Agent need to supply a crane for the loading. Stores will not be handled by wharf personnel.
FRESH WATER: Potable water provided. Make arrangements through Agent.
REPAIRS: Terminal Management approval required for any repairs, hot work or maintenance work at the piers. No repairs will be allowed that delay cargo transfer or lengthen the time it takes.
SHORE LEAVE: Ship's personnel are not permitted ashore and shore personnel are not permitted aboard for any purpose whatsoever until pratique has been granted. Once it is granted, no one may walk to shore on the Long Wharf causeway.
AUTHORITY: Standard Oil Co. of California, Richmond, California.

RICHMOND, Virginia: 37.32 N. 77.25 W.

DOCUMENTS: See "Hampton Roads".
PILOTAGE: Entrance through Hampton Roads. Virginia Pilots Assn. original contact same as for Norfolk, Virginia. Pilots will arrange for change of pilots to proceed up the James River.
ANCHORAGE: Hampton Roads anchorage, also river anchorage approximately 40 miles up river, shown as "Upper Brandon" on charts.
RESTRICTIONS: Navigation of river above Upper Brandon recommended in daylight hours, except vessels under 250 ft. length.
MAX. SIZE: Maximum length recommended by pilots 550 ft., draft 21 ft. 6 in. any tide, depth of channel 25 ft. mean low water tide, change 3 ft. 5 in.
HEALTH: See Hampton Roads.
RADIO: See Hampton Roads.
TUGS: Not needed for berthing unless vessel is to be turned around on arrival. Tug available at Terminal on reasonable notice.
BERTHING: Vessels berth alongside wharf 1,200 ft. long.
BRIDGES: Two bridges across river between Hampton Roads and Richmond. No specific time or notice required.
STEVEDORES: Arrangements to be made through Agents. 48 hours notice requested.
MEDICAL: Vessels cleared by U.S. Health officials at Hampton Roads before proceeding up river.
DENSITY: Water considered as 100% fresh.
FRESH WATER: Available at pier.
FUEL: Bunkers available only at Hampton Roads.
GANGWAY/DECK WATCHMEN: None required, unless crew detained by U.S. Immigration.
OPENING/CLOSING HATCHES: On bulk cargo usually opened and closed by ship crew, also steel hatches handled by ship crew, sometimes determined by terms of Charter.
CERTIFICATES:
Ship's register.
Load-line Certificate.
Safety Certificate.
Tonnage tax receipts.
Certificate of nationality.
Passenger Certificate.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes (1 carton for 2/3 days) if further allowance is needed Customs Officer will return on request of Master. Wine and Spirit, 1 bottle per officer, Customs Officer will return on request of Master.
IDENTIFICATION CARDS: Immigration landing permit required.
CONSULS: No consuls in Richmond, handled through Hampton Roads if needed.
REPAIRS: Only minor repairs, no shipyards.
REPATRIATION: Handled through Norfolk, Virginia.
AIRPORT: Approximately 10 miles from port, regular airline service.
TIME: Eastern time GMT minus 5 hours. Daylight saving time from first Sunday in May to last Sunday in October.
HOLIDAYS: January 1, May 30, July 4, Labour Day (first Monday in September), Thanksgiving Day, Christmas Day.
POLICE/AMBULANCE/FIRE: Police 644–9461; Ambulance 644–9404; Fire 649–9191.
TELEPHONES: No arrangements for placing aboard vessels.
SHORE LEAVE: Allowed. Proper papers should be available.
AUTHORITY: Port of Richmond Advisory Commission, 217 Governor Street, Richmond, Virginia 23219.

RIVERHEAD, Long Is., New York, Petroleum fuel storage terminal operated by Northville Industries Corporation.

DOCUMENTS: See New York.
LOCATION: Mooring area latitude 41° 00′ 00″ North, longitude 72° 38′ 52″ West. One and two-tenths nautical miles off shore from Long Island and 4·0 miles, 256.5° True, from Mattituck Inlet Light. A white flashing bell buoy, just West of berth, marks mooring area.
PILOT: Pilot arranged by ship's Agent. Generally Pilot boards off Brenton Reef Lightship or at South-east buoy, Block Island. Distance from Brenton Reef 65 miles and 69 miles from Block Island.
ANCHORAGE: Vessels arriving at night or at times not suitable for mooring should anchor 1 to 1½ miles North-east of lighted bell-buoy marking area. Holding ground good and 75 fathoms of chain in the water is considered safe. Mooring Master and crew will board about one hour prior scheduled mooring time. Generally launch does not arrive before this time except for emergency.
MAX. SIZE: Length 1,000 ft. LOA, max. draft 55 ft.
TUG SERVICE: Arranged by ship's Agent. Tug boats generally come from New Haven. When ordering tug, sufficient time should be allowed for tug to cross Sound, a distance of approximately 18 miles.
RESTRICTIONS: Vessels moored during daylight hours only and during slack water before ebb tide current commences and during first four hours of ebb tide. Tide current periods substantially same as The Race, Long Island Sound. Undocking accomplished at any time subject to unusual adverse tide currents and weather conditions.
COMMUNICATION: Telephone at Riverhead PArk 7–5600 (Code for station to station: dial 516 PArk 7–5600). Cable Address Northville Riverhead New York. Radio I.T.T. Amagansett.
BALLAST: No ballast disposal facilities. Long Island Sound is inland water and United States Anti-pollution Regulations rigidly enforced. No bilge water, oil-contaminated water, garbage or any waste matter which may pollute sea water is to be discharged overboard while vessel within Long Island Sound and approaches.
STORES/FRESH WATER/FUEL: No fresh water facilities. Small quantities provisions may be purchased at local stores in Riverhead, 4 miles inland. All services contingent upon Mooring Master's approval and on weather conditions. No fuel available except by barge from New York.
QUARANTINE, CUSTOMS AND IMMIGRATION: New York City is port of entry for Northville. Entry and clearance must be arranged by ship's Agent. Boarding officers board in the anchorage prior to arrival within mooring area. Pertinent Government officials should be advised in sufficient time, usually not less than 24 hours Monday through Friday and 48 hours on Saturday and Sunday. Generally, entry and clearance can be arranged by agent who should advise Customs well in advance of vessel's arrival, thus saving necessity of having Master go to Custom House in New York. When pratique granted, Mooring Master will board vessel to assist Master to moor in berth.
MEDICAL: Hospital in Riverhead. Medical attention must be arranged by ship's agent. U.S. Public Health Service not available locally. Nearest Marine Hospital in New York City 80 miles West of Riverhead.
BERTHING: Bow is secured in moorings by use of both bower anchors. Ships must have both bower anchors ready for immediate use, each with minimum 150 fathoms chain. Anchors, chains and anchor windlass must be in good condition, and capable of heaving ship ahead with chain or letting one chain go out on the run while heaving in on the other.

Vessels must be equipped with manilla or better mooring lines of not less than 8 in. circumference and not less than 90 fathoms length. Two lines required for each of six mooring buoys, five aft to secure stern in position and one on port bow.

Vessels having wire moorings secured on warping winches with surge valve and brake are very acceptable. Warping winches must be adequate to handle mooring lines under heavy strain. Efficient stopper lines must be readily available to "stop off" mooring lines for transfer from winch to bitts without loss of tension.

If, in opinion of Mooring Master, vessel's mooring facilities, lines and/or gear inadequate, he will inform Master and vessel will not be allowed enter moorings until deemed satisfactory and such delay shall not count as used laytime.

Mooring Master will pilot vessel into moorings, supervise mooring and unmooring operation and connecting and disconnecting of submarine hose.

To moor, vessel approaches mooring heading due South; when in proper position, starboard anchor dropped and chain allowed to run until vessel crosses mooring area to a point where port anchor is let go. Then engines backed and vessel, with assistance of tug, manoeuvered into mooring area where lines run to 6 mooring buoys and then anchor chains drawn tight simultaneously with securing of stern to mooring buoys. Vessel then heading due west parallel with tide current flow.
WEATHER AND TIDE: Strong winds from North and North-west experienced during winter and spring. Tide during maximum ebb and flood often reaches 3½ to 4 knots velocity.
VHF: Communication with shore and launch via portable VHF radiophone. This equipment on continuously during vessel's stay. Mooring Master's crew maintain radio watch and constant communication with shore for general purposes and emergencies.
HOSE LIFTING: Derrick on port side in way of hose connection must be rigged to lift not less than 3 tons. Topping lift shall be available to raise or lower boom as required and winch and whip shall be of a quality and nature to lift hose steadily and evenly. Hose and fittings considered to weigh 3 tons. Ship's crew required operate ship's machinery to assist in raising of 12 in. hose from seabottom and secure same to ship's side – all done under direction of Mooring Master.

Vessel must have available two U.S. Standard 8 in. flange connections on port side. Two 8 in. hoses supplied by terminal for connection from submarine hose at ship's side to ship's manifold. Terminal will supply reducers if required.
DISCHARGE: After hoses are connected, Mooring Master will, after VHF radio communication with shore terminal, advise commencement of pumping. In the beginning the rate is to be slow and Mooring Master will advise when pumping rate is to be increased to maximum. Discharge may be stopped due adverse weather conditions. In which event hoses disconnected and submarine hose lowered to sea bottom. Discharge resumed when weather moderates.

No. 2 Oil Cargoes. No. 2 oil discharged through 2–8 in. hoses thence through 200 ft. of 12 in. submarine hose thence through 12 in. check valve then into 24 in. pipe-line which is one and a quarter miles in length. Height of shore tanks above sea level is 115 ft. Pressure at ship's side must be not less than 80 lb.

No. 6 Oil (Bunker C). Temperature of 6 oil shall be not less than 125° F. Therefore those tanks with lower temperatures shall be discharged only after temperature has been increased to 125° F.

Stripping – Tank draining. To keep discharge time to minimum, tanks should be stripped into one of ship's tanks and final stripping ashore shall be from only one tank.
DENSITY: Flood tide density 1.025. Ebb tide density 1.020.
GANGWAY/DECK WATCHMEN: Not required.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirit Allowance: Same as permitted in New York Harbour.
IDENTIFICATION CARDS: Issued by Immigration Officer.
CONSULS: All Consuls Offices located in New York City.
REPAIRS: No repair facilities available.
DRY DOCKS: At New York Harbour.

REPATRIATION: Agent arranges all crew repatriation via New York.
AIRPORT: New York Airports 80 miles distant.
TIME: Standard time GMT minus 5 hours. Daylight Saving Time first Sunday of May to last Sunday of October GMT minus 4 hours.
POLICE/AMBULANCE/FIRE: Terminal attends Police/Ambulance and Fire services.
SHORE LEAVE: Shore leave permissible.
AUTHORITY: Northville Industries Corp., PO Box 111, Riverhead, N.Y. 11901.

ROCHESTER: New York: 43.08 N. 77.35 W.

Refer to "St. Lawrence Seaway" for important general information.
ANCHORAGE: No anchorage available within harbour limits.
MAX. SIZE: Channel depth 23 ft. (LWD). All depths in channels or alongside wharves should be checked carefully against the latest recorded elevated or lake level. This may vary from month to month. Entrance width 300 ft., turning basin depth 23 ft., 600 ft. in width.
TUGS: Available. Arrange via ship's Agent.
BERTHING: Entrance piers are parallel to each other, and about 450 ft. apart. The West Pier is 3,036 ft. long and the East Pier 2,699 ft. long. Fog horn and beacon on West Pier, East pierhead lighted. Radio beacon. Port Authority Terminal located on West bank of Genesee River at end of Lake Pier. Has a quay wall of about 1,400 ft. in length, Depth of water alongside 23 ft. (LWD). Charlotte Docks located about 2 miles upstream from mouth of river on West bank. Consists of gravity bulk coal loading facilities.
BRIDGES: New York Central Railroad swing bridge near mouth of the river and upstream from Port Authority Terminal. Traffic lift bridge about $\frac{1}{4}$ mile upstream from railroad bridge.
STEVEDORES: Available by request. Charges to suit individual commodities.
DENSITY: Fresh water.
FRESH WATER: Available at both docks.
FUEL: Available coal bunker facilities, at Charlotte Docks. Oil may be furnished direct from trucks at Port Authority Terminal.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: Minor only.
REPATRIATION: Can be arranged.
AIRPORT: Approximately 10 miles from port.
POLICE/AMBULANCE/FIRE: Police, 232–3311; Ambulance/Fire, 232–2121.
SHORE LEAVE: Allowed.
AUTHORITY: Rochester-Monroe County Port Authority, 4664 Lake Avenue, Rochester 12, N.Y. Tel. 3–6600.

SACRAMENTO, California: 38.32 N. 121.30 W.

DOCUMENTS/HEALTH: See "San Francisco."
PILOTAGE: Pilots board vessel in San Francisco Bay.
RESTRICTIONS: *Ship Channel:* Distance, Fort Point to Sacramento, 79 nautical miles (146 kilometres). Bottom width in river reach 300 ft. (91·4 metres). Bottom width in channel reach 200 ft. (61·0 metres). Minimum depth at MLLW tide 30 ft. (9·1 metres).
Harbour: Area 60 acres (24·3 hectare). Minimum depth at MLLW tide 30 ft. (9·1 metres). Tidal variation average 5 ft. (1·5 metres).
MAX. SIZE: 750 ft. LOA and 110 ft. beam, 30 ft. deep at MLLW.
RADIO: KBA 386, 156·9 megacycles (24 hours).
TUGS: Join vessel at Light 99 (turning basin).
BERTHING: Anchor – ships will have at least one anchor ready to let go in case of emergency, when docking or undocking. Anchor will be raised immediately upon ship being made fast to wharf.
Insurance lines are required on off-shore side, fore and aft, immediately after ship is made fast to wharf.
A cargo net shall be securely placed under gangways. Save-all nets shall be rigged abreast of holds at which general cargo is being handled.
Rat guards, at least 3 ft. in diameter, shall be placed on all mooring lines immediately after docking, and shall be maintained in place until ship's departure.
Berths: 5 deep sea berths (3 wharves, 2 piers). Barge slips – 2. Berth lengths – 600 ft. (182·9 metres).
STEVEDORES: Same as San Francisco.
MEDICAL: All normal medical facilities available.
DENSITY: Full fresh.
FRESH WATER: Available at all berths.
FUEL: All grades available with 24 hours notice. Delivered by barge.
GANGWAY/DECK WATCHMEN: Each ship shall have a security detail in readiness on board at all times it is in port. The security detail shall perform tasks of an emergency nature and shall have information concerning cargoes aboard in case of need for fire fighting purposes.
OPENING/CLOSING HATCHES: Opening/closing hatches is stevedore work while docked in port.
IDENTIFICATION CARDS: A pass signed by the Master or his designated officer will be required for crew members, passengers and their personal property to leave the port's fenced area. Property may be subject to physical inspection before leaving the fenced area.
CONSULS: Nearest at San Francisco.
REPAIRS: Limited repair facilities available.
REPATRIATION: Can be arranged through local Agent.
AIRPORT: 16 miles from port and served by regular airlines.
TIME: GMT minus 8 hours.
HOLIDAYS: Only days not worked are 4th and 5th July, Labor Day, Christmas Eve and Day, New Year's Eve and Day.
POLICE/AMBULANCE/FIRE: Tel. 371–8000. Extensions 252 and 228.
TELEPHONES: Telephones available on board free of charge.
SHORE LEAVE: Crew members allowed ashore subject to Immigration clearance.
GENERAL REGULATIONS: Ships will not blow boiler tubes while in port. Bilge water or oil will not be discharged into harbour. Accidents will be reported immediately to the Terminal Superintendent. Splash boards will be placed over disposal vent-pipe openings on inboard side of vessel.
Garbage – United States and California State laws make it unlawful to dispose of ship's garbage except in approved ways. Port makes approved garbage disposal available – contact the Terminal Superintendent. Garbage retained on board must be kept in tightly closed containers.
Smoking – Smoking prohibited in and around cargo compartments, and on open decks except that it may be permitted in marked areas under sheltered portion of weather decks on offshore side. Smoking prohibited on wharfs and piers except in marked areas. Smoking prohibited on or near ship while it is bunkering.
Welding/Burning – Welding or burning will not be done until written approval is obtained from the Terminal Superintendent and the Fire Marshal. All requirements of both the Superintendent and Marshal will be strictly adhered to.
Fire Signal – Upon detection of a fire, regardless of location or size, the alarm of fire will be sounded. The alarm shall be sounded by telephone and/or whistle or siren blasts. Five each, five second blasts repeated as necessary.
AUTHORITY: Sacramento-Yolo Port District, PO Box 815, West Sacramento. Tel. 910–367–3581.

SAN DIEGO, California: 32.41 N. 117.07 W.

PORT LIMITS: The seaward boundaries of the port of San Diego at which a vessel is considered to be an "arrived vessel" is that time when the vessel is boarded by a Port Pilot at Seabuoy No. 1 and (subject to charter party terms) lay time commences when notification of readiness is tendered at berth.
DOCUMENTS:
Crew Lists.
Passenger Lists.
Customs Documents.
Manifests.
Stores Lists.
Crew Curio Declaration List.
If the vessel arrives from foreign direct, 3 copies each of the above documents are required.
If the vessel movements are between U.S. ports, 2 copies each of the above documents are required.
Health Documents. Arrival from foreign direct, 1 copy only. All crew members should be in possession of valid vaccination certificates.
Manifests. Arrival from foreign direct, 1 copy of travellers manifest which remains with vessel, and 3 copies each of U.S. Customs inward foreign manifest. Bills of lading, ship's papers carried aboard vessel varies with steamship companies.
PILOTAGE: The San Diego Pilots do not maintain Pilots on station. Service is rendered according to ETA received from vessel. If any vessel's arrival or departure is delayed over one hour, an additional charge will be made. Telegraphic address of pilot station – radio ETA to "Pilots", San Diego. Advance notice of ETA required – 24 hours prior to arrival of vessel. Pilot boat is 54 ft. in length, painted white. The exact area where pilot boards the vessel is No. 1 sea buoy.
ANCHORAGE: 3 miles South-east of Point Loma Light.
MAX. SIZE: Length, breadth – no restrictions. Maximum draft alongside face of terminal, 36 ft.
HEALTH: Vessel remains under quarantine until such time as pratique procedure is completed by an officer of the U.S. Department of Health and clearance is given to lower quarantine flag. Pratique automatic for vessels moving to another port within United States.
RADIO: All radio messages go through the Los Angeles station for relay.
TUGS: Tugs normally join vessel approximately one mile before berth. Five available with h.p. ranging from 200–1,700. There is no charge for the use of tug's lines.
SPECIALISED CARGO HANDLING FACILITIES: High-speed bulk-loading facilities exist with 800 ft. of 36-ft. deep water berthing space and bulk storage for 12,000 metric tons, plus a bulk loader boom that travels 500 ft. laterally and can be extended or raised enough to load nearly any size or type of ship.
High-speed bagging of bulk commodities is available for bagging of bulk materials from powder to pellets at the rate of 450 tons per 8-hour shift.
STEVEDORES: Advance notice of 24 hours desired in order to arrange gangs.
MEDICAL: Agents should receive notification of medical attention required 24 hours prior to ETA of vessel. Complete hospital facilities available.
TANKERS: Diameter of load/discharge line 6 to 8 in. Slop (residue) discharge facilities available upon request. Two tanker berths – maximum draft 30 ft.
DENSITY: Salt water in bay.

FRESH WATER: Fresh water available, delivery via pipeline.
FUEL: Bunker diesel, Union Bunker fuel, Union light domestic fuel oil, and MV 650 fuel available.
GANGWAY/DECK WATCHMEN: Available if considered necessary.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CERTIFICATES: Registered Load-line Certificate, Certificate of Inspection, Safety Certificate.
CUSTOMS ALLOWANCE: Tobacco: Per each crew member U.S. Customs allowed two cartons of cigarettes and one box of cigars. Wine and/or Spirits: Quantity allowed per each crew member – 1 quart.
CARGO GEAR: Up-to-date certification of all cargo gear required in order to comply with Pacific Coast Marine Safety Code.
IDENTIFICATION CARDS: U.S. Immigration requires completion of Form 95, U.S. Coast Guard requires landing permits.
CONSULS:

Chile	Italy
Costa Rica	Mexico
Denmark	Netherlands
Dominican Rep.	Norway
Ecuador	Panama
El Salvador	Peru
Finland	Sweden
France	West Germany
Honduras	

REPAIRS: All types of deck and engine repairs are available.
DRY DOCKS: Largest dry dock 700 ft. length, 104 ft. width. Capability can accommodate C–2 mariner type or San Diego type hulls (600 ft. length, 85 ft. width) and up to and including 28,000 displacement tons. Four additional floating dry docks with capabilities up to and including 3,500 displacement tons.
AIRPORT: Distance from marine terminal approximately 5 miles. Airport is serviced by major airlines.
TIME: Local time GMT minus 8 hours. Daylight Saving Time becomes effective the last Sunday in April and continues to the last Sunday in October.
HOLIDAYS: Recognised holidays are: New Year's Day; Lincoln's Birthday; Washington's Birthday; Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Statewide Election Day, Christmas Day, or any other legal holiday that may be proclaimed by State or National Authority; when a holiday falls on a Sunday, the following Monday shall be observed as a holiday.
POLICE/AMBULANCE/FIRE: Police 232–6981; Emergency Ambulance 232–6981; Fire 232–8191.
TELEPHONES: Arrangements exist for placing telephones on board. No charge for hooking up.
SERVICES: Tank-cleaning equipment. Facilities for tank washings. Compass and radar adjustments, etc.
SHORE LEAVE: Permitted.
AUTHORITY: Port of San Diego, Unified Port District, 3165 Pacific Highway, San Diego, California. Tel. 291–3900. Mailing address PO Box 488, San Diego, California 92112. Telex Sun Harbour San Diego, California.

SAN FRANCISCO, California: 37.48 N. 122.25 W.

DOCUMENTS:
General Declaration (arrival) on Customs Form 1301.
Cargo Manifest (Customs Form 7257 A or 7527 B). One original copy indicating all the cargo on board, used for making formal entry. One copy listing all cargo on board, used as travelling manifest. One copy indicating cargo for this port only.
2 copies Crew's Effects Declaration on Customs Form 1304.
2 copies of Ship's Stores Declaration on Customs Form 1303.
2 copies Passenger List (Form I 418).
2 copies Crew List (Form I 418).

Customs boarding officer will also examine ship's register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours of arrival from abroad, or 24 hours of arrival from a U.S. port:

(*a*) Health Pratique.
(*b*) Master's Oath (Customs Form 1300).
(*c*) U.S. Certificates of Payment of Tonnage Tax (Customs Form 1002).
(*d*) Certified Crew List (U.S. vessels only).

PILOTAGE: Pilotage in and around Golden Gate Region is provided by two groups of experienced, licensed ship Pilots.

The San Francisco Bar Pilots' Association, maintains a sea station 12 miles outside the Golden Gate, in the vicinity of the lightship for vessels arriving and leaving the area.

On station around-the-clock. Pilot boats are equipped with VHF radio-telephone, and maintain continuous watch for ship traffic and operate co-operatively with the Marine Exchange communication centre and lookout station. The Bar Pilots also carry portable VHF radios.

Some 8,500 ships are piloted annually into and out of the port complex, through the Golden Gate and the 2,000-ft. wide, 50-ft. deep main ship channel across the alluvial sand bar about 9 miles outside the Gate.

Considerable summer fog is experienced on the pilot grounds. In winter months radiation or tule fogs frequently occur. The tidal prism of hundreds of square miles of inland waters cause unusually swift and changing currents in the area. Pilotage for San Francisco Bar and entrance is compulsory and available 24 hours a day. The Pilot boat is at a station 3 miles outside Main ship Bar channel about 14 miles from San Francisco, VHF Channels 18A and 10 for radio contact. Vessels with a draft of 42 ft. or more are requested to arrive at the pilot station for the inward passage about one hour before high water at the Golden Gate Bridge.

ANCHORAGE: Several anchorages available in San Francisco Bay for any type of vessel up to 50 ft. draft.

The well-protected bay affords excellent shelter and anchorage in all weather. The Captain of the Port (Coast Guard) will assign an anchorage to a vessel upon request. In San Francisco and San Pablo Bays, there are a large number of anchorages available for naval, quarantine, general and explosives.

RESTRICTIONS: The San Francisco Bay region is the first on the West Coast to have sea lanes established by the Coast Guard for greater safety in its ocean approaches. Use of the lanes is not mandatory, but is strongly recommended to reduce chance of ship collisions in congested approach and departure areas. The lanes are not intended to supersede or alter applicable rules of the road.

The lanes begin within 6 miles of the San Francisco Lightship, with each lane inbound and outbound separated by a buffer zone. The headings are: North lane outbound, 305°: north lane inbound 120°; main line outbound, 247°; main line inbound, 058½°; Southern lane outbound, 169°; Southern lane inbound 343°.

The size of the bay and the narrowness of the Golden Gate cause tricky and sometimes difficult tidal and current conditions. The flood current sets into all parts of the bay and causes swirls as far East as Alcatraz and Angel Islands. At the San Francisco–Oakland Bay Bridge there are large current eddies near the foundation piers which may require care to maintain proper course.

The bar channel is dredged to 50 ft. mean lower low water by the U.S. Army Corps of Engineers. Entrance channels to the various ports are dredged to 35 ft., with the exceptions of Sacramento, Stockton and Redwood City, which are 30 ft. Stockton, however, is approved for a 5-ft. deepening, and study of similar deepening for Redwood City is being completed.

MAX. SIZE: The maximum permissible draft for tankers at the oil installation is 35 ft., for regular freighters and passenger ships at the San Francisco piers is 30 ft. No restrictions on length or berth. The best time to dock with maximum draft is at a rising tide.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board.

Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

RADIO: Radio station via RCA – Radio Corporation of America – Station KPH ITT – World Communications – Station KFS.

Safe and efficient navigation for all bay vessel traffic is maintained through a Ship Location and Reporting Service operated by the Marine Exchange. VHF radio and radar are used to report all bay activity, 24 hours a day.

TUGS: Tugs available and normally join the vessel when approaching their pier. Always the tug's lines are used, with no extra charge.

BERTHING: No restriction on berthing other than draft limitation and preferable at slack water.

There are 42 wharves, and a number of special terminals, with over 18 miles of berthing space; they range from 500 to 1,400 ft. in length and 150 to 350 ft. in width, with a depth of 30 to 40 ft. Wharf area: 130 acres covered, 100 acres open.

Oakland: The port area extends for 19 miles along the East side of San Francisco Bay. Marine terminal facilities include 21 deep-water berths. The newest of these are four which have been constructed for container ships at the 7th Street Terminal.

Alameda: Alameda, an island and city across the Inner Harbour channel from Oakland, is the home of Encinal Terminals, the largest privately owned and operated steamship terminal in the United States. There are seven berths for vessels at Encinal.

STEVEDORES: Stevedores orders must be placed 10 a.m. for night gangs and day gangs. Two 8 hours shifts 7 days a week. Sunday and Sunday night gangs must also be ordered on Saturday 10.00.

MEDICAL: Medical, and all hospital facilities available. No advance notice required.

TANKERS: San Francisco is an oil discharging port. All major oil companies have their own oil discharging pier. Reducing pieces are available. The maximum drafts are 35 ft. Tankers arriving with a greater draft are partly discharged in the bay before docking.

Port of Oakland, Outer Harbour Terminal, Oil Pier foot of Pier Street. Operated by Mobil Oil Company and the Ashland Oil Company. Construction: Timber pile, timber-decked pier projecting diagonally from rubble stone bank. Dimensions (water depth): Face 50 ft., lower side 623 ft., upper side 683 ft., depth alongside at MLLW; face 36 ft., lower side 33 ft., upper side 35 ft.

Davis Point: Union Oil Co. Oleum Refinery Wharf, depth up to 38 ft. MLW.

Martinez: Shell Oil Co. Wharf, depth alongside 30 to 42 ft. MLW. Phillips Petroleum Co. Amorco Wharf, two berths, depth 35 ft. MLW. Phillips Petroleum Co. Avon Wharf, depth alongside 35 ft. MLW.

Ozol: Oil Wharf, depth alongside 39 ft. MLW.

Hercules: Sequoia Ref. Corp. Terminals, depth 35 ft. MLW.

DENSITY: Average density in the bay is 10.16.
FRESH WATER: Available at all piers rate between 25 and 50 tons per hour.
FUEL: Fuel available by barge or at the oil companies own pier. Special blends require some advance notice.
FIRE PRECAUTIONS: Any special instructions are given to the Master upon docking.
DEVELOPMENTS: At present a LASH terminal under construction at Pier 92 for lease to Pacific Far East Lines.
WATCHMEN: Not required but this service available at Master's request.
OPENING/CLOSING HATCHES: Normally done by stevedores. But crew may open and close before arrival at the dock or after departure.
CUSTOMS ALLOWANCES: Each crew member may land free of duty and/or taxes articles acquired abroad not exceeding $10 in value, plus 50 cigars or 300 cigarettes or 3 lb. of smoking tobacco, and not over 1 quart of alcoholic beverages.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.
CONSULS: All Maritime countries represented at San Francisco.
REPAIRS: The major yards in the Golden Gate region have fully equipped machine-shop facilities capable of handling virtually any job; welding, heavy plate construction, turning, boring, facing, grinding, milling and rolling.

The larger yards also have facilities for pipe, sheet metal, electrical carpentry, painting, rigging, machining and boiler work.

Pacific Ship Repair and Triple "A" Repair are both located in San Francisco and provide berth space for all types of ship repairs at plant and at any location in the San Francisco Bay area.
DRY DOCKS: Bethlehem Steel's San Francisco shipyard has three floating dry docks, one with 22,000 tons capacity and 654 ft. long, one of 11,400 tons capacity and 542 ft. long, and one of 6,500 tons capacity and 450 ft. long. With a recently completed pier, it's tie-up and outfitting space totals 4,271 ft.

Todd Shipyards Corp. has two dry docks at Alameda. Their larger dry dock is 873 ft. long with a clear width between wing-walls of 140 ft. and a lifting capacity of 40,000 tons. The smaller dry dock has a lifting capacity of 10,000 tons and is 542 ft. long with a clear width between wing-walls of 86 ft. There are 3,500 ft. of berthing space for ships undergoing in-the-water repairs. Todd has three mobile units for out-of-yard work.

Williamette Iron and Steel Company's yard in Richmond has five concrete graving docks. Four of these docks can each accommodate a vessel 600 ft. long with 83 ft. beam, and one dock can handle a vessel 750 ft. long by 83 ft.

Tonnage capacity is limited only by the above dimensions. Williamette's facilities include 1,500 ft. of concrete outfitting pier for in-the-water repairs. The graving docks are served by four gantry cranes of 60-ton capacityand two of 45-ton capacity, and the outfitting pier by three 45-ton cranes. Williamette has fully equipped shops for repair and conversion work, and mobile units for out-of-yard work at all Bay Area piers.
DEVELOPMENTS: The channel over the bar will be deepened to 55 ft. A new channel will be cut 600 ft. wide and 45 ft. deep (at low water), through the upper bay and the channel through San Pablo and Suisun Bays will be deepened to 45 ft. Manoeuvring areas near Richmond and the refinery terminals will be widened. The Stockton Deep Water Channel will be deepened to 35 ft. and the channel alignment improved.
REPATRIATION: All facilities available for crew changes by sea, air or land.
AIRPORT: Distance about 10 miles from San Francisco and is served by regular airlines.
TIME: GMT minus 8 hours, summertime from last Saturday in April till last Saturday in October GMT minus 7 hours.
HOLIDAYS: New Year's Day; Lincoln's Birthday (February 12); Washington's Birthday (February 22); Good Friday (afternoon); Memorial Day (May 30); Independence Day (July 4); Labor Day (first Monday in September); Admission Day (Calif. only Sept. 9); Columbus Day (October 12); Veteran's Day (November 11); Election Day (First Tuesday after the first Monday in November); Thanksgiving Day (last Thursday in November); Christmas Day.

When any of the holidays fall on Sunday, the holiday will be observed on Monday.

On a holiday the longshoremen are working at the overtime rate (time and one half) except on the following days when no work will be performed:

1 New Year's Day;
2 Bloody Thursday (July 5, memory of three longshoremen killed during the 1936 strike);
3 Labor Day;
4 Thanksgiving Day;
5 Christmas Day.

POLICE/FIRE/AMBULANCE: Police, tel. 533–0123; Fire, tel. 861–8020; Ambulance, tel. 431–2800.
TELEPHONES: On some piers telephone connections to ships are available, no extra cost for this service.
GENERAL: Vessels arrival has to be reported to the U.S. Coast Guard 24 hours prior arrival by agent.
SHORE LEAVE: Crew members are allowed to go ashore after passing U.S. Immigration at first U.S. Port.
AUTHORITY: San Francisco Port Commission.

AGENT: Holland America Line, 350 Sansome Street, San Francisco Tel. 362–7510. Telex 470397.

SAVANNAH, Georgia: 32.02 N. 81.07 W.

DOCUMENTS:
3 Crew Lists.
3 Store Lists.
3 Curio Lists.
3 Manifests.
3 Passenger Lists.

These documents required in order to enter vessel at U.S. Customs.
Direct Foreign Arrival—Quarantine Pratique issued by Public Health Service representative; Cargo on Inward Foreign Manifest Form 7527 A or B or substantially similar form, in duplicate with abstract manifest of Savannah only cargo; Crew list on Form I-418, in triplicate; Passenger list on Form I-418, or other acceptable form, in triplicate; Crew curio list, in triplicate, with crew declaration on Form 5123, or crew list on Form I-418, in triplicate, with numbers of attached Forms 5129 endorsed thereon; List of sea stores and ship's stores, in triplicate; for American vessels, repair declaration on Form 3415; for American vessels, certified crew list; Clearance from last foreign port, if one issued.

Coastwise arrival with Residue Foreign Cargo or Passengers—Form 1385, "Permit to Proceed", in duplicate; Travelling Manifest; Abstract Manifest, in duplicate, of cargo to be discharged in Savannah— if none, two "pro forma" manifests; Stores list, in duplicate; Crew list, in duplicate; Crew purchase list, in duplicate, and any crew declarations on Customs form 5123 for Savannah; Passenger list, in duplicate, if passengers are disembarking in Savannah.
PILOTAGE: Savannah Pilots' Association, 204 East Bay Street, Savannah, Georgia, 31401 (telegraphic); Pilot required all vessels; ETA 24 hours advance notice, change ETA 8 hours; VHF Channel 16 (monitored at all times), 18, 12, 13 – Radio telephone 2182, MG, 2738; Pilot boards vessel one mile outside fairway buoy.
ANCHORAGES: Outside fairway buoy North and North-east of fairway buoy; no anchorages in river.
RESTRICTIONS: 27 ft. at any time; over 27 ft. on incoming tide, no restrictions day or night.
MAX. SIZE: Abbreviation OT: Ocean Terminal. Vessels berthing at OT 10 A/B and OT 12 A/B should not exceed 550 ft. length and 32 ft. draft. For berths OT 14–15–16–17 vessels 550 to 600 ft. on slack water; vessels less than 550 ft. any time to berths 14 and 17; vessels docking or undocking at OT 15–16, with vessels in OT berths 14–17, can be docked or undocked during slack water. Vessels entering Stevens Terminals should not exceed 525 ft.; maximum of 550 ft. could be handled under ideal conditions, i.e. slack water and all berths clear in slip. Vessels over 500 ft. undocking from berths 35–37–41–42, Stevens Terminals, should not be undocked during strength of ebb or flood tide, but may be undocked at or near high or low water slack. Vessels berthing at river front berths: vessels up to 650 ft. will be handled any time and vessels from 650 to 800 ft. on tide conditions; vessels will be handled at whatever drafts Bar Pilots will bring them in or out. As for breadth of vessels, whatever Bar Pilots will take through Seaboard Bridge.
HEALTH: Radio Pratique in effect by U.S. Public Health Service; Captain on 4 hours notice in advance to Agent can obtain radio pratique. Also see "Documents".
RADIO: Vessels route ETA cables to agents, etc., via radio Lantana.
TUGS: Tugs join vessels at city front for berths above city; for berths below city, tugs usually meet vessels in vicinity of Fort Jackson or well below berth. Tugs' lines used all times.
BERTHING: Vessels of 27 ft. and over usually proceed and depart on flood tide. All but Continental Can and Atlantic Creosoting can dock at any time. Normally no restriction on docking or undocking, except number of tugs that will do the job safely.
BRIDGES: River crossed by two bridges in main harbour: the Seaboard Coast Line Railroad Bridge, vertical lift bridge 200 ft. wide between fenders with 135 ft. vertical clearance at mean high water; and the Eugene Talmadge Memorial Bridge, vertical clearance 135 ft. mean high water and 600 ft. width between piers. No particular arrival time required in order to pass through these bridges.
STEVEDORES: In order to order gangs agent should receive ETA from vessel no later than 1300 hours day prior to arrival, when vessel coming coastwise. When calling at Savannah from a foreign port agent normally receives ETA 72 hours and again 24 hours prior to arrival.
MEDICAL: Agent should be advised as far in advance as practicable for required medical attention. U.S. Public Health Hospital in Savannah, also other extensive medical facilities. Standard information required as to inoculations, vaccinations, etc.
TANKERS: Standard requirements on diameters of load–discharge lines. No facilities for slop (residue) discharge facilities except American Oil Company. S.G. & A.P.I. of local types of oil is 36 gravity marine diesel fuel. 6 tanker berths in port, maximum drafts 32 ft. (Draft at tanker berth will in all probability be increased to 34 ft. upon completion of the current improvement programme.)
DENSITY: Average density of water at 20 degrees Centigrade in channels of Savannah Harbour are:

	Savannah River Entrance	
	High water	*Low water*
Surface	1.0196	1.0090
Bottom	1.0196	1.0181
	Port Area	
Surface	1.0022	0.99915
Bottom	1.0120	1.0075

FRESH WATER: Available at all terminals. Charge 55c per ton.
FUEL: Light marine diesel fuel (No. 2 Fuel), heavy marine diesel fuel (No. 4 Fuel), all Intermediate grades from Intermediate 2 (equals 200 secs. Redwood 1 scale at 100° F.) through No. 30 (equals 3,000 secs.

Redwood 1 scale at 100° F.), Bunker "C" Fuel (No. 6 Fuel). All above grades available in either bonded or domestic except light marine diesel, which is domestic only. Advance notice required 24 hours.

FIRE PRECAUTIONS: No special fire precautions. All tanker berths have water and fire extinguishers on dock. Fire fighting equipment on dock. Fire fighting equipment on tugs.

DEVELOPMENTS: Currently under way is Harbour Improvement Programme to be completed in 1973. Channel depth will be improved to 40 ft. and channel width to 600 ft. from ocean bar to the jetty channel. From jetty channel to Seaboard Coast Line Terminal channel depth will be increased to 38 ft. Throughout main part of harbour (from the S.C.L. Terminal to the Garden City Terminal) depth will be increased to 38 ft. and width maintained at 400 ft. From Garden City Terminal to Savannah Sugar Refinery, channel will be deepened to 36 ft. and widened to 400 ft. Of paramount importance also are portions of the project which will enlarge the harbour's two smaller turning basins to 900 ft. by 1,000 ft. and construction of a sedimentation basin in Back River. At Garden City Terminal of Georgia Ports Authority adjacent to Berth No. 57 will be a new container facility consisting of one 992-lineal-ft. berth and one 90,000-pound container crane. Also to be constructed will be two bulk loading and unloading berths at the upper end of the Whitehall Plantation. These berths will have a total of 1,600 lineal ft. and will be able to handle all types of dry bulk cargo.

GANGWAY/DECK WATCHMEN: Garden City and Ocean Terminals of Georgia Ports Authority require that a watchman, or someone in authority, will be aboard any vessel tied to their facilities at all times. Seaboard Coast Line Terminal watchman furnished by Steamship Company if watchman required. The Stevens Shipping and Terminal does not require a watchman.

OPENING/CLOSING HATCHES: By crew if mechanical; by stevedores if not mechanical.

CERTIFICATES: See "Documents". Current Registry Papers, Load Line Certificates, Certificates of Inspection, etc., are required.

CUSTOMS ALLOWANCES: Tobacco, a crew member may take ashore 50 cigars, 300 cigarettes, or 3 pounds of smoking tobacco, or a proportionate amount of each. An appropriate amount of tobacco products may be held out of bond for use of passengers and crew members while aboard ship when in port. Wine and/or Spirit, a crew member may take ashore one quart of alcoholic beverages for his own use. Container should be opened, that is the seal should be broken. An appropriate amount of wine and/or spirits may be held out of bond for consumption by passengers and crew while aboard ship when in port.

CARGO GEAR: Certified in accordance with U.S. Department of Labor Regulations. Supplied by stevedores.

IDENTIFICATION CARDS: Identification required by crew members coming ashore. U.S. Immigration & Naturalisation Service issues landing permit, Form I-94, to any crew member of a foreign vessel who is not considered a security risk. This form must be in man's possession any time he is ashore.

CONSULS: The following countries are represented in Savannah:

Brazil	France	Norway
Costa Rica	Germany	Sweden
Dominican Rep.	Italy	Venezuela

REPAIRS: All types of deck and engine repairs possible at Savannah Machine and Foundry Company. Deck repairs from Diamond Manufacturing Company.

RADAR/VHF REPAIRS: Marine Industrial Electronics has qualified radar and RDF, also VHF men available. They can be contacted through ships' Agents or through the Pilots or Atlantic Towing if vessels should require service on arrival.

DRY DOCKS: Savannah Machine & Foundry Drydock 540 × 72 × 21 ft.

REPATRIATION: Responsibility of Owner's Agents. Can be arranged to all points.

AIRPORT: Savannah Municipal Airport regularly served by Delta Air Lines with thirteen scheduled flights daily and National Airlines with five flights daily. Charter service also available. Distance to Garden City Terminal approximately 5 miles, to Ocean Terminal approximately 7 miles, and to Stevens Terminal and SCL Terminal approximately 9 miles.

TIME: Savannah maintains Romeo or Eastern Standard Time GMT minus 5 hours, from 0200 the last Sunday in October, to 0200 the last Sunday in April. Quebec or Eastern Daylight Saving Time GMT minus 4 hours maintained from April to October.

HOLIDAYS: New Year's Day (January 1st); Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); George Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (First Monday in September); Columbus Day (October 12th); Armistice Day (November 11th); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25th); Good Friday.

No work will be performed on New Year's Day, Independence Day, Labor Day, and Christmas Day.

POLICE/AMBULANCE/FIRE: Police, City:232–4141 and 233–9321, County: 232–8171; Ambulance: Fields and Sons Ambulance Service, 233–0191, Ambulance Service of Savannah, 236–1513; Fire: City: 232–5121.

TELEPHONES: G.P.A., Garden City and G.P.A., Ocean Terminals: telephones on board can be provided through local agents. Stevens Shipping & Terminals – not available to ship (phones on dock). S.C.L. Terminal – not available to ship (phones on dock).

SERVICES: Compass Adjusting, Coste Compass Adjusters, 121 East 63rd Street, Savannah, Georgia 31405, Tel. 355–9607.

Radar, RDF, VHF, Marine Industrial Electronics, Inc., Savannah Industrial Park, Savannah, Georgia, Tel. 232–3489.

SHORE LEAVE: Crew members are allowed ashore provided they are not detainees.

DELAYS: With reasonable advanced notice of ETA no delay anticipated in berthing, loading, discharging or bunkering.

AUTHORITY: *Georgia Ports Authority:* Garden City Terminal, Ocean Terminal, Georgia Ports Authority, PO Box 2406, Savannah, Georgia 31402. Tel. (912) 236–1561 TWX: 810–784–5634.

Seaboard Coast Line Terminal: PO Box 788, Savannah, Georgia. Tel. 232–1644, 232–3758, & 964–1721, extension 259.

Stevens Shipping & Terminal: PO Box 1468, Savannah, Georgia, Tel. 233–8131, TWX: 810–784–5625.

Savannah Port Authority: 42 East Bay Street, PO Box 128, Savannah, Georgia 31402. Tel. 233–9604. Cable Address: Savanaport.

The Savannah Port Authority does not operate terminals; however, is engaged in port and industrial development for the City of Savannah and Chatham County, Georgia. Harbour regulations, pier and bulkhead lines, etc., come under the jurisdiction of this organisation.

SEARSPORT, Maine: 44.28 N. 68.56 W.

DOCUMENTS:
1 Crew List.
1 Passenger List.
2 Stores Lists.
2 Foreign purchases Lists.
2 Inward foreign Manifest uniform cargo.
Original Bill of Lading.
1 Form 3251 Masters oath on entry of vessel.
2 Form 1374 outward foreign Manifest.

PILOTAGE: Ship's agent notifies Pilot approximately 48 hours in advance of arrival, correcting at 24 hours. Pilot's boat called on Channel 16 and 13 VHF. Pilot boards at Monhegan Island, W.B. 14 m. When weather bad, suggest vessel heaves-to at 43° 45.3 N. 69° 22.5 W.

ANCHORAGES: No restrictions on anchoring.

RESTRICTIONS: No restrictions at night. Deep draft vessels brought in only on high water. Draft in concurrence with docks, 32 ft. low water. 10 ft. rise in tide – approach to Searsport 35 ft. – Bay 60 ft. limit.

MAX. SIZE: Size of vessel restricted to 38 ft. draft in harbour area. No outside installations at the port yet.

HEALTH: Agent notifies Public Health Service and arranges inspection at pier. If any disease or fever suspected, vessel quarantined. When vessel cleared at a U.S. port and proceeds to another, clearance is still valid.

RADIO: Tugs in Searsport Harbour use Channel 16 and 2182. Vessels arriving Searsport go through radio station at Chatham, Mass., RCA installation, or call station WOU via Radio-Telephone.

TUGS: Eastern Maine Towage Company, Inc., Marshall Wharf, Belfast, Maine 04915. Cable address: Eastow. Tel. (207) 338–3000. 24-hour service. Requested that orders for tugboat service be given during normal business hours, 24 hours in advance.

Tugs: "Clyde B. Holmes", steam 1,000 h.p.
"Evelyn M. Holmes", diesel 1,200 h.p.
"Candace A. Holmes", diesel 1,200 h.p.
"Pauline H. Holmes", diesel 600 h.p.

Radio: ship to ship, VHF 2182 Channels 16–13–14, 2638, 2738; Boston Marine; Cape Cod Canal.

Sea Pilots dock ship with tug's assistance.

BERTHING: Draft conditions govern arrival and departures.

STEVEDORES: 4 hours notice on ordering gangs.

MEDICAL: No advance notice required by Agent. One hospital, Waldo County, which takes bed patients. All seamen require Certificate showing they have had smallpox vaccination during last three years.

TANKERS: Two berths at Searsport – one for No. 6 oil and one for light oil and gas. Two 8-in. hoses. 32 ft. low water.

DENSITY: Average density 1024.

FRESH WATER: Available by tug for boilers only at rate of tug hire. Drinking water available at piers.

FUEL: No. 6 oil at C.H. Sprague dock. Light oils delivered by tank truck at dock.

FIRE PRECAUTIONS: At certain oil piers information given to Shipmaster upon arrival at pier. Ample fire protection, salt-water lines, sprinkler system on pier, local fire department.

DEVELOPMENTS: Two new 40,000 bbls. tanks for liquid fertiliser.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Ship's crew may open hatch after longshoremen boarded ship.

SHIP CERTIFICATES:
Load-line Certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage Tax Certificate of previous trip if have them.
Radio Operator Licence.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Wine and/or Spirit Allowance 1 bottle per person.

CARGO GEAR: No additional cargo gear necessary.

IDENTIFICATION CARDS: Form I-95 must be filled out on arriving unless seaman has had a prior one made out for a previous arrival on same ship (on a plastic card.)

CONSULS:
Norwegian: Allan Kjos-Hansen, 30 Mayer Road, Portland, Maine, Vice-Consul.
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish: Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenica A. Santoro, 43 Deering Street, Portland, Maine.
Panamanian: Mary Navarro de Carrillo, Lafayette Town House, Portland, Maine.
Swedish: Martin Johnson, Vice Consul, 443 Congress St., Portland, Maine.
REPAIRS: All types of machinery repairs.
DRY DOCKS: None.
REPATRIATION: Arrangements must be made with Agent in advance by telegram.
AIRPORT: Bangor International Airport, 30 miles, Northeast Airlines.
HOLIDAYS: New Year's Day; Washington's Birthday; Patriot's Day; Memorial Day; Independence Day; Labour Day; Thanksgiving Day; Christmas Day and Veteran's Day. Possible to get gangs to work all days except on Labour Day and Christmas.
POLICE/AMBULANCE/FIRE: Police 548–2256; Ambulance 548–2900; Fire 548–2900.
TELEPHONE: Arrangements can be made to have phone put on ship, but most docks have pay phones.
AUTHORITY: Maine Port Authority, Maine State Pier, Portland, Maine 04111 (207) 773–5608

SEATTLE, Washington: 47.36 N. 122.20 W.

PORT LIMITS: Port of Seattle limits are co-extensive with the boundaries of King County in which Seattle is situated. A vessel has "arrived" when it has tied-up to a berth.
DOCUMENTS (on arrival from foreign):
Clearance from Last Foreign Port.
2 Crew Lists on Form I.418.
2 Passenger Lists on Form I.418 (if applicable).
Passenger Declarations if applicable.
2 Store Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of Cargo for discharge on CF.7527–A or 7527–B.
If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on CF.7527–A or 7527–B, one for Customs at this port and the other for use as a "Travelling Manifest" to go forward to other discharge ports.
A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.
B –For U.S. Dept. of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form AIQ.43.
C – For U.S. Immigration Boarding Officer:
1. Crew List on Form I.418 visaed by U.S. Consul abroad.
2. Passenger List on Form I.418.
3. Attachment to Passenger List on Form I.92.
4. Form I.94 for each passenger.
5. Form I.95 or ID Card (Form 184) for each crewman. (These are reusable for multiple entries, but for seamen on first trip to United States a new Form I.95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
1. 3 copies Crew List (Form I.418).
2. 3 copies Cargo Manifest on Form 7527A or B.*
3. 3 copies Store List – no official form provided.*
4. 3 copies Crew Purchases or Curio List (no official form provided).*
5. 3 Passenger Lists on Form I.418.
6. For U.S. Ships – Declaration re foreign repairs on Form 3415.
7. For U.S. Ships – Certified Crew List from last U.S. port before going foreign.

*At subsequent U.S. ports of call two copies required of extracts Cargo Manifests of cargo for the port concerned, and two copies of lists of stores and curios remaining on board.
PILOTAGE: Compulsory for all vessels except those on coasting trade. Pilots may be obtained from Puget Sound Pilots' Association, Seattle, at short notice. Inward, Pilot boards vessel at pilot station off Port Angeles.
ANCHORAGE: Extensive anchorage in Eliott Bay, depths of 90 ft.
RESTRICTIONS: Only for Inner Harbour, entrance through Canal Locks, maximum 800 ft. ×80 ft.×29 ft. fresh water.
MAX. SIZE: Controlled by depth at berth.
HEALTH: Vessels subject to Quarantine inspection usually proceed to their docks where they are boarded by the Quarantine officer. Fumigation service is performed at the port; however advance notice of 24 hours should be given to the U.S. Public Health Service at Seattle.
TUGS: Available, but not normally required.
BERTHING: Over 44 berths for ocean-going vessels. Depths alongside, 30 to 40 ft. MLLW.
SPECIALISED HANDLING FACILITIES: Terminal 20 has among its equipment a 200-ton capacity shear-leg crane. Also has pipe-lines to carry molasses, tallow or other non-petroleum liquid cargo, and has a tank farm for storage.
Terminal 115 – two berths, capacity, Auto-Terminal.
Terminal 115 – Foss Alaska Barges, has specialised finger piers, to handle container-to-barge operations.
Terminals 5, 18, 46 and 25 – Container Terminals, equipped with large container cranes and yards to handle van shipments.
Pier 86 – fully automated, deep water, Grain Terminal. With one berth it can accommodate a vessel with up to 73 ft. draft.
Terminal 5 – Banana Terminal. One berth, fully automated and is the only one in the North West with four pocket elevators.
STEVEDORES: 58 local gangs available. Gang requirements must be made known to the contracting stevedore prior to 11.00 on day before vessel plans to dock. Order before 10.30 on Saturday for Saturday afternoon, Sunday, and Monday.
DENSITY: Salt water in Outer Port. Fresh water inside Canal Locks.
FRESH WATER: Available at all wharves.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Watchmen required if detainees aboard.
OPENING/CLOSING HATCHES: Normally carried out by stevedores while vessel in port.
CERTIFICATES:
Certificate of Registry.
Certificates for any previous U.S. tonnage tax payments within the past year.
International Load Line Cert.
Safety Radio Cert.
Deratization Cert.
Cargo Gear Inspection Cert.
Cert. of Inspection (for U.S. vessels).
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
IDENTITY CARDS: Required.
REPAIRS: All types of repair possible.
DRY DOCKS: Ten dry docks for vessels up to 20,000 tons.
REPATRIATION: All facilities exist.
AIRPORT: Seattle International Airport.
TIME: Pacific Standard Time, GMT minus 8 hours; Pacific Daylight-saving Time, from end April to end October, is GMT minus 7 hours.
HOLIDAYS: New Years' Day (January 1) no work; Lincoln's Birthday (February 12); Washington's Birthday (February 22); Memorial Day (May 30); Independence Day (July 4) no work; Bloody Friday (July 5) no work; Labour Day (September 1) no work; Colombus's Day (October 12); Veteran's Day (November 11); Thanksgiving Day (November 27) no work; Christmas Day (December 25) no work.
SHORE LEAVE: Allowed, except for crewmen detained by Immigration.
AUTHORITY: Port of Seattle Commission.

SEWARD, Alaska: 60.06 N. 149.27 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B) the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign clearances.
U.S. Certificates of payment to tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Alaska Marine Pilots' Association, Box 273, Homer, Alaska 99603. 48 hours advance notice. 2182 calling frequency KC – KTE–21. Anchorages as noted on chart. C. & G. S. 8529 Resurrection Bay.
Pilot boards at Cains Heads in Resurrection Bay.
MAX. SIZE: Harbour depth 35 ft. MLLW.
ANCHORAGE: Suitable anchorage in 30 fathoms depth available for deep draft vessels at the head of the Bay, South of marked buoy.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
RADIO: KWA 364 (AM) Alaska Railroad Dock, frequency monitored 2182 kc/s. KWA 364 (SSB) Alaska Railroad Dock, frequency monitored 4–6–8–12 Megs.
TUGS: No regular tug service available. Prior arrangements need be made with tugs from Cook Inlet. Foss Tug & Barge or Puget Sound Tug & Barge Company.
BERTHING: 24 hour berthing. Berthing permit required. Advance notice of 48 hours requested.
200 ft. by 735 ft. steel and concrete finger pier.
East Side – 600 ft. long with 35 ft. depth of water.
West Side – 600 ft. long with 35 ft. depth of water.
South End – 200 ft. long.
(East and West Berths serviced by railroad spurs).
STEVEDORES: Northern Stevedoring and Handling Corporation supply labour force.

MEDICAL: Fully staffed 30 bed hospital. All medical facilities available.
DENSITY: 1.0248 water density at Mean High Water.
FRESH WATER: Available at berths. 4 in water line; 67 lb. pressure.
FUEL: Diesel fuel available from pipeline at West Berth only. Other grades delivered by tank wagon.
HATCHES: Handled by crew, if done before berthing ship. By stevedores if tied to dock.
IDENTIFICATION CARDS: U.S.C.G. Port Security Card or Seaman's Card required.
REPAIRS: Radio, radar, welding, machining and light engine repairs can be effected.
AIRPORT: 1 mile. Charter Service. No regular air service.
TIME: Alaska Standard Time.
HOLIDAYS: All holidays are time and one half. Cargo can be worked on all except Christmas, New Year and Labour Day.
POLICE/FIRE/AMBULANCE: Police, tel. CA 4–5201; Ambulance, tel. CA 4–3042; Fire, tel. CA 4–3444.
AUTHORITY: The Alaska Railroad, Box 95, Seward, Alaska 99664. Tel. CA 4–5550.

SITKA, Alaska: 57.03 N. 135.20 W.

Located on the Western side of Sitka Sound, Baranof Island. Open all year.

APPROACHES: Three natural channels: Western, Middle and Eastern.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: Pilot pick-up point – close aboard vicinity Eckholm Light.
ANCHORAGE: Jamestown Bay.
MAX. SIZE: Harbour depth 22 ft. MLLW. Tides: diurnal range – 9·9 ft.
CUSTOMS: Quarantine, Immigration and Customs, local.
TUGS: 7 tugs 300 h.p. to 1,200 h.p.
BERTHING: Three wharves.

1. Conway Dock: Berthing length 160 ft., depth 30 ft. MLLW. No cranes, 3 lift-trucks; 10,000 sq. ft. covered shed space; fresh water.
2. Japonski Dock: Government dock only for limited commercial use.
3. Alaska Lumber & Pulp Co.: (Private) Berthing length 700 ft., depth 35 ft. LW. Walking cranes only. Not less than 12 lift-trucks, 30,000 sq. ft. covered shed space; fresh water. (Located at Silver Bay, Sawmill Cove, 4 miles South of Sitka). 30,000 sq. ft. open storage.

STEVEDORES: Three gangs.
REPAIRS: Light repairs only.
WATER: Available.
FUEL: Not available.
MEDICAL: Sitka Community Hospital and U.S. Public Health Service Hospital on Japonski Island.
TRANSPORTATION: Air and ferry.

SKAGWAY, Alaska: 59.27 N. 135.18 W.

Located at the Northern end of Lynn Canal, 14 miles North of Haines.

APPROACHES: Via Lynn Canal.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: Pick-up point located in vicinity of Point Retreat.
MAX. SIZE: Harbour depth 30 ft running out to 300 ft. Tides diurnal range 16·7 ft. Also see "Berthing".
ANCHORAGE: In Lutak Inlet, 14 miles south of Skagway.
CUSTOMS: Quarantine, and Customs, local. Immigration from Haines.
BERTHING: 1. White Pass and Yukon Railroad Dock: Containerized cargo to Vancouver and Whitehorse is the principle use, also used for tankers and cruise ships. 900 ft. long, 100 ft. wide; depth at face varies from 20 to 43 ft. Southern end in poor condition. No covered storage. Open storage 80,000 sq. ft. One fork-lift is available. Containers presently loaded and unloaded with ship's gear. Two straddle cranes for containers on dock.

2. Skagway Terminal Co.: Ore loading facility. 1,000 ft. berth, fender dolphins, and walkway. 42·5 ft deep at face. Sole use for bulk cargo ships. Adjacent to the berth is a warehouse of 108,000 sq. ft. Also available are 50 acres for open storage. Loading equipment consists of one fixed loading spout with a capacity of 1,500 tons per hour.

TUGS: Three available from Haines.
STEVEDORES: Three gangs.
REPAIRS: None.
WATER: Available in small quantities in temperate seasons only.
FUEL: None.
MEDICAL: Medical clinic and one nurse.
TRANSPORTATION: Rail, ferry and air.

SMITHS BLUFF, Texas: 30.00 N. 93.59 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".
TUGS: Meet vessel in Neches River before arriving at berth. Normally two tugs required berthing/unberthing.
BERTHING: Pure Oil Co.: distance from sea 38 m., depth at berth 37 ft. Sun Oil Co.: distance from sea 38 m., depth at berth 36 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available ex wharf at Pure Oil terminal, otherwise by barge.
FUEL: Available ex wharf at Pure Oil terminal. All grades available by barge from Port Arthur or Beaumont.
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by Immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and one quart wine or spirits for each man.
IDENTIFICATION CARDS: Foreign crew require only Immigration Landing Permit.
CONSULS: Nearest at Houston.
REPAIRS: DRY DOCKS: See "Port Arthur".
AUTHORITY: Port Director, Port of Beaumont, PO Drawer 3626 Beaumont.

STOCKTON, California: 37.57 N. 121.18 W.

DOCUMENTS: See San Francisco.
PILOTAGE: Pilots commissioned by Stockton Port District. Pilots obtained by contacting Secretary of California Inland Pilots' Association, located at Marine Exchange, World Trade Center, San Francisco, California (KBP 386).
ANCHORAGE: Emergency anchorage only permitted in Turning Basin, 32 ft. depth.
RESTRICTIONS: Restrictions only in effect if water at flood stage. See San Francisco.
MAX. SIZE: No restrictions to length or breadth; draft restrictions of 30 ft. at low tide, 32 ft. at high tide.
HEALTH: Clearance through San Francisco. No further clearance necessary for Stockton.
RADIO: Ship to shore Radio (KBP 376) enables constant contact with Pilots who therefore aware of any problem that may develop up or down river. Arrangements also may be made for readiness of ordered gangs within 15 minutes of ship's arrival.
TUGS: Tugs join vessel one-half mile up river from Main Channel; generally, ship lines used, however, tug lines may also be utilised.
BERTHING: Berthing facilities available for 15 vessels with depth 32 ft. alongside. Facilities consist of 8 general covered cargo berths and one open cargo berth with adjacent open area consisting of 106,000 sq. ft. One berth for loading bulk grain at Stockton Elevators. One berth for handling bulk fertilisers and phosphate rock at wharf No. 4. Also two berths for loading of bulk materials such as coal, coke, iron ore, and magnesite clinkers. Three berths for receipt of bulk molasses at three separate terminals. Other facilities include bulk wine delivery berth and storage tanks capable of storing 2½ million gallons of bulk wine. Pipe-line facilities available for receipt of bulk petroleum products from deep draft tankers to tank farm storage.
BRIDGES: Fixed-span high-level toll bridge across Carquinez Strait, with minimum clearance of 135 ft. above mean higher high water. Southern Pacific Railroad lift span bridge crosses Suisun Bay 6.5 miles upstream from Carquinez bridge, with minimum clearance above mean higher high water of 70 ft. when closed and 135 ft. when open. Horizontal clearance on lift span 290 ft. A third bridge, 22 miles above Southern Pacific bridge, near Antioch, has minimum clearance 70 ft. when closed and 135 ft. when open. Horizontal clearance of span 265 ft.
STEVEDORES: *General Cargo* – For gang start at 0800, orders must be placed at 1600 of previous day; night gangs must be ordered by 1100. These times pertain to week-day gangs. For week-end gangs, 1100 Saturday for Saturday night, Sunday morning, Sunday night and Monday morning. Day shifts run from 0800 to 1700. Night shifts 1700 to 0300. Arrangements can be made for a special third shift from 0300 to 0800. Rates quoted on request.

Bulk Ore and Grain Cargoes—Orders for gangs must be placed at same time as for general cargo. This operation on 24 hour basis; day shift, 0800 to 1600, night shift 1600 to midnight, swing shift, midnight to 0800. Also see "Radio".

MEDICAL: Arrangements with San Joaquin Medical Society for physicians, surgeons and dentists. Five hospitals within radius of 6 miles from port. Ambulance service readily available. Telephone number for this service is 466–9535 (day or night).
TANKERS: Two berths, 32 ft. depth available.
FRESH WATER: Available through pipelines.
FUEL: All grades of fuel available with one day's advance notice.
DEVELOPMENTS: Deepening of channel to 37 ft. authorised.
GANGWAY/DECK WATCHMEN: Services of watchmen not necessary. Available if requested.
OPENING/CLOSING HATCHES: Hatches may be opened prior arrival and closed after ship sailed from port; any opening or closing of hatches at dockside must be performed by stevedores.
CERTIFICATES: See San Francisco.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirit, see San Francisco.
CARGO GEAR: Safety regulations require strict adherence to maximum loading or unloading weight capacity of ship's gear.
IDENTIFICATION CARDS: Not required.
CONSULS: See San Francisco.
REPAIRS: Minor types of repairs carried out.
DRY DOCKS: Nearest dry docks, San Francisco.
REPATRIATION: No facilities in Stockton for effecting crew changes and arranging any necessary repatriations. Special arrangements may be made through Customs.
AIRPORT: Stockton Metropolitan Airport located approximately 6 miles from port. Serviced by United Air Lines and Air West.
TIME: Pacific Standard Time in effect from last Sunday in October to last Sunday in April; Pacific Daylight Time goes into effect on

last Sunday of April until last Sunday in October, when clocks are advanced one hour.

HOLIDAYS: Labor Day, Christmas Day, New Year's Day. No work can be arranged for above holidays. Lincoln's Birthday, Washington's Birthday, Memorial Day, Admission Day, Columbus Day, Veteran's Day, Thanksgiving Day are all holidays. In addition to above, General Election Day, both State and National, as well as any day proclaimed by Governor of California or President of United States shall be observed as holiday.

POLICE/AMBULANCE/FIRE: Security Force on duty 24 hours a day and can be reached by dialling extension 246 for any emergency that might arise. Stockton Police Department's emergency telephone number (209) 466–6843. Stockton Fire Department (209) 464–4646. Ambulances may be secured by telephoning (209) 466–6869; 464–4846; 463–3202; 466–1601; 464–4611; 464–1546.

TELEPHONES: Telephones placed aboard on request.

ELECTRIC CURRENT: At wharves where current available for ship's use, it is 110 volt, single phase, 60 cycle for lighting and 440 volt, 3 phase, 60 cyle for power.

SHORE LEAVE: Permitted.

REGULATIONS: Port of Stockton requests notice of ship's intent to come into port at least seven days prior to arrival; vessels, who have made prior arrangements will have precedence over vessels who sail into port without previous notice.

AUTHORITY: Stockton Port District, PO Box 2089, 2201 West Washington Street, Stockton, California, 95201. Tel. (209) 466–6011. Telex 510–765–6661.

TACOMA, Washington: 47.14 N. 122.28 W.

DOCUMENTS (on arrival from foreign):

Ship's document.
Clearance from Last Foreign Port.
2 Crew Lists on Form I.418
2 Passanger lists on Form I.418 (if applicable)
Passenger declarations if applicable.
2 Store Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of cargo for discharge on C.F. 7527–A or 7527–B.

If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on CF.7527-A or 7527-B, one for customs at this port and the other for use as a "Travelling Manifest" to go forward to other discharge ports.

A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.

B – For U.S. Department of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form A1Q.43.

C – For U.S. Immigration Boarding Officer:
1. Crew List on Form I.418 visaed by U.S. Consul abroad.
2. Passenger List on Form I.418.
3. Attachment to Passanger List on Form I.92.
4. Form I.94 for each passenger.
5. Form I.95 of ID Card (Form 184) for each crewmen. (These are reusable for multiple entries, but for seamen on first trip to United States a new Form I.95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
1. 3 copies Crew List (Form I.418).
2. 3 copies Cargo Manifest on Form 7527A or B.*0*
3. 3 copies Store List – no official form provided.*0*
4. 3 copies Crew Purchases or Curio List (no official form provided).*
5. 3 Passenger Lists on Form I.418.
6. For U.S. Ships – Declaration re foreign repairs on Form 3415.
7. For U.S. Ships – Certified Crew List for last U.S. port before going foreign.

* At subsequent U.S. ports of call two copies required of extracts Cargo Manifests of cargo for the port concerned, and two copies of lists of stores and curios remaining on board.

PILOTAGE: Is compulsory for all vessels except those under coasting trade on West coast of the United States, including Alaska and British Columbia. Pilots board off Port Angeles Pilot Station.

ANCHORAGE: The depths as a rule are too great for convenient anchorage, but vessels occasionally anchor under the Northern shore about 1 mile Eastward of Brown's Point. Vessels may anchor in about 60 ft. 450 yd. North-north-westward of the outer end of Puyallup Waterway West jetty.

City regulations permit anchorage in any part of the bay outside harbour lines so as not to interfere with vessels arriving or departing from their docks.

MAX. SIZE: Length over 1000 ft. (centre to centre dimensions of mooring dolphins), draft subject to berth depth.

HEALTH: Vessels subject to quarantine inspection usually proceed to their docks, where they are boarded by Quarantine Officer. Fumigation service is performed at the port; however advance notice of 24 hours should be given to Quarantine officer at Tacoma or the U.S. Public Health Service at Seattle.

TUGS: Available, join vessel in Commencement Bay, approximately half way between Brown's Point and the designated Dock. Tug's lines are used and there is a charge for tug's lines.

BERTHING: 21 Deep water berths.

General Cargo: 260,000 sq. ft. of warehouse space, 60 acres of open storage area serving all piers.

Water depths: 30 to 50 ft. below MLLW.

BULK HANDLING FACILITIES: 1,800-ft. pier with 40 to 50 ft. water depth. Five heavy lift whirley cranes and bulk unloading crane with 750 to 1,500 tons per hour capacity; 50,000 tons capacity alumina storage structure with load-out facility; 30-acre stockpile area including holding area for 300 rail cars.

Bulk grain elevator: 4,500,000 bushel capacity; loading rate: 600 tons per hour; 700 ft. dock; 45 ft. water depth.

BRIDGES: The Port Industrial Bridge and the 11th Street Bridge; all ships are required to notify for opening two hours in advance. The Puyallup River Bridge on 11th Street has been deactivated. The Hylebos Bridge. There are no restrictions on the Hylebos Bridge. Closed periods apply to the 11th Street Bridge and the hours are as follows: 6.45 a.m. to 7.45 a.m., 3.30 p.m. to 5.30 p.m.

STEVEDORES: Seattle Stevedoring Company, Rothschild International Stevedores, Crescent Wharf and Warehouse Co.

Gang requirements must be made known to contracting stevedore prior to 11.00 a.m. on day before the vessel plans to dock. (10.30 on Saturdays for gangs on Saturday p.m., Sunday and Monday.)

Stowage of cargo for discharge or load determines the gang size requirements. Sufficient information for intelligent gang orders is a necessity – i.e. advance cargo plans, unusual size and/or weight, etc.

TANKERS: Loading/discharge lines 8 in. and 10 in. 150 ASA flanged connections. Slop discharge facilities not available. Fresh water available. Coast Guard regulations strictly enforced.

DENSITY: The average density in the port is 16·8 at 15°C.

FRESH WATER: Available. Delivers to vessel through portable meter hose.

FUEL: Available.

Grade	*Viscosity at 122° SSF*
Bunker "C"	165–175
PS–400	112–116
Bunker Special	50–60
PS–300	32–35

Advance notice required

FIRE PRECAUTIONS: Very strict precautions in force.

GANGWAY/DECK WATCHMEN: Watchmen required if detainees are aboard.

OPENING/CLOSING HATCHES: Normally carried out by stevedores. In practice, however, the crew can perform this task while in transit.

CERTIFICATES:

Certificate of Registry.
Certificates for any previous U.S. tonnage tax payments within the past year.
International Load-line Certificate.
Safety Radio Certificate.
Deratization Certificate.
Cargo Gear Inspection Certificate.
Certificate of Inspection (U.S. vessels).

CUSTOMS ALLOWANCE: Tobacco: Wine/Spirit: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.

IDENTIFICATION CARDS: Required.

REPAIRS: The largest repair yard in Tacoma can haul out vessels up to 1,000 tons for all kinds of repairs, including electronics, welding, painting and machining; shafts up to 30 ft. in length are machined here. Another plant does shipbuilding exclusively, but will perform topside repairs if needed. Wreckage and salvage facilities are available. Larger vessels go to Seattle for dry-docking. Minor repairs and services for small craft are available at marinas on the City Waterway and the North-eastern shore of Commencement Bay.

AIRPORT: Seattle – Tacoma Inter Airport is 16 miles North from port and Tacoma Industrial Airport 8 miles West.

TIME: Local time reference is GMT minus 8 hours. In Summer time it is GMT minus 7, or Pacific Daylight Saving Time, started the last week-end in April and finished the last week-end in October.

HOLIDAYS: New Year's Day (January 1st) no work; Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th) no work; Bloody Friday (July 5th) no work; Labour Day (September 1st) no work; Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (November 27th) no work; Christmas Day (December 25th) no work.

POLICE/AMBULANCE/FIRE: Emergency tel. numbers: Police MA 7–6141; Fire MA 7–0151; Ambulance MA 7–4118 or FU 3–1555.

TELEPHONES: Pay telephones available at Piers 1, 2, 4 and 7. There is no charge for this service.

SHORE LEAVE: Allowed.

AUTHORITY: Manager, Terminal Division, Port of Tacoma, Box 1837, Tacoma, Washington.

TAMPA, Florida: 27.57 N. 82.28 W.

DOCUMENTS:

Passports & Seamen's Books.
Vaccination Certificate for each Seaman.
Certified Crew List: must be on American form and certified by American consular office at foreign country from which departed.
U.S. Customs requires Inward Foreign Manifest (original and 3 copies). This must describe cargo which is to be discharged this port and/or any other port in vessel's itinerary. It must show:
Vessel's name and flag.
Master's name.
Last foreign port of departure.
Net registered tons of vessel.

When and where vessel built.
Consigned to Agent.
Bill of Lading Number.
Marks and numbers (on cargo).
Complete description of merchandise.
Weight in kilos or pounds.
Port of loading.
Port of discharge.
Stores Lists (original and 3 copies)
Crew Curio List (original and 3 copies)
Narcotic List (original and 3 copies)
*Dangerous Cargo List (original and 3 copies)
*This should be filled out even if nothing dangerous aboard.
Health officials will board vessel first. Bills of Lading not needed for Customs purposes.

PILOTAGE: Vessel applies for Pilot through radio station WPD and through Agent. Telegraphic address for Pilots is: Tam-pilot. Advance notice is not necessary. However, U.S. Coast Guard requires a 24-hour notice of the vessel's ETA. VHF Channel in Tampa is Channel 12.

Five pilot boats – each are different. All 40–45-ft. motor launches flying "H" flag and carrying prescribed red and white pilot lights. No light or sound signals necessary by vessels requiring Pilots.

Normally pilot boat located between sea buoy and No. 2 Buoy in main channel. During bad weather they are located off lighthouse at Egmont Key. Anchorage within 1 mile area of sea-buoy.

ANCHORAGES: Vessels with good ground tackle can anchor anywhere outside Egmont Bar in depths of 35 to 50 ft. Inside anchorages Southward of Mullet Key in depths of 30 to 35 ft.; and Southwestward of Gadsden Point in depths of 29 to 36 ft.

Explosives and quarantine anchorages East of Mullet Key and South of Interbay Peninsula.

(1) Explosives anchorage East of Mulled Key. A rectangular area in Tampa Bay, approximately 4,459 yd. long and 1,419 yd. wide, beginning at latitude 27° 38′ 30″, longitude 82° 39′ 09″, and extending North-easterly to latitude 27° 39′ 48″, longitude 82° 37′ 15″; thence South-easterly to latitude 27° 39′ 17″, longitude 82° 36′ 46″; thence South-westerly to latitude 27° 37′ 52″, longitude 82° 38′ 38″; thence North-westerly to point of beginning. Anchorage is used by vessels awaiting loading or unloading at Port Tampa where duration of anchorage will exceed 72 hours.

(2) Temporary explosives anchorage South of Interbay Peninsula. Beginning at a point bearing 107°, 1,750 yd. from Cut F Range Front Light; thence to a point bearing 125°, 2,050 yd., from Cut F Range Front Light; thence to a point bearing 180°, 1,725 yd., from Cut F Range Front Light; thence to a point bearing 222°, 2,180 yd., from Cut F Range Front Light; thence to a point bearing 251°, 1,540 yd., from Cut F Range Front Light; and thence to the point of beginning. Anchorage is used for vessels engaged in loading explosives when duration of the anchorage is less than 72 hours.

(3) Temporary explosives anchorage off Port Tampa. A circular area with a radius of 200 yd. with the point at latitude 27° 50′ 22″, longitude 82° 34′ 15″.

(4) Quarantine anchorage. South-east of the temporary explosives anchorage, beginning at a point bearing 97° true, 4,370 yd., from Cut F Range Front Light; thence to a point bearing 113° 30′, 5,370 yd., from Cut F Range Front Light; thence to a point bearing 161° 30′, 3,770 yd., from Cut F Range Front Light; thence to a point bearing 163° 30′ 2,070 yd., from Cut F Range Front Light; thence to the point of beginning.

RESTRICTIONS: Draft recommendation is 33 ft. 6 in. No tidal restrictions with exception of loaded vessels into Port Tampa.

MAX. SIZE: Maximum draft 34 ft. MLW. No limit on length and breadth.

HEALTH: (*a*) Any vessel from foreign port boarded on arrival and pratique issued if vessel and crew pass inspection. "Radio pratique service" whereby ship radios Agent and Agent contacts Quarantine Station; i.e. if coming from another U.S. port no boarding is necessary unless they have animals, etc., aboard for inspection.

(*b*) Vessel to notify Quarantine Station by radio if any communicable disease is suspected to be on board. This is to be done prior to arrival in port so that medical officer can check ship and take necessary control measures such as isolation for persons involved or hospitalization.

RADIO: Radio station "WPD" should be used by vessel to route ETA cables to Agents, receivers, etc.

TUGS: Positions are:
Main port area – right past Beacon No. 35
Port Sutton & East Bay – Beacon No. 29
Port Tampa – Cut "K"
East Tampa – Beacon No. 16
Tug's lines only.

BERTHING: Vessels generally berth on arrival and sail any time day or night. Overtime must be paid to boarding officials when applicable.

Phosphate berths:
Port Sutton: Max. length 700 ft. draft 33 ft. 6 ins., Waterline to hatchcoaming 38 ft.
Rockport Berth: Max. length 600 ft. draft 33 ft. 6 ins., Waterline to hatchcoaming 36 ft.
Eastern Associated Terminal: draft 33 ft. 6 ins.

STEVEDORES: Stevedoring gangs must be ordered approximately 24 hours in advance (before 1700 on day before needed).

MEDICAL: Advance notice for medical attention not required, but is preferable. All U.S. ports require valid certificate of vaccination (renewable every three years) for smallpox.

TANKERS:

Company	*Pipe lines*	*Berthing space*	*Depth*
American Oil Co.	(1) 12″ (2) 10″	275 ft.	30 ft.
Brimstone Terminals	(1) 14″	700 ft.	34 ft.
Central Oil Co.	(1) 8″	275 ft.	33 ft.
Chevron Asphalt	(3) 8″	320 ft.	18 ft.
Cities Service	(3) 10″	550 ft.	30 ft.
Florida Portland Cement	(3) 8″ (2) 6″	700 ft.	30 ft.
WR Grace (ammonia)	(1) 10″	200 ft.	34 ft.
Gulf Oil Co.	(3) 14″ (2) 10″ (1) 8″ (2) 6″ (2) 6″	650 ft.	32 ft.
Humble Oil & Ref. Co.	(1) 10″	300 ft.	18 ft.
Marathon Oil Co.	(2) 12″ (3) 8″	800 ft.	32 ft.
Murphy Oil Co.	(1) 12″ (1) 8″ (1) 6″	500 ft.	34 ft.
Petroleum Packers	(1) 6″	600 ft.	34 ft.
Phillips Petroleum	(2) 12″	300 ft.	34 ft.
Union Oil Co.	(5) 10″	880 ft.	22–30 ft.
Shell Oil Co.	(1) 12″ (2) 10″	850 ft. 250 ft.	34 ft. 34 ft.
BP Oil Corp.	(2) 10″ (5) 8″ (2) 6″	600 ft.	31 ft.
Sulphur Terminal Co.	(2) 10″	700 ft.	34 ft.
South State Terminals	(3) 6″ (3) 10″	800 ft.	33 ft.
Standard Oil Co.	(3) 12″ (5) 8″ (6) 6″	884 ft.	34f t.
Sun Oil Co.	(2) 6″	200 ft.	26 ft.
Tampa Electric Co.	(1) 10″	550 ft.	28 ft.
Detsco Terminals	(1) 10″	380 ft.	32–34 ft.
Pasco Terminals Inc.	(1) 10″	600 ft.	30 ft.
Texaco Inc.	(1) 12″ (2) 8″ (4) 6″	250 ft.	33 ft.
Taco Service Co.	(1) 12″	448 ft.	32 ft.
Warren Petroleum Co.	(1) 4″	325 ft.	14–12 ft.

Note that part of above terminals use same piers. Most terminals have residue discharge facilities.

DENSITY: Density is affected by local rains due to Hillsborough River. At slack water: Port Sutton 1,024; Garrison Channel 1,014; Seddon Island 1,009; Port Tampa 1,014.

FRESH WATER: Available all over port and delivered through hoses and meters. Rates of delivery various.

FUEL: All grades and types available, including all types of blended fuel and Bunker "C". 24 hour notice required. All types of lube-oil available with delivery in bulk or drums – 24 hour notice is required. Major oil companies (i.e. Shell, American Oil, Texaco, Gulf, Standard, etc.) represented in Tampa. Delivery ex pipeline, barge or truck.

PRECAUTIONS: No specific precautions other than usual.

DEVELOPMENTS: U.S. Army Corps of Engineers conducted feasibility study to deepen Tampa's channels to 44 ft. Building of new general cargo berths in area East of present facilities is under proposal.

GANGWAY/DECK WATCHMEN: Watchmen not necessary, but available when required.

OPENING/CLOSING HATCHES: Longshoremen open and close hatches.

SHIP CERTIFICATES:
Documentation Papers.
Load-line Certificate.
Certificate of Safety at Sea (when carrying passengers).
Certificate of Safety Equipment.

CUSTOMS ALLOWANCES: Tobacco, two packs of cigarettes per day per man. Wine and/or Spirit, no set amount. Each boarding officer has different views (i.e. German and Scandinavian vessels allowed two bottles of beer per day per man). Allowances made within reasonable bounds at Master's discretion subject to boarding officer's approval.

CARGO GEAR: No local special safety requirements. Longshoremen and U.S. Department of Labor requirements are uniform over the U.S.

IDENTIFICATION CARDS: Passports required.

CONSULS: The following countries are represented in Tampa:

Belgium	France	Netherlands
Colombia	Germany	Nicaragua
Costa Rica	Guatemala	Norway
Ecuador	Honduras	Peru
El Salvador	Italy	Sweden
Finland		

REPAIRS: All types are possible.

DRY DOCKS: Graving dock: 525 ft. long on bottom × 80 ft. wide, and depth over keel blocks 16–18 ft. at MHW; Dry dock: 200 ft. long × 65 ft. wide. There are two other dry docks besides those listed above.

REPATRIATION: No foreign crew pools in Tampa (located in New Orleans, San Francisco and New York). But crew changes can be made when Master radios requirements to Agent who arranges with local consul or through crew pool in nearest city named above for applicable country (if no consul is available in Tampa). American crew pools for all unions in Tampa.

Repatriation available at Tampa International Airport and is handled by consul or Master.

AIRPORT: Tampa International Airport served by regular airlines and located approximately 5 miles from main port area; 5 miles from Port Tampa and 16 miles from East Tampa.

TIME: Tampa normally on Eastern Standard Time with Daylight Saving Time in effect from April 30 through October 15.

HOLIDAYS: New Year's Day (January 1); Jan. 15th; Gasparilla

Day (2nd Monday in February, local holiday); Lincoln's Birthday (February 12); Memorial Day; Independence Day (July 4); Labor Day (1st Monday in September); Columbus Day; Veterans Day; Thanksgiving Day (last Thursday in November); Christmas (December 25).

When any of these holidays fall on a Sunday, they will be observed on Monday following. Work on these holidays by special arrangement only.

POLICE/AMBULANCE/FIRE: Police 223–8181; Ambulance 223–1551; Fire 223–4211.

TELEPHONES: Installation of Telephone aboard can be arranged.

SERVICES: Compass adjustments available; radio direction finder; radar repairs; tank cleaning.

SHORE LEAVE: Immigration authorities grant clearance after examination of passport or bona fide seaman's papers.

DELAYS: Delay can be expected in loading phosphate rock (one to two days), and same delay applicable for berthing at elevators. No delays in general cargo loading or berthing and bunkering.

AUTHORITY: Tampa Port Authority, PO Box 2192, Tampa, Florida 33601. Tel. (813) 248–1924.

TEXAS CITY, Texas: 29.22 N. 94.53 W.

DOCUMENTS, PILOTAGE, HEALTH, ETC., refer to "GALVESTON".

RESTRICTIONS: Controlling depth in entrance channel 40 ft. Otherwise restricted by depth available at berth. Vessels enter day and night.

TUGS: Available if required.

BERTHING:

American Oil Tanker Docks	depth	36 ft.
Monsanto Tanker Dock	,,	32 ft.
Texas City Oil Docks	,,	36 ft.
Union Carbide Terminal	,,	33 ft.

MEDICAL: All medical assistance available.

DENSITY: Brackish.

FRESH WATER: Available at all wharves except Union Carbide Terminal.

FUEL: Bunker C available to tankers loading/discharging. All grades available by barge from Houston.

GANGWAY/DECK WATCHMEN: Required only if crewmen detained by Immigration.

CUSTOMS ALLOWANCES: Each man 300 cigarettes or 100 cigars or 1 lb. tobacco. 1 qt. wine/spirits.

CONSULS: See "Houston".

TIME: Central Standard Time. Daylight saving time effective from April to October.

SHORE LEAVE: No restrictions unless detained by Immigration.

AUTHORITY: Texas City Terminal Railway Co.

TOLEDO, Ohio: 41.42 N. 83.28 W.

Refer to "St. Lawrence Seaway" for important general information.

PILOTAGE: By Seaway Pilots.

RESTRICTIONS: Navigation season from mid-March to end-December, approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessels size restricted by Seaway locks.

MAX. SIZE: 730 ft. length; 26 ft. draft. Height restriction of 104 ft. above water-line which applies to grain berths only.

HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.

RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required. Toledo Port can be contacted through Lorain, Ohio, or Port Colborne, Ontario.

TUGS: Available. Not compulsory, but sometimes necessary in bad weather.

BERTHING:

C & O Railway Dock: 2,000 ft. long, 26 ft. depth alongside.
Lake Front Dock: 1,200 ft. long, 26 ft. depth alongside.
Interlake Steel Corporation: 23 ft. depth alongside.
Mid States Terminals: 27 ft. depth alongside.
East Side Iron Elevator: 27 ft. depth alongside.
Port Authority Facility: 4,000 ft. long, 27 ft. depth alongside.
Anderson Elevator: 27 ft. depth alongside.

CARGO HANDLING FACILITIES: Three grain elevators at Toledo load vessels at 50,000 bushels per hour. There are six coal-loading machines, each of which can dump one 100-ton car per minute, also one machine which dumps two cars simultaneously, for a maximum of 6,000 tons per hour. There are seven Hulett ore machines; unload lake vessels at a rate of 4,000 tons per hour. Bulk liquids handled include petroleum products, industrial molasses, palm kernel oil, liquid sugar, trichlorethylene and perchlorethylene.

TANKERS:

Hocking Valley Pier: 22 ft. depth alongside.
Ashland Oil Company: 22 ft. depth alongside.
Standard Oil Company: 23 ft. depth alongside.
Gulf Refining Co.: 21 ft. depth alongside.

DENSITY: Fresh water.

MEDICAL: All facilities available.

FRESH WATER: Obtainable by pipe-line at all general cargo docks.

FUEL: All grades available at oil piers, and by harbour fuel barge.

REPAIRS: Major repair facilities available.

DRY DOCKS: No. 1: 510 ft.×72 ft. 6 in.; No. 2: 641 ft.×78 ft.

AUTHORITY: Toledo – Lucas County Port Authority, 241 Superior Street, Toledo.

AGENT: Nordship Agencies Inc., Board of Trade Bldg., Toledo. Tel: 419–241–2231. Telex: 28–64–78. Cables: Nordship Toledo. After Hours Tel: Mr. C. L. Adkins 419–242–2774. Mr. T. L. Dugan 313–847–6909.

VALDEZ, Alaska: 61.07 N. 146.21 W.

Located at head of Valdez Arm in Prince William Sound.

APPROACHES: Via Prince William Sound to the Valdez pilot station.

DOCUMENTS: See "Anchorage, Alaska".

PILOTAGE: Pilots board approx. 2 miles North of Busby Light.

MAX. SIZE: Harbour depth over 300 ft. Tides: diurnal range 12 ft. Also see "Berthing".

ANCHORAGE: Excellent, close by dock. Bay is too deep.

CUSTOMS: Quarantine, local. Immigration and Customs from Anchorage.

BERTHING: 1. Valdez City Dock: 36 ft. MLLW. 600 ft. long by 40 ft. wide. Two warehouses, one heated, one unheated. Stevedore provides equipment which includes fork-lifts and two 100-ton mobile cranes and one 150-ton mobile crane. Dock operated by North Star Stevedoring Co.

TUGS: Limited availability.

STEVEDORES: Three gangs.

REPAIRS: Minor repairs only.

WATER: Available in temperate seasons.

FUEL: Not available.

MEDICAL: 150-bed mental patient hospital; 15 beds for local use; 1 doctor, 1 dentist regularly from Anchorage.

TRANSPORTATION: Air; highway to Fairbanks and Anchorage.

DEVELOPMENTS: Valdez is the projected terminus of the Trans-Alaska Pipe-line and construction of tanks and oil dock facilities is anticipated across Valdez Arm from City Dock.

VANCOUVER, Washington: 45.36 N. 122.40 W.

DOCUMENTS: Three copies of following:

Cargo Manifest.
Store List.
Crew Cargo List.
Crew List.

One copy of following:

Clearance from Last Port.
Tonnage Tax Certificate.
Copy of Vessel Register and itinerary of vessel port by port.

PILOTAGE: When entering from sea (without service of a bar pilot) vessel or Agent must give notice between hours of 0800 and 1700 and at least 12 hours prior to ETA Astoria. Calls may be placed with Astoria office (325–4532) or at Portland office (228–9325) or by radio to "Colrip Astoriaore". River Pilots board at Astoria in channel in vicinity of Astoria Crossing Lighted Buoy No. 37. Signal for river Pilot is one long and three short whistles. When ordering bar Pilots, request radio via KLB, Seattle, Wash., about 12 hours before arrival. Address "Bar Pilots, Astoria, Ore.", giving date and time of arrival at lightship. When "Peacock" is on station Pilot boards from small power boat; when "Columbia" is on station, Pilot boards directly from "Columbia". When pilot is boarding from small boat keep engines at about 4 knots speed. Do not change course or speed until signalled by Pilot vessel. Vessels having radio telephone contact pilot vessel for instructions on following frequencies: radio phone watch on Channel 16 VHF (156·8 mgc/s) also 2182 and 2738 kc/s. Pilot boat "Peacock" call WS 7217; pilot boat "Columbia" WJ 8200; Astoria bar Pilots' office (Channel 16) KOK 360.

ANCHORAGES: Only designated anchorages on U.S. Coast and Geodetic Charts are at Tongue Point (Astoria), Oreg. Two in number and designated on Chart 6151 Columbia River, Pacific Ocean to Harrington Point, as 1 Lower Tongue Point and 2 Upper Tongue Point. Additional locations on Columbia and Willamette Rivers where safe anchorages can be made upon advice of Columbia River pilots. Anchorage in Vancouver harbour by permission of Harbour Master.

RESTRICTIONS: No restrictions on night entry. State of tide and draft restrictions not applicable to vessels drawing less than 40 ft.

MAX. SIZE: No restrictions length and breadth. Depth at Columbia River entry 48 ft. River channel to Vancouver maintained at 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Vancouver.

HEALTH: Radio pratique procedure extended to all vessels requiring quarantine clearance. Vessels requiring clearance must complete Maritime Quarantine Declaration HSM 13.19 available from U.S. Consular Offices abroad, from steamship agents, custom house brokers, and U.S. Quarantine stations.

RADIO: Route ETA cables through KLBITT Seattle, Wash.

TUGS: Normally join vessel at designated berth. Tug lines used at no charge.

BERTHING: No special requirements for berthing and no special arrival times required except under particular circumstances.

STEVEDORES: Allocation for gangs Monday through Saturday must be confirmed at 1100 to the longshore hiring hall. Allocation for gangs Sunday and Monday are made at 1100 Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 afternoon of night gangs are to work.

MEDICAL: Any type of medical treatment can be provided and hospital facilities available. Only inoculation requirement for entry to U.S. is smallpox, except when vessels have called at an area infected by another disease.
DENSITY: Fresh water at all times.
FRESH WATER: Available at all berths delivered through pier-side connections.
FUEL: Viscosity grades of B and lower. No advance notice required. Barging essential.
FIRE PRECAUTIONS: Port fire precautions respecting tankers are administered by U.S. Coast Guard, which enforces shipboard regulations under Code of Federal Regulations, Part 46, Sub-part D, Sections 20 to 40; Police Harbour Patrol, which controls port movements, boards vessels to warn Master regarding harbour regulations, including spilling of oil, etc.; and Fire Marshal, who exercises jurisdiction regarding fire regulations at shoreside facilities serving tankers.
DEVELOPMENTS: Will continue building new cargo warehouses, additions to dock facilities, three 50-ton gantry cranes available, berths for four cargo vessels, container yard and lumber yard.
GANGWAY/DECK WATCHMEN: Services at option of vessel Owner/Agent and available through private firms.
OPENING/CLOSING HATCHES: While ship is at dock, opening and closing hatches is work of longshoremen. Ship may open or close own hatches while under way.
CERTIFICATES: Registered tonnage certificate.
CUSTOMS ALLOWANCES: Tobacco, reasonable quantity. Wine and/or Spirit, reasonable quantity.
CARGO GEAR: Valid cargo gear certificate required, acceptable to U.S. Bureau of Labor Standards.
IDENTIFICATION CARDS: Immigration Dept. requires forms No. 595 and No. 31 (Repatriation). Changes can be effected at any U.S. Consulate and are honoured here.
CONSULS:

Austria	Italy
Belgium	Japan
Costa Rica	Lebanon
Denmark	Mexico
Dominican Republic	The Netherlands
El Salvador	Norway
Finland	Republic of Panama
France	Peru
Federal Republic of Germany	Sweden
Great Britain	Venezuela
Iceland	

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: See Portland, Oregon.
REPATRIATION: Any arrangements possible for crew changes or other repatriation.
AIRPORT: Airport 10 miles from town, served by seven regularly scheduled airlines with direct service and/or connections domestically and world-wide.
TIME: GMT minus 8 hours. Daylight saving time becomes effective annually on last Sunday in April through last Saturday in October.
HOLIDAYS: Following holidays are recognised: *New Year's Day; Lincoln's Birthday (Feb. 12); Washington's Birthday (Feb. 22); Memorial Day (May 30); *Independence Day (July 4); *Labor Day (First Monday in September); Columbus Day (Oct. 12); Veteran's Day (Nov. 11); Thanksgiving Day; *Christmas Day (Dec. 25); Statewide Election Days. Other legal holidays may be proclaimed by State or national authority. When holiday falls on Sunday, following Monday observed as holiday. Longshore work performed on any of above-listed days is at overtime, which is one-and-a-half time rate. Days marked (*) are stop-work days, viz., no ships will be worked. This also applies to July 5, which observed locally on unilateral basis.
POLICE/AMBULANCE/FIRE: Police 693–2555; Fire 693–1441; Ambulance provided by several private firms, but can be obtained through police or fire number.
TELEPHONES: Available by order from terminal superintendents at $5.00 connection charge.
SERVICES: All services available such as compass adjusting, major or minor repairs either with work barges or at ship repair berths; lay berths available; charts available from private companies; all chandlery supplies available.
SHORE LEAVE: Crew members permitted ashore except where vessel has made first arrival from Communist-controlled port.
AUTHORITY: Port of Vancouver, Washington, Foot of West 16th Street and Lower River Road, Vancouver, Washington 98660. Tel. Vancouver 693–3611, Portland 289–8324. Telex 910–474–8673.

WILMINGTON, Delaware: 39.44 N. 75.32 W.

DOCUMENTS/PILOTAGE: See "Philadelphia."
ANCHORAGE: At Cherry Island.
MAX. SIZE: Length unlimited, breadth unlimited, draft 40 ft. MLW, tide rise and fall 5½ ft.
HEALTH: U.S. Public Health Service requirements.
RADIO: Station W.S.C., Tuckerton, N.J.
TUGS: Normally, tugs are not required. A docking Pilot is available. If tugs are required, they must be ordered from Philadelphia, Pa.
BERTHING: 3,000 ft. marginal berth, 25 to 140 ton crane capacity. 600 tons per hour bulk unloader. Covered bulk storage of 725 cubic feet. Dockside freezer capability for liquid import and export.
DENSITY: Fresh water port. Normal 12 hour tide.
FRESH WATER: Hose connection from dock.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Required.
OPENING/CLOSING HATCHES: Optional.
IDENTIFICATION CARDS: See New York.
CONSULS: All Consuls are located in Philadelphia, Pa.
REPAIRS: Engine and other repairs at Wilson Ship Yard, Wilmington, Del.
DRY DOCKS: Major repairs and dry dock facilities – Sun Ship Yard, Chester, Pa.
REPATRIATION: Facilities are available and arranged by Agent.
AIRPORT: Philadelphia International Airport, regular service.
TIME: U.S. Eastern Standard and Daylight Time.
POLICE/AMBULANCE/FIRE: Police, tel. 302; Ambulance, tel. 654; Fire, tel. 5151.
TELEPHONES: Dock-side pay phones.
SERVICES: All services available.
SHORE LEAVE: Allowed unless restricted by Immigration.
AUTHORITY: Port of Wilmington, Board of Harbour Commissioners, PO Box 1191, Wilmington, Delaware. Tel. 302–656–8566. TWX: 510–666 2181.

WILMINGTON, N. Carolina: 34.14 N. 77.57 W.

PORT LIMITS: A ship is considered an "arrived vessel" upon arrival at Buoy 2CF.
DOCUMENTS:
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
3 copies Crew Manifest (curio list).
3 copies Stores List.
3 copies Passenger List (Form I.418).
3 copies Crew List (Form I.418).
Customs boarding Officer will also examine ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
Oil Pollution Cert.
PILOTAGE: Pilots board vessels at Buoy 2CF off the mouth of the Cape Fear River. Masters should notify local Agents by radio of their ETA's at Buoy 2CF in order that the Pilots may be on station in advance of arrival. Additionally, Masters may communicate with Pilots by radio telephone on 2738 frequency and by VHF Channel 18A. Pilots remain on board until harbour limits of Wilmington, where docking masters normally board vessels for purposes of docking.
APPROACHES: The port terminal at Wilmington is located on the East bank of Cape Fear River, approximately 26 miles from the sea buoy at the mouth of the river. Wilmington is 150 miles South-West of Cape Hattaras and 26 miles North of Cape Fear.
RESTRICTIONS: The approach channel and basins adjacent to the port are maintained at a depth of 38 ft. MLW.
ANCHORAGE: Vessels awaiting Pilots normally anchor in area off Buoy 2CF. There is no safe anchorage in the port of Wilmington for large vessels to be accommodated. Small vessels can be accommodated for brief periods in anchorage basin, although it is necessary to swing with the tide in order to avoid blocking channel.
MAX. SIZE: No limit on length, breadth, and draft limit is present channel project depth of 38 ft. Master should communicate with local Agent regarding stage of tide for passage of vessels drawing 36 ft. or above.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: Two towing companies operate at Wilmington.
BERTHING: A continuous marginal wharf, 6,000 ft. long. Docking at any hour, day or night.
SPECIALISED CARGO HANDLING FACILITIES: State Port Terminal: fully equipped to serve cellular type container ships, for bulk handling; equipped with 6 yard rehandler buckets, receiving hoppers, and paved open storage areas, two 45-ton and one 115-ton cranes; one berth with tank farm for handling liquid chemicals;
Almont Shipping Company: three berths, open and covered bulk storage, two 25-ton cranes and one 85-ton derrick. No facilities for LPG carriers.
TANKERS: Ten tanker berths with drafts from 30 to 40 ft. MLW. Night berthing at all berths. Fresh water available.
FRESH WATER: Available from shore connections at rates up to 50 tons per hour.
FUEL: Bunker "C" and diesel fuels available locally.
FIRE PRECAUTIONS: Normal precautions observed.
DEVELOPMENTS: One 225-ton gantry crane, nine additional acres paved open storage and dockside sewage facilities to receive waste from ships to be available 1973.
REPAIRS: Minor ship repairs available.
DRY DOCKS: One 1,000-ton lift floating dry dock.
AIRPORT: New Hanover Country Airport, 7 miles from N.C. State Port Terminal. Served by Piedmont Airlines.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
AUTHORITY: North Carolina State Port Authority.

AGENT: Wilmington Shipping Company, North Carolina State Terminals, POB 1809, Wilmington, North Carolina. Tel. 763–7333, Cables "Wilshipco."

WRANGELL, Alaska: 56.28 N. 132.22 W.

Located on Wrangell Island. Open all year.

DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: (From sea via Dixon Entrance up Clarence Strait to Guard Island.) Under pilotage from Guard Island.
MAX. SIZE: Harbour depth 32 ft. MLLW. Tides: mean range 13·7 ft., diurnal range 16·1 ft. Also see "Berthing".
ANCHORAGE: Good anchorage North-east of Woronofski Island in 22 fathoms of water.
CUSTOMS: Immigration, Guard Island or local Customs office. Quarantine and Customs, local.
BERTHING: Three wharves. 1. Wrangell Wharf Co. Berthing length 220 ft., East end depth 24 ft., West end depth 38 ft. Two lift-trucks; 4,800 sq. ft. covered shed space.

2. Wrangell Lumber Co. Dock; Berthing length 320 ft., 150 ft. wide, depth South end 32 ft. North end 40 ft. LW. Height of pier from 0 tide 23½ ft. Crane – 1 mobile, 8 ton, 6 lift-trucks. No shed space. Three acres open storage.

3. Alaska Wood Products: Berthing length 300 ft., 50 ft. wide. Depth at LW 32 ft. Height of pier from 0 tide 23 ft. No shed space.

TUGS: Three available, 500 h.p. each.
DEVELOPMENTS: Possible mineral potential for future development from Iskut River and Stikine River lodes.
STEVEDORES: Four gangs available.
REPAIRS: None.
WATER: Available.
FUEL: None.
MEDICAL: Small but new hospital.
TRANSPORTATION: Air and ferry.

Uruguay

FRAY BENTOS: 33.06 S. 58.18 W.

Situated on East bank of Uruguay River, 213 miles above Montevideo.
DOCUMENTS: See "Montevideo".
PILOTAGE: River Pilot boards in Montevideo roads. Radio request for Pilot to Agents in Montevideo stating accurate ETA well before arrival. At Fray Bentos, vessels are berthed by the Uruguayan River Pilot. If vessel arrives with Argentine Pilot on board from an Argentine port, then Port Pilot will board for berthing.
RESTRICTIONS: Vessels loading should pay particular attention to the daily river and draft forecast issued by local authorities. Draft depends on depth at Martin Garcia Bar.
ANCHORAGE: See "Montevideo".
MAX. SIZE: For berthing maximum draft 26 ft. fresh water, depending on river conditions.
HEALTH: Radio Agents in Montevideo requesting free pratique and stating health condition on board. If satisfactory, free pratique will be brought on board by River Pilot at Montevideo.
TUGS: Not required.
BERTHING: Official Pier: 325 metres long, depth in deepest berths 26 ft. Grain and general cargo handling. Railway Pier: One berth, depth 26 ft., used principally for discharging coal. Anglo Pier: Depth alongside 26 ft., used for loading frozen meat and products.
STEVEDORES: Working hours: 0700–1100 and 1300–1700. Saturdays: 0700–1100.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Obtainable from berth at Official and Anglo Piers.
FUEL: Not available.
REPAIRS: Only minor repairs can be effected.
CONSULS: Argentina is represented locally. All others at Montevideo.
GENERAL: Refer to "Montevideo" for all general information.

MONTEVIDEO: 34.55 S. 56.13 W.

DOCUMENTS:
Maritime Declaration of Health.
Manifest of Cargo, with 2 sets Bills of Lading.
Consular Invoice for each loading port.
Ballast Certificate (if no cargo for Uruguay).
6 Crew Lists.
6 Passenger Lists or No Passengers Declaration.
Stores List, including Crew Personal Effects.
Passengers' Luggage Forms for each passenger.
Cargo Manifest, Crew List and Passenger list must be legalised by Uruguayan Consul at loading port or any intermediate port where there is a Consul. If no Consul at loading port, the Consular Invoice is legalised at Montevideo on payment of appropriate dues.

PILOTAGE: Compulsory. Pilot boards in anchorage of Montevideo roads. It is important that an accurate ETA is given to Agents well in advance as Pilots can be ordered at certain times only, and vessel may be charged for Pilot's waiting time.

Pilot can be contacted by VHF Channels 16 and 12. Pilot boards from white- or red-coloured launch.
ANCHORAGE: In Montevideo outer or inner roads. Vessels must not anchor within half a mile of the entrance channel to the Ante port, not in the area bounded by latitudes 35° S. and 35° 15′ S. and longitudes 55° 66′ 30″ W. and 56° W. where there are submarine cables. Outer roads and inner roads are separated by the Western breakwater. Both anchorages are exposed in bad weather.
RESTRICTIONS: Entrance channel is dredged to 33 ft. for a distance of 5 miles out of the port. Channel to Ancap Basin dredged to 30 ft.
HEALTH: Vessels receive free pratique in turn as they enter port either in the anteport or when berthed alongside. Masters should have Maritime Declaration of Health ready for presentation, otherwise vessel may be obliged to wait until other vessels cleared before receiving pratique. Radio International Quarantine messages should be sent before arrival to facilitate receiving pratique on arrival.
MAX. SIZE: Up to 30 ft. fresh-water draft.
RADIO: Montevideo, stations CX6, 650 Khz and CXA4, 612.50 Khz. Transmit meteorological information at 1300 daily.
TUGS: Compulsory for vessels berthing in the harbour basins. Two tugs normally used, join vessel in the anteport.
BERTHING: Anteport: 7 anchorage berths in 27 ft. depth. Muelle de Escala: 288 metres long, 28 ft. depth. Basin No. 1: 7 berths, 28 to 33 ft. depth alongside. Basin No. 2: 4 berths, 28 to 33 ft. depth alongside. La Teja: Ancap basin with berths for two tankers 30 ft. depth in basin and entrance channel.
STEVEDORES: Working Hours: 1st shift, 0700 to 1300 hours; 2nd shift, 1300 to 1900 hours; 3rd shift, 1900 to 0100 hours; 4th shift, 0100 to 0700 hours.

Normal capacity per gang per hour: (*a*) Rice – about 80/90 tons per gang/hour. (*b*) Meat – about 60/100 tons per gang/hour.

Overtime is compulsory if port congested.
FRESH WATER: Supplied by pipe-line at all berths. Water barges available for vessels at anchor.
FUEL: All grades available by barges during loading/discharging. Vessels calling for bunkers only are refulled in the anteport.
TANKERS: Apart from La Teja Basin, mentioned above, tankers discharge in Basin No. 2 at Muelle Florida. Distance to oil tanks is considerable and discharge rate is about 80/100 tons per hour. Heavy grades of cargo require high heating to facilitate discharge.
GANGWAY/DECK WATCHMEN: Shore watchmen compulsory. Arranged by Agents. One required on deck and one for each gangway. Vessels carrying dangerous cargo must also employ a guard of the Prefectura.
REPAIRS: All repairs possible.
DRY DOCKS: Two dry docks available: Nacional, length 463 ft., width 61 ft. Maua, length 260 ft., width 28 ft. Also a floating dock, lifting capacity 12,000 tons, 545 ft. long and 93 ft. wide.
CONSULS: All maritime countries are represented at Montevideo.
HOLIDAYS: 1st and 6th January, Carnival Monday, Shrove Tuesday, Easter (six days), 19th April, 1st and 18th May, 19th June, 18th July, 25th August, 12th October, 2nd November, 8th and 25th December.
AIRPORT: International airport with world-wide connections.
TIME: April to October: GMT minus 4 hours; October to April: GMT minus 3 hours.
SHORE LEAVE: Allowed.
TELEPHONES: Can be connected on board vessels berthed at the quays.
AUTHORITY: Administracion Nacional de Puertos.

NUEVA PALMIRA: 33.53 S. 58.25 W.

Situated on East bank of Uruguay River, 155 miles above Montevideo.
DOCUMENTS: See "Montevideo".
PILOTAGE: River Pilot boards in Montevideo roads. Radio request for Pilot to Agents in Montevideo stating accurate ETA well before arrival. At Nueva Palmira, vessels are berthed by the Uruguayan River Pilot. If vessel arrives from Argentina with an Argentine Pilot, then Port Pilot will board for berthing.
RESTRICTIONS: Vessels loading should pay particular attention to the daily river draft forecast, issued by local authorities. Draft controlled by depth of Martin Garcia Bar.
ANCHORAGE: Off Montevideo.
MAX. SIZE: Up to 25 ft. draft fresh water depending on river conditions.
HEALTH: Radio Agents in Montevideo requesting free pratique and stating health condition on board. If satisfactory, free pratique will be brought on board by River Pilot at Montevideo.
TUGS: Not required. Mooring launches available.
BERTHING: Manganese Pier: Depth alongside 25 ft. Loading rate: 600 tons per hour. Pier Head Berth: Depth alongside 21 ft. Grain loading.
STEVEDORES: Working hours: 0700–1100 and 1300–1700 hours. Saturdays: 0700–1100.
MEDICAL: Doctor and hospital facilities available.
FRESH WATER: Obtainable from berths.
FUEL: Not available.
REPAIRS: Only minor repairs can be effected.
GENERAL: Refer to "Montevideo" for all general information.

PAYSANDU: 32.18 S. 58.02 W.

Situated on the East bank of Uruguay River, 300 kms. above Montevideo.
DOCUMENTS: See "Montevideo".
PILOTAGE: River Pilot boards in Montevideo roads. Radio request for Pilot to Agents in Montevideo, stating accurate ETA well before arrival.
RESTRICTIONS: River navigation controlled by depth on Martin Garcia Bar, and in the passes at Almiron, Vera and Urquiza. Since river conditions vary from season to season, Agents should be consulted beforehand regarding available draft at any particular time.
ANCHORAGE: Off Montevideo.
MAX. SIZE: Up to 20 ft. draft fresh water, depending on river conditions.
HEALTH: Radio Agents in Montevideo requesting free pratique and stating health condition on board. If satisfactory, free pratique will be brought on board by River Pilot at Montevideo.
TUGS: Available.
BERTHING: Grain Elevator Berth: 30 ft. depth alongside. General Cargo Berth: 30 ft. depth alongside, 100 metres long. Ancap Pier: One berth for tankers, 22 ft. depth.
STEVEDORES: Working hours: 0700–1100 and 1300–1700 hours. Saturdays: 0700–1100 hours.
MEDICAL: All assistance available.
FRESH WATER: Available at all berths.
FUEL: Not available.
REPAIRS: Minor repairs can be effected.
CONSULS: Local representation for Argentina, Brazil, Italy and Paraguay. All other Consuls at Montevideo.
GENERAL: Refer to "Montevideo" for all general information.

Venezuela

AMUAY BAY: 11.46 N. 70.15 W.

OPERATORS: Creole Petroleum Corporation. Cable address, Creole Judibana.
ESSENTIAL REQUIREMENTS:
1. Incoming vessels must send ETA at least three days before arrival at Amuay Bay.
2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Amuay Bay, certain information must be radioed prior to arrival to avoid heavy fine and/or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Ballast disposal facilities are available at Amuay Terminal.
4. The use of Venezuelan Government Pilots is compulsory for docking and for movements inside the bay.
5. The Venezuelan flag should be displayed at the mast-head during daylight hours by ships anchored and berthed in Venezuelan waters.
6. In addition to other clearance documents, two copies of an itemised list of articles in the ship's slop chest must be presented to Authorities on arrival.
7. Emergency fire signal is five long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.
8. Ratguards must be in place on all mooring lines.

LOCATION: The port of Amuay Bay is located on the Gulf of Venezuela, on the West Coast of the Paraguana Peninsula, Venezuela. The seabuoy marking the entrance to the bay is located in Latitude 11° 44′ 25″ N., Longitude 70° 14′ 53″ W.
DOCUMENTS: Inward clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:
Clearance from last port (1 copy).
Ballast Manifest from last port (1 copy, visaed according to paragraph (a) if there is no Venezuelan Consul).
Crew Lists (6 copies).
Passenger and Baggage Lists (5 copies visaed, 2 copies not visaed).
Lists of Passenger in Transit, if any (4 copies not visaed).
Lists of Personnel Effects (3 copies not visaed).
Store Lists (3 copies, see note below).
Lists of Slop Chest (3 copies not visaed).
Sailing Permit (issued by Maritime Authority of last port).
Vessels arriving with cargo to discharge, will also require:
Manifest (Sobordo) (one original visaed and 2 copies not visaed from each loading port).
Consular Mail (one sealed envelope from each loading port).
Bills of Lading, one original and 1 copy visaed, and 4 copies not visaed from each loading port.
Tally Books (6 from each loading port).
Consular Invoice (3 originals visaed and 3 copies not visaed from each loading port).
Commercial Invoices (3 from each loading port).
Store Lists prepared should indicate separately all deck, engine and cabin stores.
The store lists may be prepared on board prior to arrival unless the ship is coming from the Islands of Aruba, Curacao, Barbados, Jamaica, Trinidad and the Guianas, in which case they must be visaed by the Venezuelan Consul at the port of departure.

(a) Cargo and clearance documents should be visaed by the Venezuelan Consul at the last port of call. In the absence of a Venezuelan Consul, they may be visaed by the Consul of a friendly nation, by the Chamber of Commerce, or by two reputable merchants, the latter's signatures to be notarised. In the absence of a Venezuelan Consul the following notation should be written on each document, in Spanish, and signed by the alternates designated above:
"Por no existir en la localidad Agente Consular Venezolano y a petición de los embarcadores, certifico el presente documento."

(Signature).....
Although vessels proceed directly to Amuay Bay, clearance documents should be prepared showing the port as Las Piedras, Paraguana (Amuay Bay). Failure to observe this requirement may result in penalties up to a maximum of Bs.2.000.
All ships calling at a Venezuelan port for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan Regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the owners. A fee is charged for this certificate, which is payable only on the ship's first call. Vessels registered in the following countries are excluded from the above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A., Ireland and Norway.
Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form, delivered on board on arrival, must be completed, not later than two hours before sailing time. This form gives cargo and freeboard information by the Captain of the Port.
In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.
PILOTAGE: Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Marine Department will arrange for Pilots to board all vessels as necessary.
The Pilot acts in an advisory capacity; the Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.
ANCHORAGE: For vessels awaiting berth, there is a good anchorage about 1 mile N.W. of the seabuoy in 8 to 12 fathoms with a sand and mud bottom. Ship Masters are requested not to anchor at a distance greater than three miles from the seabuoy.
RESTRICTED AREA: A restricted fishing area has been established by the Venezuelan Government which is prohibited for mechanically propelled vessels drawing more than 5 ft. This zone lies within the area off the Paraguana Peninsula from Punta Macolla, Lat. 12° 5′ 32″ N., Long. 70° 12′ 55″ W., to Punta Estanques (Los Taques), Lat. 11° 48′ 45″ N., Long. 70° 16′ 45″ W., and a line connecting the positions below indicated: Latitude 12° 07′ 40″ North, Longitude 70° 14′ 25″ West; Latitude 12° 03′ 15″ North, Longitude 70° 19′ 23″ West; Latitude 11° 49′ 25″ North, Longitude 70° 21′ 50″ West.
MAX. SIZE: Length 1,000 ft.; draft 42 ft. 06 in.
BERTHING: Four finger piers provide eight berths, numbered one to eight, from South to North.

Berth	1	2	3	4	5	6	7	8
TJ-102 Crude	x	x			x	x		
All other crudes	x	x	x	x	x	x	x	x
Fuel Oils	x	x	x	x	x	x	x	x
Gas Oil	x	x			x	x	x	x
Lube Stocks			x	x				
Penetration Asphalt			x	x				
Cut back Asphalt			x	x	x	x	x	x
All other Products					x	x	x	x
General Cargo			x	x				
Safe Draft	43′	43′	40′	40′	40′	40′	41′6″	43′
Max. Length Ship	1000′	1000′	650′	700′	700′	700′	700′	700′
Max. Beam	Unl.	Unl.	Unl.	*	*	*	*	Unl.

Ballast line, fresh water and all grades bunkers at all berths.
* Maximum beam permissible varies dependent upon the beam of vessel berthed on other side of the slip.
The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.
LOADING: Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping-off cargo tanks, will be reduced by the terminal to meet existing conditions
All loading and discharging will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calm, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.
Loading rates will be reduced when topping-off, if requested by the ship's officer.

Some of the fuel cargoes are loaded from fuel reservoirs through certified positive displacement meters, and shipping documents are prepared on the metered figures. All reconstituted crudes are line blended with conditions recording of component rates and quantities. Actual loading rates of both this crude and metered fuel cargoes are available at any time upon request of the standby.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on completion of inward clearance. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading order from owners or charterers do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "stand-by" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

TUGS: Tug-boat assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour by two 1,600 h.p. tugs. Disposition and manoeuvres of tug-boat are directed by the Pilot, who uses a "walkie-talkie" to convey orders to the tugs.

RADIO: The cable and telegraphic address for the Creole Petroleum Corporation at Amuay is "Creole Judibana". Radio messages to and from ships at sea are routed through the government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch, on the following frequencies:

Listening Frequencies: Long Wave, 500 kc/s., Short Wave, 4178, 6267, 8356, 12534, 16712, 22225 kc/s.

Transmitting Frequencies: Long Wave, 500, 472, 464, 417 kc/s. Short Wave, 17141.6, 12817.5, 8730, 8722, 6519.5, 6505·5, 4352, 4322 kc/s.

Master should call Amuay Marine, two hours before arrival, by VHF or on 2182 kHz, to conflrm the exact arrival time at the sea buoy.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to "Creole–Judibana" prior to arrival:

Vessel's name	Last port of call
Master's name	Port for which originally
Vessel's flag	cleared
Number of crew	Grade and quantity of cargo
Estimated time	to be lifted.
of arrival.	

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of fine.

Radio notice of arrival should be sent 72 hours prior to arrival at Amuay.

Ship-to-shore telephone: Radio-telephone listening watches are maintained on a 24-hour basis in the Marine Office on the following frequencies: 2182 kc.; 156·3 Mc.; 8797·3 kc (single sideband).

International telephone: International telephone calls are routed through Caracas, Venezuela. Telephone number is Punto Fijo 3431. (It is usually difficult if not impossible to complete a call.)

BALLAST: Vessels should arrive with sufficient ballast to permit safe handling. The Pilots require a draft of minimum 8 ft. forward, 18 ft. aft, on a T-2 or similar size tanker, 11 ft. forward and 20 ft. aft on a 26,000 dwt. or larger vessel. Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 20in. ballast line, two 60,000 barrel slop tanks and separator system are available.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the Creole concession, operated by the Society of Catholic Medical Missionaries. Several dentists are located in the area.

Italian crew members covered by Casa Maritime insurance receive medical attention from the appointed medical representative in Punto Fijo.

Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FUEL: Ship's requirements specifying grade and quantity desired are to be given to the Marine Representative boarding the vessel on arrival. All grades of bunker fuel, intermediate fuels and Diesels are available, except Esso diesel. Bunker delivery rates average 2,500/3,500 barrels per hour. Bunkers are loaded through meters which automatically register quantities on bunker receipts. It is the responsibility of ship's engineer to give "standby" notice to the terminal employee and advise him when to shut down.

FRESH WATER: Fresh water can be supplied if necessary; however, supplies are limited to essential requirements. All fresh water is piped from distant sources. Loading rate is about 10 tons per hour.

CUSTOMS: Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the stores list. Officers must not carry firearms while the ship is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

While the vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' mess-room, to avoid difficulties.

DENSITY: The usual specific gravity of sea water at the berth is 1025, temperature ranges from 78°F. to 85°F.

CONSULS: Brazil, Great Britain, Italy, the Netherlands, and Norway have consular representatives in the area.

TIME: GMT minus 4 hours.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

REGULATIONS: (i) *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with the greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require that a written report be submitted by the ship involved in the event of an oil spill.

(ii) *Gangways:* All vessels using the port of Amuay must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations, and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

(iii) *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

(iv) *Visitors:* All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

GENERAL: (*a*) *Weather Conditions:* There is little rainfall at Amuay Bay; annual precipitation averages 12 in. The so-called rainy season usually coincides with the Caribbean hurricane season, from August to November, although Amuay lies South of the usual hurricane track. During these months calms are often experienced and winds from a Westerly direction may be expected. Normal winds are steady from the North-east, average force 4, Beaufort Scale, with a maximum of force 8. Temperatures average about 85°F., with little variation from day to night or season to season.

(*b*) *Tides:* The normal range of the tide is about 11 in.; however, a 28-in. range has been observed during spring tides.

(*c*) *Lubricating oil:* Supplies of Essomarine lubricating oils are available. Requirements should be given in vessel's radio notice of arrival.

(*d*) *Bonded Stores:* Cigarettes or other stores in bond are not obtainable in Amuay Bay.

(*e*) *Cash Advances:* The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's ETA radio, to permit delivery on board on arrival.

(*f*) *Charts:* No supplies of charts or sailing directions are available at Amuay Bay.

(*g*) *Laundry:* A six-hour laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message.

(*h*) *Mail:* Itemised lists are required for ship's mail, to be signed by the Master. Unless other instructions are given, ship's mail received after sailing, or for vessels on which no advice has been received, will be held for 30 days and then returned to Owners or Operators at ship's expense.

(*i*) *Inspection – Petroleum Products:* Chas. Martin & Co. and E. W. Saybolt, petroleum inspectors, are available if specified. Telephone numbers, Chas. Martin 44665, 44650; Saybolt 44639.

(*j*) *Norwegian Government Seamen Service:* A field representative of the above service is stationed at Amuay providing Norwegian and

Swedish film exchange and other usual services. His telephone number is 44511.

(*k*) *Personnel – Seamen Left Ashore:* In the case of seamen left ashore for hospitalisation, repatriation or other reason, all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seamen, if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

(*l*) *Provisions and Stores:* Provisions and stores in limited quantities are available, the prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc. are competitive; dry stores are considerably higher than in most ports. The Port Steward will assist in filling requisitions.

(*m*) *Radar and Radio:* Radar and radio repairs can be effected in Amuay. A service repair man is available, but spare parts are limited.

(*n*) *Repairs:* Shore facilities are available only for emergency repairs of a minor nature. The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

(*o*) *Surveyors:* There are no appointed surveyors to American Bureau of Shipping or Lloyd's in the area. However, with sufficient advance notice, arrangements can be made to have their nearest representatives come to Amuay to attend surveys.

(*p*) *Walport Film Exchange:* Subscribers to the Walport Service may exchange films at the Marine Office.

ATTENDANCE: Representatives of the Marine Department board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ship's requirements. The Marine Office building is located at the Pierhead Trestle and personnel are available for assistance at all hours. Telephones are located on all docks and the Marine Shift Supervisor can be called on telephone No. 444475 or 444465.

CARIPITO: 10.09 N. 63.02 W.

OPERATORS: Creole Petroleum Corporation.

LOCATION: Caripito is located on the West bank of the San Juan River in latitude 10° 09′ 25″ N., longitude 63° 02′ 01″ W.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send to Caripito their ETA Guiria at least three days in advance.

2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Caripito, certain information must be radioed to Caripito prior to arrival to avoid a heavy fine and/or delays. See "Radio".

3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Limited ballast facilities are available at Caripito Terminal.

4. Vessels calling at Caripito must obtain Government Pilots at Guiria.

5. The Venezuelan flag must be displayed during daylight hours while vessel is within port limits.

6. The emergency fire signal in Caripito dock area is six short and one long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.

APPROACHES: The traffic in San Juan River is restricted to one-way from Marieta Point to Caripito. Therefore, instructions are issued at Guiria to incoming vessels relative to what action to take on arrival at Marieta Point. Outbound traffic is controlled so as not to conflict with these instructions.

1. Guiria. The town of Guiria is located on South coast of Paria Peninsula on N.W. shore of Gulf of Paria. When approaching from East a signal tower will be observed on a bluff slightly to North of town.

2. Maturin Bar. Buoy E-1, marks the entrance to Maturin Bar Channel. At Punta Gorda there is a light tower located in approximare Lat. 10° 09′ 50″ N., Long, 62° 37′ 52″ W. displays a flashing red light.

3. Channel. Maturin Bar Channel is 14 miles in length and 400 ft. in width. The tidal range over the bar varies from 4 ft.-6 in. to 4 ft.-9 in. with currents up to 3 knots. The average salinity of water is 1.009; however, this may vary considerably between wet and dry seasons and spring and neap tides. Maximum draft permitted by Venezuelan regulations is 34 ft. in fresh water. There is a restriction of 6 in. less for all motor tankers. On leaving Maturin Bar Channel the San Juan River narrows from approximately 1¼ miles in width to about 0.7 miles with slight variations in width up to Marieta Point where it narrows to about 1,200 ft. and varies between 800 and 2,000 ft. up to Caripito. Marieta Point marks intersection of Caño Frances and the San Juan River. It is also at this point that course of San Juan River changes approximately 100° to starboard and it is the beginning of one-way traffic. Frequently, incoming vessels are requested to anchor below this point to await outbound traffic. There are 32 lights marking strategic points in San Juan River between Maturin Bar and Caripito terminal. These light towers are painted aluminium and are easily visible during daylight hours.

DOCUMENTS: (also see under "Radio").

1. *Clearance (inward and outward).* Inward clearance is effected at Caripito. The sanitary inspector boards vessel at anchor or at berth depending on tidal conditions and/or the availability of a berth. The Customs and other Government officials usually board at the berth. However. should there be a delay awaiting berth or tide, the entry will be granted while vessel is at anchor, in which case accommodation ladder must be rigged.

It is necessary that the following documents be ready on arrival:
Ballast List (1 original, visaed).
Passenger List (5 copies, of which none visaed).
Baggage List (5 copies, of which none visaed).
Crew List (7 copies, of which none visaed).
Sailing Permit from Last Port (1 original, visaed).
Stores List (5 copies, see *Note*).
List of Personal Effects (3 copies, of which none visaed).
List of Contents of Slop Chest (3 copies, of which none visaed).
List of Passengers in Transit (5 copies, of which none visaed).

Note: The Stores Lists may be prepared on board prior to arrival unless ship is coming from Netherlands Antilles or the Guianas, in which case they must be visaed by Venezuelan Consul at port of departure.

2. *Cargo documents.* The Port of Caripito has in force a system of cargo documentation for expediting the sailing of vessel. It is as follows:

a. Certain documentation with approximate cargo figures of unofficial nature are placed on board and official cargo documents are airmailed to discharge port.

b. Blank signed documents are placed on board to vessel's departure from Caripito and thence correct figures are radioed to sub-agency at Guiria who delivers them in writing to Master, who acknowledges its receipt by signing carbon copies of transmittal sheet.

PILOTAGE: Pilots are employees of Venezuelan Government and act in an advisory capacity. The Master retains responsibility for ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

Pilots are compulsory and are embarked and disembarked at port of Guiria through a sub-agent. Vessels should proceed to the Guiria sea buoy and await instructions. If arriving during the hours of darkness, certain instructions are usually transmitted by light signals from the signal tower. Voice radio communications can be established at any time with Guiria or Creole Caripito on frequencies 2182 kc/s, 2638 kc/s and 2738 kc/s. The launch which embarks the Pilot will also deliver instructions to the Master relative to the movements of his vessel en route to Caripito, port regulations, facilities, etc. The regular pilotage fees cover the area from the entrance to Maturin channel to and from Caripito. The Pilot is to be provided sleeping quarters and food equal to that provided the officers aboard ship.

Note: Complaints or observations concerning the Pilots handling of vessel should be noted on back of pilotage ticket.

TIDES: The normal range of tide in the dock area is about 12 ft. with currents up to 3 knots during the flood and 4 knots during the ebb in rainy season (May-December). The normal current is 2½ knots during the flood and 3 knots during the ebb.

ANCHORAGE: For vessels awaiting berth, there is an anchorage about 1,000 metres up-stream from the Caripito terminal. Vessels awaiting clear channel may at times be requested to anchor at Punta Marieta. Vessels awaiting high tide anchor at Punta Marieta or off Punta Gorda.

MAX. SIZE: Vessels up to 780 ft. and 48,000 dwt. can be accommodated with a low water depth of 35 ft.

RADIO: The cable and telegraphic address for the Creole Petroleum Corporation at Caripito is "Creole – Caripito". Radio messages to and from ships at sea are routed through the Government Radio Station at Maiquetia (La Guaira), call letters "YVG". This station operates on a 24-hour continuous watch, on the following frequencies:

Listening Frequencies: low frequency, 500 kc/s; high frequency, 4178, 6267, 8356, 12534, 16712, 22225 kc/s. Transmitting Frequencies: low frequency, 500, 472, 464 417 kc/s; high frequency, 4322, 4352, 6505·5, 6519·5, 8722, 8730, 12817·5, 17141·6 kc/s. Radio notice of arrival should be sent 72 hours prior to arrival at Guiria and corrected if weather or other conditions delay the vessel.

Radio telephone listening watches are maintained on a 24-hour basis at Guiria and at Caripito on 2182 kc. The following frequencies are available for communications after contact: 2638 kc and 2738 kc.

All vessels en route to Caripito may also communicate with Amuay or La Salina Marine offices and request that message dealing with corrected ETA's, Pilots and other business be relayed to the Caripito Marine Office.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to Creole Caripito prior to arrival:

Vessel's name	Last port of call
Master's name	Port for which originally cleared.
Vessel's flag	Grade and quantity of cargo to be lifted.
Number of crew	
Estimated time of arrival at Caripito	

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of a fine. It is necessary in such a case that the following documents be ready on arrival:

Crew List (original and 6 copies).
List of Personal Effects (original and 2 copies).
List of Contents of Slop Chest (3 copies).

Stores List (original and 1 copy).

Also required are the original and 2 copies of the radiogram instructing Master to proceed to Caripito. Outward clearance documents are placed on board the vessel prior to departure from the Caripito terminal.

Masters should bear in mind that while vessels are within Venezuelan territorial waters, Government authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. Caripito has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, telephone C-335.

BALLAST: Ballast is not required when mooring. Any ballast carried should be in a minimum number of tanks, and all other tanks stripped, so as to minimize deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously. Absolutely oil-free ballast may be discharged overside. Consolidated residues may be pumped ashore, where facilities are available for receiving up to a maximum of 20,000 barrels.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

BERTHING: The Marine Office Building is located on the West bank of the San Juan River upstream from the berths. Representatives of the Marine Department board vessel immediately upon arrival and it is particularly requested that Masters indicate at that time all ship's requirements. Personnel are available for assistance at all hours.

Caripito Creole maintains a deep water terminal, consisting of two ocean tanker berths, Nos. 2 and 3. These are T-type piers with breasting dolphins located approximately 10 ft. off the face of each pier.

All terminal facilities are under the control of Creole Petroleum Corporation. The port is open for navigation during day and night. All ocean tankers are moored at berths No. 2 and 3 on the flood tide only. Vessels may sail from berth No. 3 at any stage of the tide. Sailings from berth No. 2 are restricted to flood tide only when berth No. 3 is occupied.

A vessel entering or leaving port must be assisted by a Docking Master in the general employ of and furnished by Creole Petroleum Corporation. The Docking Master will board an inbound vessel at San Juan River Light Beacon No. 29 and relieve the Government Pilot of his duties. A Custom guard will board at the same time and remain with the vessel. The Docking Master will deliver to the Master his loading and docking instructions together with any other information pertinent to the vessel's call. He will also sign the Notice of Readiness if requested. The vessel will proceed to anchor to await flood tide to dock, to await berth, or will swing to the flood tide in the turning basin and proceed directly to the berth depending on circumstances.

LOADING: Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping off cargo tanks, will be reduced by terminal to meet existing conditions.

All loading and discharging will be stopped during passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazard from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading order from Owners or charterers do not agree with terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable New York office for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the Creole concession. Several dentists are located in the town of Caripito. Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FRESH WATER: Fresh water is available in any quantity. Delivery is made through 2½ in. national standard fire hose thread hydrants. Ships personnel must provide hoses and connect up.

FUEL: Bunker "C" fuel oil, marine diesel and intermediate fuels are available. It is the responsibility of ship's engineer to give "standby" notice to the terminal employee and advise him when to shut down.

CONSULS: There are no consular representatives in the area. Vessels bound for U.S.A. or British Caribbean ports will be provided with a letter stating this fact.

CERTIFICATES: All ships calling at a Venezuelan port for the first time must be measured for tonnage by Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued is forwarded to the Owners. A fee is charged for this certificate, which is payable only on ship's first call. Vessels registered in following countries are excluded from above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A., Ireland and Norway.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' messroom, to avoid difficulties.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the stores list. Officers must not carry firearms while ship is in Venezuelan waters and these side-arms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

REPAIRS: Only minor repairs of an emergency nature can be made. There are no electronic repair services available in the area.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Docking Master undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

TIME: Local time is Greenwich Mean Time minus 4 hours.

GENERAL:

Gangways: Gangways at berths No. 2 and 3 are provided by the terminal.

Plimsoll Marks: The Captain of the Port requires that the Plimsoll marks of all vessels using the port be clearly visible. Vessels will be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

Surveyors: There are no appointed surveyors to the American Bureau of Shipping or Lloyd's in the area. With 48 hours notice, non-exclusive surveyors can be obtained from Caracas, or at times from Puerto La Cruz, or qualified Masters or chief engineers may be available for appointment as surveyors when required.

Bonded Stores: Cigarettes or other stores in bond are not obtainable at Caripito.

Cash Advances: The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's ETA radio, to permit delivery on board on arrival. Cash returns can be accepted only during the normal work day – 0700 to 1600 hours. Sundays and holidays excluded.

Provisions and Stores: Provisions and stores in extremely limited varieties and quantities are available at prices considerably higher than in most other ports.

Charts: No supplies of charts or sailing directions are available at Caripito.

Personnel – Seamen Left Ashore: In the case of seamen left ashore for hospitalisation, repatriation or other reason all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seamen. if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

Laundry: Laundry service is available.

Lubricating Oil: Supplies of Esso marine lubricating oils are available from Puerto La Cruz. Quantities required should be included in the ETA cable.

Mail: Any pending ship's mail will be delivered on board by the marine dispatcher on arrival at Caripito. At the same time he will receive any ship's mail to be dispatched. The marine despatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises postage by signing seven copies of the Company Post Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter. Copy of this will be returned aboard vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

Inspection – Petroleum Products and Crude Oil: Charles Martin &

Co. and E. W. Saybolt, petroleum inspectors, are available from Puerto La Cruz if specified.

Visitors: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

Passengers: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

Pollution of Harbour and Coastal Waters: The laws of Venezuela are strict in regard to pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The authorities require that a written report be submitted by the ship involved in the event of an oil spill.

AUTHORITY: Creole Petroleum Corporation, Marine Department, Caripito. POB 152.

Cables: "CREOLE Caripito".

EL PALITO: 10.29 N. 68.07 W.

OPERATORS: Mobil Oil Company de Venezuela.

LOCATION (of El Palito Terminal): The terminal facilities operated by Mobil de Venezuela at the port of Puerto Cabello (Punta Chávez), are situated on the Venezuelan coast, 7 miles West of Puerto Cabello. The terminal has a 2,475 ft. pier, part causeway and part trestle, extending out from Punta Chávez along a shallow reef then angling into water 45 ft. deep. Two tankers can tie up simultaneously at the berths.

WEATHER: Winds are normally from the N.E. with an average Beaufort scale force of 2–3. Average temperature about 85°. The months of January, February and March have the roughest sea and swell, and vessels may not be able to dock due to the weather.

TIDE: The normal range of the tide is 1 ft.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA 72 hours before arrival at El Palito Terminal and another 24 hours before arrival advising any change of ETA.
2. If a vessel originally cleared for another port (including some other Venezuelan port) is diverted at sea to El Palito, certain information must be received prior to arrival, to avoid heavy fine and/or delays.
3. *No ballast* may be pumped overside in port. Ballast disposal facilities are available at the El Palito Terminal.
4. The use of Venezuelan Government Pilots is compulsory for docking and undocking.
5. The Venezuelan flag should be displayed at the mast-head during daylight hours by vessels anchored and berthed in Venezuelan waters.
6. In addition to other clearance documents, two copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.
7. The emergency fire signal is five long blasts on the vessel's whistle or siren. No other signal is to be given in case of emergency.
8. Rat guards must be in place on all mooring lines.

APPROACHES: The terminal pier is marked by the following lights: One occulting red light at the top of No. 1 (North-west) Hose Rack, 80 ft. above sea level. Latitude 10° 29′ 51″ N., Longitude 68° 07′ 13″ W., and one green light, flashing every 3 seconds at the top of No. 2 (South-east) Hose Rack, 80 ft. above sea level, located 275 ft. S.E. of No. 1 Hose Rack. A group of 5 crude storage tanks, painted aluminum, visible 20 miles on a clear day, are located 1.25 miles 200° from the head of the pier.

DOCUMENTS:

A. Admeasurement Certificates. All vessels calling at Venezuelan ports for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take the ship's Panama Canal or Suez Canal Certificate, which is used as a basis of recalculating the tonnage under the Venezuelan regulations and is returned before sailing. The Venezuelan Admeasurement Certificate is forwarded to the owners at a later date. A fee is charged for the certificate which is payable only on the vessel's first call. Vessels registered in the following countries are excluded from the above regulations: Denmark, France, Germany, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and U.S.A.

B. Inward clearance is affected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

Clearance from last port (1 copy).
Ballast Manifest from last port (1 copy, visaed according to paragraph (*d*) if there is no Venezuelan Consul).
Crew List (9 copies).
Passenger and Baggage Lists (5 copies, visaed; 2 copies not visaed).
List of Personal Effects (5 copies not visaed).
Store List (3 copies, see paragraph (c)).
List of Slop Chest (3 copies not visaed).
Sailing Permit (issued by maritime authority of last port).

C. Store list prepared should indicate separately all deck, engine and cabin stores. The store lists may be prepared on board prior to arrival unless the vessel is coming from the Netherland Antilles or the Guianas, in which case they must be visaed by the Venezuelan Consul at the port of departure.

D. Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form which is delivered on board on arrival must be completed, not later than two hours before sailing time. This form gives cargo and freeboard information required by the Captain of the Port. In addition, one of the 9 copies of the crew list specified above, corrected to show any changes made while in port, should be attached to the form.

PILOTAGE: The Pilot's working hours are from 0600 to 1800 hours. There are no charges for their assistance during those hours on workdays. On Sundays and holidays they charge overtime. There is also a charge when ship has anchored in the bay as according to the pilotage law each movement (and entering the bay is one movement) requires a Pilot. By special agreement only Pilot's overtime will be charged for anchorage, as anchorage and docking is considered as one movement with respect to Government Pilotage Fee.

Pilotage is compulsory government service. The government charges the Pilot's assistance according to ship's net tonnage. Vessels under flags of Panama and Liberia are required to have their Venezuelan Tonnage Certificate. The government charges for docking and sailing.

Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The terminal will arrange for Pilots to board all vessels as necessary. Pilots meet the vessel via launch provided by the terminal. The Pilot may decline to moor the vessel if it is not equipped with satisfactory mooring equipment, lines, gear, etc., or if it is not sufficiently ballasted. It is the responsibility of the Master to notify the Pilot of any special conditions or peculiarities, such as defective navigation equipment, mooring lines, tackle, gear or lack of necessary equipment, which might impose hazards in connection with the handling, mooring, discharging or loading of vessels.

At the berths, vessels must be moored to the entire satisfaction of the Pilot and the terminal operators' Mooring Master.

The Pilot acts in an advisory capacity. The Master retains responsibility for the vessel at all times. In the event it becomes necessary to disregard the Pilot's advice in order to ensure the safety of the vessel, the Master must forward a full written report of the circumstances through the terminal for delivery to the Captain of the Port.

ANCHORAGE: Notice of Readiness can be tendered at anchorage. The suggested anchorage for El Palito Terminal is located ½ to 1 mile North or West of the seaward end of the pier. The area to the East of the pier is not recommended as an anchorage.

RESTRICTIONS: None. Vessels enter day or night and at any state of tide.

MAX. SIZE: East berth draft 38 ft. 06 in. West berth draft 40 ft. 00 in. Length 800 ft.

BALLAST: Due to the exposed location of the oil piers, vessels are required to be ballasted to the following minimum drafts for safe manoeuvring to and from the berths:

Overall Length of Vessel	*Minimum Draft Required*
400–480 ft.	forward 9 ft., aft 17 ft.
481–700 ft.	forward 12 ft., aft 20 ft.
701–800 ft.	forward 14 ft., aft 23 ft.

Two 80,000 barrel slop pits and a 20 in. ballast line are available to receive all ballast.

Vessels with separate ballast tanks, lines and pumps may discharge ballast overside. Ballast for entering the harbour should be carried in the minimum number of tanks, and all other tanks stripped dry so as to minimise the time required for discharging ballast alongside berths.

All ships in ballast from abroad are charged for Consular Ballast Certificate.

HEALTH: No radio pratique. Health officers board vessel at berth.

RADIO: Puerto Cabello, Venezuela, Coastal Station call sign YVL, makes radio contact with all vessels "CQ" on 8722 kc. at the following hours: 1130, 1330, 1530, 1830, 2130, 0030, 0200 GMT. Also "CQ" on 17.141 kc. at 1630 GMT and "CQ" on 4.322 kc. at 0430 and 0630 GMT.

Vessels originally cleared for another port, and diverted at sea to El Palito, should Radio Socony Puerto Cabello the following information as soon as the change of sailing orders are received:

Advise diverted.
Name and class of vessel.
Number of crew.
Flag of vessel.
Last port of call.
Port from which originally cleared.
Estimated time of arrival at pilot station.
Type and amount of cargo vessel will load.
Time required to discharge ballast.
Master's name in full as signature (John Jones, Master).

This information is required in order to make in advance special arrangements for inward clearance to avoid payment of fines.

TUGS: Tugs are not available at El Palito.

BERTHING:

1. The use of both anchors is required for docking at both berths. It is considered prudent to have both anchors hove-out prior to entering the harbour in order to facilitate speedy release while mooring. The Pilot will advise whether the vessel is to be moored port or starboard side to the dock.
2. In the event the berth is required by another vessel, a vessel

having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

3. East Berth. Approach at very dead slow speed along a line parallel to a line formed by the East and the West berth at a distance from it equal to the distance of the North buoy. Drop the starboard anchor at the point of intersection of the ship's fore with a line formed by the two East shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the East berth. Drop the port anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by Pilot and with the help of the ship's engines.

4. West Berth. Approach at very dead slow speed along a line parallel to a line formed by the East and West berths and at a distance from it equal to the distance of the North buoy. Drop the port anchor at the point of intersection of the ship's fore with a line formed by the two West shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the West berth. Drop the starboard anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by the Pilot and with the help of the ship's engines.

5. General. Available hose connections, all 8 in., are as follows: Three for Fuel oil, one for diesel products and one for leaded or unleaded gasolines. All dirty ballast to be pumped ashore through the fuel oil loading hoses.

LOADING:

1. *Cargo:* On completion of inward clearance, information regarding the number of hoses and loading rate will be given to the Master and Chief Officer. During ballast discharge supplementary information will be given the Chief Officer. A 15 minute standby is required prior to finishing any grade.

2. *Contamination of Crude:* It has been established that one of the major causes of contamination of crude oil is the small amount of salt water remaining in the ship's tanks, pumps and ballast lines after discharging ballast. This small amount of salt water frequently results in costly damage and downtime to refining equipment and also presenting many other problems. Therefore all tanks and lines must be pumped as dry as possible.

3. *Draining of Hoses:* Hoses are drained by gravity on all products and crude. Ship personnel must co-operate with terminal personnel in this operation to ensure complete draining of hoses into ship tanks and adequate drip cans must be placed to catch the remaining oil in line. Sawdust or equivalent must be on standby to clean up any oil leaks.

4. *Loading Rates:*

Commodity	*Available at berths*	*Size of Line*	*Estimated Max. Barrels per Hr.*	*Hoses*
Crude Oil	1×2	30″	27,000	1–10″ & 3–8
Bunker C	1×2	24″	18,000	3–8″
Diesel	1×2	16″	8,000	1–8″ & 1–10
Unleaded Gasoline	1×2	8″	8,000	1–8
Leaded Gasoline	1×2	16″	3,000	1–8
Ships Bunkers	1×2	8″	6,000	1–8
Lube	2	8″		1–8

Loading rates will be reduced by the terminal when topping off tanks at the vessel's request.

5. *Scuppers:* Loading will not be started till all deck scuppers are properly sealed to the satisfaction of the terminal.

6. *Simultaneous Deballasting and Loading:* Vessels equipped with separate and completely segregated ballast tanks, lines and pumps and never used for oil may be permitted to discharge ballast and load simultaneously providing approval has been obtained from the terminal.

MEDICAL: Medical treatment and hospitalisation, if required, are available at the Seguros Sociales in Puerto Cabello. Several dentists are located in Puerto Cabello. Authorisation for any medical and/or dental treatment must be made by the Master. Transportation is available at the Terminal Office. If the patient does not speak Spanish an interpreter should accompany him.

FRESH WATER: Not available.

FUEL: Bunkers are available only for vessels loading cargo. Disputes as to quantity should be registered by signing the bunker receipt under protest and noting the ship's quantities thereon.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore.

Cigarettes in cartons, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel), should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest which will be sealed for the duration of the vessel's stay in port.

CONSULS: French, Norwegian, Swedish and Panama Consulates are represented in Puerto Cabello. There is no American Consulate. It is necessary for Masters of Panamanian flag vessels to visit the Panamanian Consulate at Puerto Cabello to present documents and receive dispatch as required by law. Regular office hours are from 0800 to 1200 and from 1400 to 1700 Mondays through Fridays; any dispatch issued outside of regular office hours is billed at double fees. Terminal Office will arrange transportation to Puerto Cabello upon request.

REPAIRS: Only emergency repairs of a minor nature can be made. Prices are very high.

REPATRIATION: The documents and personal effects of seamen left ashore for hospitalisation, repatriation or other reason, must be delivered to the Terminal Office before sailing. A letter from the Master is required advising the maximum amount of advances to the seaman and any other instructions concerning his repatriation. All expenses incurred by the seaman, including the cost of repatriation, are for the vessel's account. Venezuelan law at all times holds the Master, Agent or Owner responsible for any seaman left behind in Venezuela.

AIRPORT: Distant about 4 miles.

TIME: Local time is four hours slow of Greenwich Mean Time.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing and given to the National Guard watchmen on board.

Vessels are not permitted to sail until all crew members are on board, or special permission has been obtained to sail without a crew member.

REGULATIONS:

1. *Engines:* No engine repairs will be made while the ship is in dock. Engines are to be kept at standby at all times while the ship is in port.

2. *Ratguards:* Vessels must use ratguards on all mooring lines.

3. *Visitors:* All visitors to vessels are prohibited, without written permission in each case by the Port Captain or his assistant. Mooring Master, petroleum inspectors, dispatchers, and terminal employees handling hoses may board ship in performance of their duties.

4. *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast or oil is to be pumped or allowed to escape over the side. No engine-room or pump-room bilges may be pumped overboard. All pump-room sea suctions and overboard discharge valves must be secured prior to loading or discharging cargo. Loading must be conducted with the utmost care and vigilance so that errors or delays may not result in spills. All deck scuppers must be plugged tight before loading so that in the event of a spill pollution of the harbour may not result.

5. *Garbage:* No garbage is to be thrown over the side while the vessel is in port.

6. *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include this information in his ETA.

7. *Firearms:* Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunitions must be noted on the store list. Officers must not carry firearms while the vessel is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody.

GENERAL: 1. *Bonded Stores:* No cigarettes or bonded stores are available at El Palito.

2. *Cash Advances:* Cash advances are available in Venezuelan bolivares only and should be included in the vessel's ETA radio, to permit delivery on board at arrival.

3. *Charts:* No charts or sailing directions are available at El Palito.

4. *U.S.S. Club:* There is no U.S.S. Club available at El Palito nor movie film exchange service.

5. *Inspection Petroleum Products:* Chas. Martin and Company and E. W. Saybolt, petroleum inspectors, are not available at El Palito. However, if specified in sufficient time, they may be obtained from Puerto La Cruz.

6. *Laundry:* Laundry facilities are available at El Palito.

7. *Lubricating Oil:* Certain types of Mobil lube-oils only are available in small quantities. Requirements should be sent by radio with ETA.

8. *Mail:* Mail service posted from El Palito has been found to be fair.

9. *Provisions:* Provisions are available at El Palito.

10. *Radio and Radar:* No repairs made at El Palito.

11. *Gangways:* Gangways are provided by El Palito Terminal.

AUTHORITY: Mobil Oil Company de Venezuela, Apartado del Este 5373, Caracas, Venezuela.

In the absence of special arrangements, Mobil does not, as operator of the terminal, act as Agent for any vessel or for firms or agencies engaged in coastwise or international transportation operations. All services in connection with the arrival, loading or departure of vessels are performed as a Representative and for the account of the shipper in the case of cargoes loaded, and as the consignee in cases where cargo is received.

Terminal Operator, El Palito, Mobil Oil Company de Venezuela, Apartado 102, Puerto Cabello, Edo. Carabobo, Venezuela. Radio Address: "Socony Puerto Cabello" and "Mobil Puerto Cabello".

AGENT: See Puerto Cabello.

LA GUAIRA: 10.36 N. 66.56 W.

DOCUMENTS:

Sealed envelopes for Customs.
Visaed B/L and Sobordos not in envelopes.
Consular Despatch for all Venezuelan ports.
Despatch from last Venezuelan port, if any, or
Zarpe from last foreign port, if arriving directly from abroad.
Fumigation Certificate.
Vaccination Certificates of Crew.
Landing Cards for Crew and Passengers.
6 Store Lists (with arms and narcotics).
6 Lists of Personal Effects.
10 Crew Lists.

10 Lists of Passengers for La Guaira, or negative Passenger List.
10 Lists of Passengers in Transit.
2 Sets of B/L not visaed.
4 Sobordos not visaed.
14 Tally Books.

PILOTAGE: Compulsory and vessels have to wait for Pilot in the pilotage zone North-West of the port entrance.

MAX. SIZE: Berth depths as follows, (approx.):

No. 1	36 ft.
No. 2, 3, 3a (4), 5, 6	35 ft.
No. 7, 8	34 ft.
No. 9, 10	24 ft.
No. 11, 12, 13, 14, 15, 16, 17, 18, 19	36 ft.

RADIO: In order to enable Agents arrange for quick entry and berthing, Masters should give their ETA message at following intervals, via Curacao Radio (ITT): 72, 48 and 24 hours prior to arrival, indicating in the 48-hour message, the quantity of parcels (or tonnage if bulk cargo) per hatch. This is imperative for applying for the necessary personnel of the National Port Services. Also, draft, passengers, requirements for bunkers, fresh water, provisions, repairs, medical assistance, etc. This telegram the Master to sign with his full name.

TUGS: The use of tugboats within the port is compulsory, both for entering and leaving port, as well as for manoeuvres in the port basin. Ships longer than 139 metres must be assisted by two tugboats.

BERTHING: Normally a minimum of 19 ocean-going vessels can berth at a time. Berths No. 1, 2 and 3 are along the breakwater pier East-West, parallel to the coast.

Within the port is a finger pier, parallel to the breakwater pier, with two Customs warehouses alongside, with berths North and South, two each. The main pier is parallel to the coastline, East-West, with berths Nos. 10, 11, 12, 13, 14 and 15, along which piers there is ample Customs warehouse space, including outdoor space on the roofs as well as ample uncovered storage area.

The Passenger Terminal is on a finger pier, in direction North-East with its land end in the corner of berth No. 15. There are two berths each side, namely Nos. 16 and 17 in the inner basin and Nos. 18 and 19 in the outer basin.

Passenger vessels have priority for berthing and they have to leave port within 24 hours.

LOADING/DISCHARGING: Cargo is discharged into railcars alongside the piers, or directly into the transport means of the Importer and vice versa when loading. The latter, however, applies only for bulk cargo or considerable one-type commodity.

If electric shore cranes are used, the same procedure applies unless the cargo is to be stored outdoors on the roof of the warehouses. Piers Nos. 4 and 9 have no rails alongside, so the cargo is discharged on the pier, wherefrom it is immediately taken away by two-boys, fork-lifts and/or other mechanical equipment supplied by the National Port Services as per kind of cargo. The use of such equipment is included in the handling fee per weight.

STEVEDORES: Supplied exclusively by the governmental National Port Services at costs per weight of cargo in accordance with governmental decrees.

The Port Agent applies for the necessary number of gangs per ship. Each gang consists of 11 stevedoremen (estiba) and 11 longshoremen (caleta).

Switching of gangs from one hatch to another is not permitted.

There are no longshoremen costs for cargo handled during straight time, but only for cargo handled during overtime.

(a) *Straight time*

Monday–Friday	07.00–11.00
	12.30–16.30
Saturday	07.00–12.00

(b) *Overtime*

Monday–Friday	18.00–23.00

(c) *Saturday afternoon* work is not permitted, but if a vessel could terminate operation and sail within a maximum of three additional working hours, a special permit would be granted by Customs and Port Authorities. In such a case, the additional working hours are considered as overtime.

(d) *Work on Sunday* is not permitted except for passenger vessels (officially those carrying 60 passengers, but exceptionally vessels with less passengers might occasionally obtain same consideration by authorities).

EQUIPMENT:

(a) *Electric Shore Cranes:* Piers 12, 13, 14 and 15 have electric shore cranes on rails, of 6 tons capacity each. The National Port Services allow two 6 ton cranes to lift pieces up to 9 tons weight. The arms of the cranes reach the roofing of the warehouses. Use of shore cranes is not compulsory, unless the Technical Board of the National Port Services rules to use them. Other piers have no shore cranes.

(b) *Diesel – Driving Rolling Cranes:* There is a considerable number of these cranes which can lift heavy pieces of about 17 tons.

(c) *Floating Cranes:* not available.

(d) Special lumber carriers of about 20 tons capacity.

(e) Tow trucks, fork-lifts, trucks and trailers up to 10 tons capacity.

HATCHES: Opening and closing of hatches is not performed by the National Port Services but by either the ship's crew, or the assistance labour of the Agent.

FRESH WATER: Available through pipe-line on the pier, day or night, or by water trucks of up to 10 tons capacity in day time only.

OFFICIALS: Once the vessel is anchored at La Guaira, Representatives of Customs, Port Captain, National Guard, Health Service, Immigration and Agency board the vessel.

AGENTS: Head Office (Direction and Control), Victor H. Selinger, PO Box 1632, Caracas. Cables "Seltank". Local Office: PO Box 154, La Guaira. Tel. 3325 or 3754. Cables: "Selvic La Guaira".

MARACAIBO LAKE

Including, Section A – BAJO GRANDE
Section B – LA ESTACADA
Section C – LA SALINA
Section D – MARACAIBO
Section E – PUERTO MIRANDA
Section F – PUNTA DE PALMAS

(N.B. Certain information common to all Vessels entering Maracaibo Lake is given below. For specific details of ports/terminals within the Lake, see relative Section as indicated above.)

FLAG: Local authorities require that the Venezuelan ensign be flown at vessel's masthead, from the time of entering the outer channel until clear of the outer channel outbound.

DOCUMENTS: (a) *Inward Clearance for Scheduled Vessels:* Vessels arriving in ballast or with cargo in transit require following documents:

1 copy Sailing Permit from Last Port.
2 copies–1 visaed Ballast Certificate.
1 or more letters Consular Mail (in sealed envelope).
4 copies–2 visaed Passenger Lists.
4 copies–2 visaed Baggage Lists.
4 copies–2 visaed List of Passengers in Transit.
4 copies List of Slop Chest.
4 copies List of Personal Effects.
4 copies–2 visaed Store Lists.
5 copies Crew Lists.

Vessels arriving with cargo should have, in addition to the foregoing:

4 copies–2 visaed Sobordos (Venezuelan Inward Manifests).
6 copies–2 visaed Bill of Lading.
2 copies visaed Inward Manifests.

In lack of a Venezuelan Consul at discharge port, clearance documents should be signed by consul of a friendly nation, one of the Port Authorities, Notary Public, the Chamber of Commerce or by two well-known firms.

(b) *Inward Clearance for Diverted Vessels:* Vessels diverted to Maracaibo Lake Ports to load cargo, should submit all documents indicated in 1 through 10 above, except consular mail, which they will not have.

Vessels diverted at sea to Maracaibo Lake Ports which do not have a Venezuelan clearance on board, must advise loading port via radio prior to arrival, the name of vessel, master's name, vessel's flag, Venezuelan net tonnage (if available, if not, the registered net tonnage), last port of call, destination port for which originally cleared, ETA San Carlos pilot station and grade and quantity of cargo to be lifted. This information is required in order that Inward Clearance may be arranged with government officials in ample time prior to vessel's arrival. Also 3 copies of the diversion telegram received by vessel and signed by Master, together with copies of those documents listed under (a) should be presented to the Port Authorities upon arrival at Maracaibo. In the absence of this information, or of presentation of each of these documents to the Port Authorities the vessel will be subject to a fine. Please note, that the documents covered under (a) have to be presented upon arrival, regardless, if the vessel is or is not arriving with consular clearance or arriving after being diverted at sea.

(c) In Maracaibo two clearances from Custom's authorities are needed: One for proceeding from Maracaibo to loading berth, and another after loading for proceeding from Maracaibo to destination. For this reason Custom Dispatch charges may be incurred twice.

(d) *American Crew List.* All non-American vessels loading for a U.S.A. port should have the American Crew List ready on arrival in Maracaibo to be visaed by the American Consulate in Maracaibo and placed aboard ship before departure. The crew list should be prepared on Immigration and Naturalization Service form No. I.–418 (Crew List Manifest) and should contain two sections:

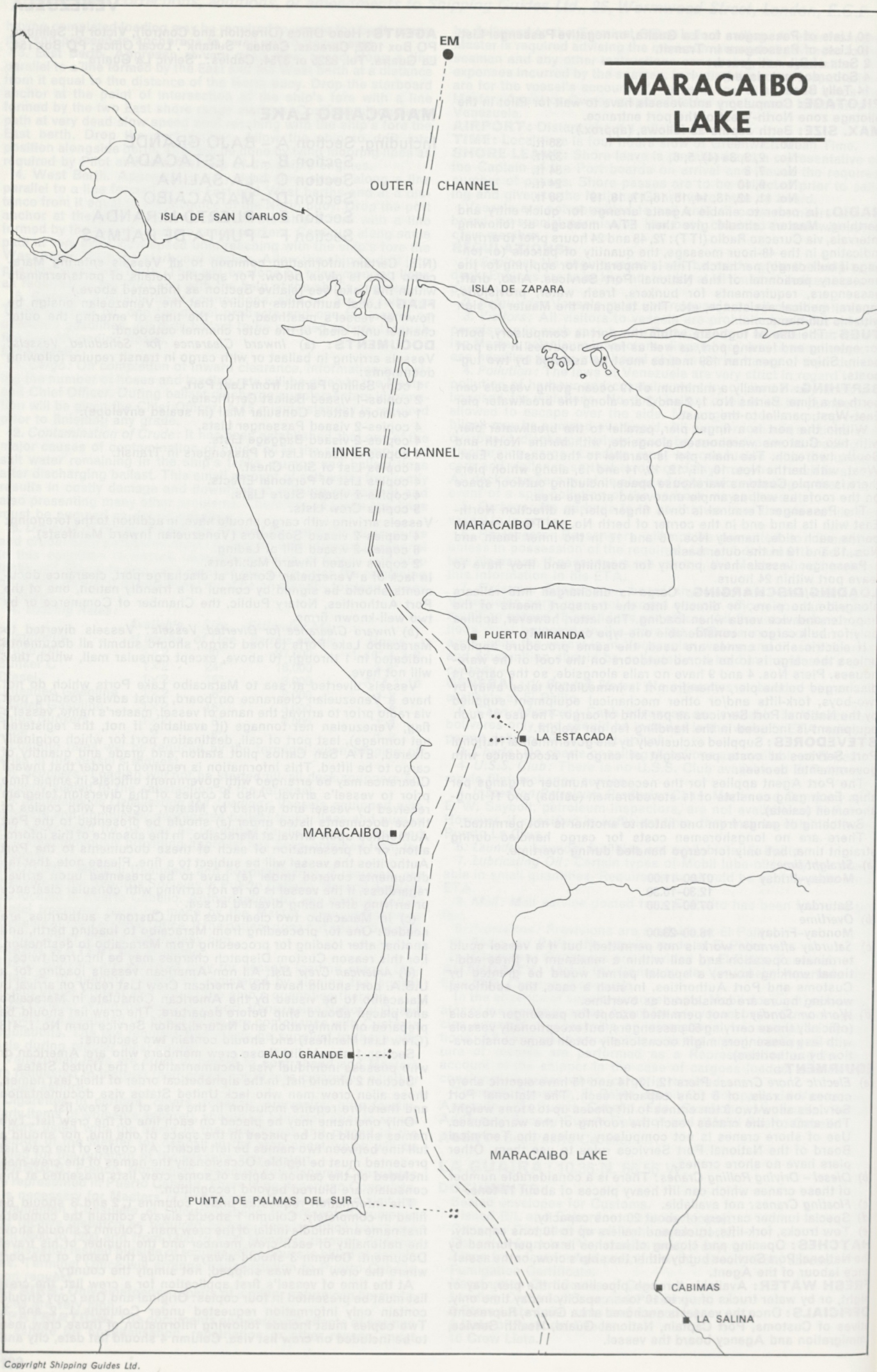
Section 1 should list those crew members who are American or who possess individual visa documentation to the United States.

Section 2 should list, in the alphabetical order of their last names, those alien crew men who lack United States visa documentation and therefore require inclusion in the visa of the crew list.

Only one name may be placed on each line of the crew list. Two names should not be placed in the space of one line, nor should a full line between two names be left vacant. All copies of the crew list presented must be legible. Occasionally the names of the crew men included on the carbon copies of some crew lists presented at the consulate are blurred beyond recognition.

The information requested under columns 1, 2 and 3 should be filled in completely. Column 1 should always contain the complete first name and middle initial of the crew man. Column 2 should show the nationality of each crew member and the number of his travel Document. Column 3 should always include the name of the port where the crew man was shipped, not simply the country.

At the time of vessel's first application for a crew list, the crew list must be presented in four copies: Original and One copy should contain only information requested under Columns 1, 2 and 3. Two copies must include following information of those crew men to be included on crew list visa. Column 4 should list date, city and



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country of each crew men's birth. Column 5 should show place of issuance of seaman's travel document and name of Government which issued travel document. (It is not necessary to list date of issuance of travel document.)

Below is a sample line correctly entered on the Master crew list.

(1)	(2)	(3)	(4)	(5)
	Z.23455	Maracaibo	December 8, 33	
Bello, Tomás E.	Venezuelan	Venezuela	Caracas, Venez.	Cabimas, Venez

Upon subsequent crew list applications by same vessel within same year, the crew list need be presented in duplicate only, and the information in Columns 4 and 5 need be provided only concerning any new crew members who require visa documentation. When twelve months have elapsed since presentation of Original crew list, a crew list should again be prepared in 4 copies and should contain all the information required in columns 1–5. Such a master crew list is required after each 12 months period.

APPROACHES: The Channels leading to the Lake of Maracaibo are called the Outer channel, the Inner Channel and the Lake Channel. The controlling depths of the Outer Channel, Inner Channel and the channel Southward to buoys M1 and M2 are normally 45 ft. At certain times the controlling depth may be less. At such times suitable notices are published advising mariners of these temporary reductions of controlling depth.

Outer Channel. The Outer Channel starts at the E.M. Buoy in position 11° 13′ 47″ North and 71° 33′ 31″ West. The light characteristics of E.M. buoy are: flashing white every five seconds, visibility approximately five miles. The distance from E.M. buoy to the Southern end of the outer Channel, marked by buoys B–27 and B–28, is approximately 15·75 miles. The channel is 1,000 ft. wide and has a normal controlling depth of 45 ft. LWS with tidal range varying about 2 ft. 3 in. This depth is maintained by periodical dredging. Tankers are required to have a keel clearance of at least 2 ft. and dry-cargo vessels a keel clearance of at least 3 ft. Vessels navigating the channel at the maximum allowable draft are confined from two hours before to two hours after high water. There are no turns in the channel and the course is 189°.

There is a breakwater 0·5 mile East of, and parallel to, the Outer Channel and extending 1·6 miles Northward from the North side of Zapara Island. The end of this breakwater is marked with a skeleton steel tower with a light 27 ft. above sea-level. Light characteristics-flashing white light every five seconds; visibility nine miles.

On Zapara Island there is a skeleton iron tower with a height of 136 ft. above sea-level.

Cross currents are sometimes encountered near Zapara, San Carlos and Pescadero Islands, especially at low water when the cross currents are strong. Overtaking at these points should be avoided.

There is one anchorage zone in the Outer Channel which is a trapezoid on the port side when navigating inbound near the Buoys B–14, B–15, B–16 and B–18. All buoys in the Outer Channel are equipped with radar reflectors.

Caution: Masters are warned to keep adequate speed in the Outer Channel even when embarking the Pilot as strong cross currents are encountered near San Carlos and Zapara Island. Pilot boats are fast and fitted with a flying bridge.

Inner Channel. The Inner Channel continues on the same course as the Outer Channel for about 10 miles, whereafter the direction changes to 150°. Entire length of the Inner Channel is about 12 miles.

The beginning of the Inner Dredged Channel is marked by buoys B–29 and B–30. Channel is marked by beacons, and terminates at beacons T–55 and T–56. The channel is 800 ft. wide and the normal controlling depth is 45 ft. LWS with tidal range varying from 1·5 ft. to 2·5 ft.

The channel from beacons T–56 to Maracaibo Harbour is a dredged channel, the end of which is marked by buoys Nos. B–73 and B–74.

About 0·2 mile South of buoys B–29 and B–30, there are located two towers – one on each side of the channel, and about 1 mile further South are two more towers. These four towers are marked E–31 and E–32 (North) and E–33 and E–34 (South). Towers No. E–31 and E–32 are of single steel pipe construction on a concrete pile base. Towers No. E–33 and E–34 are of skeleton steel construction (former oil-well derricks) each mounted on four concrete piles. The characteristics of these towers are:

		Height above water (LWS)
Tower No.	*Light*	*Light*
E–31	43′	Green – Fl.
E–32	43′	Red – Fl.
E–33	123′	Green – Fl.
E–34	128′	Red – Fl.

Vessels are not allowed to overtake each other in the Inner Channel between buoys B–29 and B–30 and light beacons T–25 and T–26. Vessels may overtake each other in the Inner Channel between light beacons T–39 and T–40 after having exchanged prescribed signals with the vesseis to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight.

Lake Channel. The channel starting at light beacons T–39 and T–40 and leading to Maracaibo Roads is called the Lake Channel. This is a natural channel 3,000 ft. wide and 11 miles long.

The Main Channel through Maracaibo Lake is approximately 83 miles long, not less than 244 m. wide and with a greater depth than the outer channels.

The access channels to the various ports and terminals branch off from the main channel as described under Section for each port.

CHANNEL NAVIGATION:

(*a*) Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

(*b*) Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

(*c*) Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

(*d*) Approaching vessels are to reduce speed in order to minimise the suction force of the displacing waters.

(*e*) Vessels must maintain a distance of five ship's lengths by day and eight ship's lengths by night from other vessels navigating in the same direction.

(*f*) No vessel should start to manoeuvre to overtake another vessel before having received clearly the affirmative signal from the ship to be passed.

(*g*) A grounded vessel is not allowed to start any manoeuvre when another vessel is passing.

(*h*) Dredgers are frequently at work in the channels and caution should be exercised in passing them. Signals used by the dredgers are as follows:

Daytime

Black cylinder hoisted on side of yardarm: You can overtake me on the side on which the cylinder is shown.

Two black balls over the bridge: The channel is blocked.

Night

Green light on side of yardarm (a white light on mast-head helps to show on which side the green lights is placed): You can overtake me on the side on which the green light is shown.

Two red lights over the bridge: The channel is blocked.

The tidal range is 4 ft. at neaps.

(*i*) Maximum speed for vessels navigating in lake channels has been limited to 10 knots. Masters should exercise the outmost care in complying with this regulation as heavy fines may be imposed to offending vessels.

PILOTAGE: (N.B. Maracaibo Pilotage Regulations require that inbound tankers, in ballast, while crossing the Bar, shall not have greater than 8 ft. difference between the fore and aft draft. The Government pilot will not take the vessel if this requirement is not met, unless he is satisfied that the actual draft of the vessel will permit safe navigation through the Outer and Inner Channels.

Every Master of a vessel navigating in Lake Maracaibo who desires to enter the main ship channel in Pilotage Zones No. 1 or No. 2 must first ensure that said channel is free of traffic.

The limits of the Main Ship Channel in Pilotage Zone No. 1 are from buoys B1/B2 located at the entrance to the Outer Bar Channel and buoys B73/B74, of the city of Maracaibo. Pilotage Zone No. 2 begins approximately one mile below Maracaibo and extends Southward to lightfloats M36/M37. All other channels are considered as access channels to their respective port zones and subject to special local rules. Every vessel navigating to or from any port in Lake Maracaibo must follow the prescribed routes through the main and access channels leading to or from such ports, unless special permission has been granted to do otherwise.)

(*a*) Pilots are employees of the Venezuelan Government and act in an advisory capacity; The Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must prepare a full written report of the circumstances, for delivery to the Captain of the port.

(*b*) Inbound vessels have the option at present to embark government Pilot at the following areas:

(*i*) In the channel off San Carlos Pilot Station between buoys B–24 and B–26.

(*ii*) Anchorage area approximately 5½ miles North-east of pilot station, San Carlos Island. Position N. 11° 04′ 22″, W. 71° 33′ 48″ East of buoy B–17. This area is demarcated with green light buoy equipment with radar reflector.

(*iii*) At the E.M. Buoy.

(*c*) The Port Captaincy of Maracaibo is unable to guarantee embarking or disembarking Pilots at the E.M. buoy or at anchorage area position. For this reason Masters should communicate with San Carlos pilot station for necessary instructions as to where to pick up Pilot, who usually embarks between buoys B–24 and B–26. The communication system between San Carlos pilot station and vessels will be by Morse lamp and radio-telephone. The stand-by frequency at San Carlos is 2182 kilocycles. Other existing frequencies are 2120 and 2080 kilocycles; 156·6 and 156·8 megacycles. Each pilot launch has a radio-telephone with 2182 kilocycles frequency. The launch that leaves San Carlos pilot station with Pilot for ship, takes approximately 20 to 30 minutes to cover distance, and distance between Buoys and San Carlos is approximately 6 miles or 10 kilometres.

(*d*) Pilot Permit to navigate the Outer Channel without aid of a government Pilot will be granted to those Masters who desire to obtain same. In order to fill the application required, a blank sealed paper and three copies should be signed by Master on arrival. Copy of this solicitude duly endorsed by port Captain of Maracaibo, will serve the Master as temporary permit until the official one has been received. Masters in possession of permits to cross the Outer Channel without a Pilot, have the option to enter channel either at the E.M. buoy or between any other buoy, taking into consideration the heavy traffic of the channel. Government pilotage through the inner channel is compulsory at all times.

(*e*) Outbound vessels will receive Pilot in Maracaibo, who will pilot vessel up to San Carlos area approximately between Towers E–31 and E–33, where he will disembark. The Port Captain of Mara-

caibo has instructed that all Captains should always in ample time identify themselves with the San Carlos pilot station by radio-telephone regardless of time of day. While inbound – between buoys B–17 and B–19 and sailing outbound – between markers T–42 and T–40. These instructions are obligatory and are required in order for the pilot service to be aware, at any moment, of any emergencies which may arise, and also to avoid, especially during the night, the launch departing with an official pilot aboard believing that the ship in sight needs his services, in which case, even though the launch or pilot services are not rendered, the same will be charged to the company owning the ship, or its representative.

TONNAGE: Venezuelan Port Authorities base part of their pilotage charges on the size of the vessel, i.e.

(*a*) On Registered Net Tonnage. Venezuela will accept the tonnage of ships registered in countries with which they have a reciprocal tonnage agreement. As of this date, such countries are:

Norway	Sweden	Denmark
England	Ireland	Holland
France	Germany	Portugal
	U.S.A.	

(*b*) On Venezuelan Net Tonnage. Ships not registered in countries listed above, when calling at Venezuelan ports for the first time, must be measured for Venezuelan tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan admeasurement certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.

(*c*) In practice, the procedure for stating the tonnage of all ships entering the Lake of Maracaibo is as follows: The inward Pilot boarding the ship presents Master a form on which among others the Master should fill in the tonnage of ship. Pilotage charges are based on this tonnage given by the Master. Master's attention is drawn to the fact that the Venezuelan net tonnage is usually higher than the International net tonnage. Care should be taken if an old Venezuelan net tonnage certificate is on board, because the country in which the ship is registered might later have signed the reciprocal tonnage agreement with Venezuela. If the pilotage charges are made on basis of a higher tonnage than the one that should be applied, it is later very difficult, if not impossible, to get a refund.

CUSTOMS: (*a*) *Customs Watch.* While vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with customs regulations. The Law requires meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in officers' messroom, to avoid difficulties.

(*b*) *Firearms and Ammunition.* Firearms must not exceed one per officer nor may the ammunition exceed eighteen cartridges per officer. All firearms and ammunition must be carefully declared on Store List and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.

(*c*) *Contraband.* Strict compliance with the customs law of the country is enforced by the authorities, and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. One open package per person is allowed to be carried ashore, but greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to very strict enforcement of the customs regulations, it is recommended that no goods be carried which are not shown on Store List. Any new articles (clothes, shoes, etc.) should be included in Store List and marked as personal belongings. If during a check-up by Customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.

CONSULS: The following nations maintain consular representative in Maracaibo:

Belgium	Germany (West)	Peru
Chile	Great Britain	Portugal
Colombia	Guatemala	Spain
Costa Rica	Italy	Sweden
Denmark	Netherlands	Switzerland
Ecuador	Norway	United States of America
El Salvador	Nicaragua	
France	Panama	

TIME: Local time is Greenwich Mean Time minus 4 hours.

VISITORS: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

PASSENGERS: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

POLLUTION: The Laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require a written report to be submitted by the ship involved in the event of an oil spill.

SEAMAN LEFT BEHIND: Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's, Master, Agent, or Owner responsible for any seamen left behind in Venezuela.

Section A

BAJO GRANDE: 10.29 N. 71.38 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

OPERATORS: Chevron Oil Company of Venezuela.

CHANNEL: Entrance and leaving this terminal is made between buoys B.85 and B.86.

DOCUMENTS: Cargo Documents and Outward Clearance.

Captain's copy of Bill of Lading – Bill of Lading form used is usual Warshipoilvoy form. Masters wishing to use another form should Furnish twenty blanks on arrival in Maracaibo.

A Pencil copy of the Certificate of Quantity and Quality.

Customs Clearance – Duplicate of "Conocimiento de Embarque". Duplicate of "Manifiesto de Carga".

(Both stamped and signed by Customs).

Communication – A letter from Maracaibo Customs Authorities to Customs Authorities in Port of Destination.

Zarpe – Permission to sail signed by Maracaibo Port Captain. This is brought on board in Maracaibo by outbound Pilot.

PILOTAGE: Chevronmar's Mooring Master will assist in docking. It should be borne in mind that Docking Master acts as adviser only. The Master retains full responsibility at all times. Any damage incurred to vessel or loading platform which may be deemed to have been caused by Mooring Master or Docking Master's fault or negligence, may be held against the ship.

MAX. SIZE: *No. 1 berth.* Vessels up to 55,000 dwt. tons acceptable, with maximum draft of 40 ft.

No. 2 berth. Tankers at this berth should not exceed 36,000 tons dwt. or displacement on berthing of 20,000 tons, maximum draft 34 ft. 6 in.

Minimum drafts for berthing: 12 ft. forward and 18 ft. aft. Vessels over 18,000 dwt. should have deeper drafts.

RADIO: Information to be cabled to Chevronmar three days prior to arrival.

(*a*) Cable Address is: Chevronmar Maracaibo. Please send through PJC (Curacaoradio) and AAC (All America Cables). Chevronmar offices in Bajo Grande have direct teletype communication with the offices of All America Cables in Maracaibo, and Chevronmar also receive cables over the telephone from AAC until 9 p.m.

(*b*) Flag. If vessel has loaded in Bajo Grande before the nationality of the vessel need not be cabled.

(*c*) Sailing port, and at which other port vessel will call in this area. For clearing vessel in and out in Maracaibo, Chevronmar must know beforehand from where ship comes and which other port it will call in this area. Therefore, it is of importance to inform Chevronmar whether vessel will load part cargo or bunker, at which terminal, and whether inbound or outbound.

(*d*) Port for which Vessel is cleared. In case vessel was diverted en route and consequently is not cleared for Maracaibo or one of the terminals in Lake of Maracaibo, Chevronmar must obtain from authorities special permit for vessel to enter Lake of Maracaibo.

(*e*) Ballast Certificate. If vessel arrives in ballast a Ballast Certificate is mandatory. A fine against vessel will be issued by Port Authorities if vessel does not have this certificate.

(*f*) Estimated Time of Arrival. Cable ETA San Carlos pilot station Buoys 25–27, 72 and 48 hours prior to arrival there, or, if vessel is taking part cargo or bunkering inbound, cable ETA bunker or first loading port. Please use local time if possible (four hours slow of Greenwich Mean Time).

(*g*) Net Tonnage. If vessel has not loaded in Bajo Grande before, also cable net tonnage. To determine whether international or Venezuelan net tonnage should be mentioned, see "Maracaibo Lake".

(*h*) Master's full name. Please sign first message with Master's first name and surname.

(*i*) Changed ETA. An additional cable should be sent about 48 hours and 24 hours prior to arrival at pilot station buoys 25–27 if ETA is changed.

TUGS: The Venezuelan Government has ruled mandatory the use of two tugs for docking and undocking and also to have stand-by tugs during loading operations.

BERTHING: Loading Pier in position 10° 50′ North and 71° 36′ 8″ West or about 8 miles or 12·8 kilometres South of Maracaibo on Western shore of lake and about 9000 ft. offshore with its centreline North-south. Two vessels can berth simultaneously, one outside at berth number one and inside at berth number two. Bajo Grande Pier heads are 700 ft. apart. However longer ships have been tied up. Design of fenders permits berthing of vessels with a displacement of 42,000 tons.

NOTICE OF READINESS: Masters are free to tender their ships as being ready to load at any place and time which, in their opinion, conforms with the terms of the charter party. Chevronmar's personnel authorised to countersign notice of readiness have been instructed to indicate the time vessel was all fast or, if vessel anchored to wait for berth, the time vessel anchored. This does not imperil in any way the rights of the shipowner in his negotiations with the charterer and it limits Chevronmar's liability to the consignee.

BALLAST: Shore deballasting facilities are available at Bajo Grande. Deballasting facilities at Bajo Grande are subject to no special regulations and procedures. Tanker ballast water is pumped

through two 8 in. hose connections into a 24 in. line of about 9,000 ft. in length to a 120,000 bbls. receiving basin situated on shore. Contamination of Lake Maracaibo waters with only material of any nature is strictly prohibited by Venezuelan Laws. Chevron Oil Company of Venezuela is required to report to the authorities any such contamination by vessels docked at Bajo Grande. Heavy fines are then assessed against the ships. Co-operation is requested to prevent contamination from tank overflows, bilge oil, line leaks or any other source.

TANK CLEANING: (Before Loading). Precautions as are common for any heavy oil should be taken to insure that no ballast was left in any tank. If the cargo is contaminated with water, the water will not separate from the oil. The salt content of the oil will be raised approximately ten pounds per one thousand barrels for every 0·10% contamination by sea water. All cargo compartments must be stripped extremely dry. Cargo pipelines should be drained and/or purged of water. On standard T-2 type vessels, this can be done by draining the fore and aft main cargo lines, both suction and discharge sides, into the pump room bilges followed by opening of main suction valves on each individual compartment, thereby releasing water retained in dead and transverse lines. After this procedure is completed, each compartment should be restripped with stripping pumps and lines, followed by draining the stripping line to pump-room bilges. On other ships equipped with looped systems, it is possible to blow the system with air and drain water into the bilges. In other situations, fresh water might be used to flush cargo systems of salt water and in turn strip salt water and fresh water as outlined for T-2 vessels. All deck scuppers should be securely plugged and all precautions should be taken to avoid pollution of lake waters.

LOADING:

Product	*API Gravity*	*Loading Temperature °F*	*Loading Lines used*	*Loading Rate B/H*
Boscan Crude	10.3–10.4	160	2×18″	12,000
Boscan Crude Blends	18.2–31.0	120	,,	,,
Topped Boscan Crude	10.0	160	,,	,,
Topped Boscan Crude Asph Grade	8.0–11.0	160	,,	,,
Cutback Asphalt	11.0–15.0	170	2×12″	4,000
Asphalt Cement	5.0–8.0	300	1×14″	,,
Gas-oil	35.0–42.5	90	1×12″	5,000/7,000
Fuel Oil No. 6 (Bunker "C")	16.0–17.0	140	1×12″ 1×18″	3,000 14,000
Heavy Naptha (HSR)	52.5–53.5	80	1×12″	5,000/7,000
Light Naptha (LSR)	70.0–73.0	,,	1×12″	5,000/7,000
JP – 4	45.0–52.0	,,	1×12″	5,000/7,000

(*a*) Inspection of Tanks. Before loading can commence, tanks and loading system must be inspected and passed. This is usually done by Chevronmar's own cargo inspector but, if consignee so requests, third party inspection can be arranged. Both Chas. Martin and E. W. Saybolt & Company are represented in Maracaibo.

(*b*) Line Displacement. When a vessel is loading crude and products, it is usually necessary to displace lines once or twice during loading. Masters will be advised of necessary line displacements before loading starts and are requested to take note because notice has to be given by vessel when pumping should be stopped and tank changed. Once shore tanks have been changed it will not be possible to change the quantity of the product already in the ship, as shore lines will then contain a product different from the one already loaded. Ship's gauges and/or draft should be carefully checked when calculating required quantities.

(*c*) Spillage. In case spillage occurs, the port supervisor must be advised immediately, as any spillage must be reported to the Authorities without delay.

(*d*) After Loading. All butterworth plates, tank tops and ullage plugs should be inspected to insure against entry of salt water. Inspection of ullage plugs should follow on completion of temperature readings because of the necessity of taking temperatures enroute. Sea suction valves should be secured by positive means until all cargo has been discharged. This may be accomplished by numbered seals, chains and padlocks. The method of securing should be noted on the inspection documents. Regardless of which method is used, appropriate log entries should be made indicating the date, time and method used and under whose supervision, both vessel officer and/or cargo inspector, such method was applied. About one hour is required for preparation of documents.

BUNKERING:

(*a*) Advance Notice of Requirement. Owners, operators, or Agents should place their nominations with Chevron International Oil Company Inc., San Francisco, California; Chevron International Oil Company Inc., New York, N.Y., and Chevron International Oil Company, Ltd., London.

Cable addresses: "Chevronint, Sanfrancisco;" "Chevronint, New York," and "Chevronint, London".

In order to serve customers without inconvenience or delay nominations should be placed as much in advance of the delivered date as possible.

(*b*) Bunker Facilities. Bunkers available ex pipe line for vessels loading and unloading cargo at berths No. 1 and No. 2. Bunkering rate up to 10,000 barrels per hour for Bunker Fuel and Intermediate Bunker Fuel, up to 6,200 barrels per hour for Marine Diesel.

(*c*) Marine Fuels and Lubricants available: Bunker Fuel, Intermediate bunker fuels, Marine diesel, Lubricants – Full line of Chevron Marine Lubricants subject to seven day's advance notice.

(*d*) Lighterage. Bunker fuel, Intermediate bunker fuels and Marine diesel available for ships in the Maracaibo area. 72 hours advance notice is required for barge deliveries of all products.

WATER: Delivery of boiler and potable water is made by barge. Minimum quantity 80 tons. The barge holds about 160 tons and the pumping rate is about 25 tons per hour. Requirements should be cabled in advance.

REPAIRS: No major repair facilities are available in Maracaibo but small jobs can be taken care of by local machine and electric shops. Shore labour can be furnished if required. Technicians are available for minor radio repairs. Nearest dry docks are at Curacao for vessels up to 18,000 DWT and at Puerto Cabello for vessels up to 30,000 DWT. There is a submarine 2400 volt power line to the pier. Electric power can be supplied.

SHORE LEAVE: Shore Leave is permitted at the discretion of the port authorities: required number of shore passes will be brought on board on arrival in Maracaibo and have to be returned to the customs guard again before the vessel leaves Bajo Grande. Shorts may not be worn ashore.

GENERAL: (*a*) *Visitors.* According to port regulations concerning access to ships and loading terminals and in the interest of industrial safety, only persons directly concerned with loading operations will be permitted to board vessel or visit the loading platform at Bajo Grande.

(*b*) *Guards.* Two customs guards are stationed on the platform at Bajo Grande. They must be provided with sleeping quarters on the ship and seated in the officers' mess for their meals. Non-compliance may cause cargo stoppage and fines. The Customs Guard will request master to countersign his time on board the vessel. This is counted from time first hose was connected until all hoses were disconnected, regardless of whether vessel was receiving cargo or not.

(*c*) *Plimsoll Marks.* Port Captain requires that Plimsoll marks be readily visible. If they are not clearly legible, permission to sail may be withheld.

(*d*) *Marine Stores/Charts.* Marine stores are available in limited supply. Marine charts are not available.

(*e*) *Compass Adjusters.* There are no compass adjusters in Maracaibo.

(*f*) *Classification.* American Bureau of Shipping and Lloyd's Register have Agents in Maracaibo.

(*g*) *Cash Advance.* Cash advances are made only in local currency (Bolivares). In order that money be available on arrival, Masters are requested to include the amount required in the arrival message.

(*h*) *Launch Service.* The launch is primarily for the use of the port staff, but will transport crew when convenient.

(*i*) *Taxi.* Taxi service is generally available at Bajo Grande. It is recommended that the price be fixed in advance.

(*j*) *Crew in Transit.* In case a crew member is left ashore for a justified cause, as hospitalisation, repatriation, etc., his documents and personal effects are to be delivered to the port supervisor at Bajo Grande before sailing. A letter is required from the Master with detailed instructions as to maximum cash advance etc. All expenses incurred by such members are for vessel's account.

(*k*) *Gangways.* The ship is to supply a safe gangway, which allows easy access to the vessel. Chevronmar has a gangway which may be used at request with the understanding that any damage to the gangway or ship or shore personnel through its use may be held against the ship.

SAFETY: Vessel must be in readiness to move at all times. The attention of Masters of turbine steamers is called to this regulation.

Ship's fire-fighting equipment must be ready for instant use while vessel is alongside. Shore personnel will render assistance in an emergency but, since no fire-boats are stationed in the immediate area, vessels should be prepared to combat fire without outside assistance. It is necessary to obtain docking Master's approval for repairs of propelling machinery. Normal safety precautions apply, no smoking is permitted on the pier. No hotwork is permitted on vessels alongside without a written permission from the Port Supervisor. Swimming alongside pier is dangerous and absolutely prohibited.

CARGO TEMPERATURE: On short voyages, as for instance to the U.S.A., it was proved most practical to maintain the loading temperature. On longer voyages, as for instance to Europe, the temperature may be dropped to 130 °F, which does no harm as long as sufficient time is given to bring the temperature up again to that required for discharging. Masters should, however, not expect a temperature rise of more than 5°F per day, especially if the sea temperature is low. The heat transfer properties of Boscan Crude are very poor as are those of the heavy products made from this crude. Many ships have been delayed at the discharging port due to too low cargo temperature. Without exception, Boscan Crude, Topped Boscan and cutback asphalts should have at least 160°F on arrival in discharge port.

DISCHARGE: Boscan Crude has a flash point of 90–160°F and a maximum viscosity of 1400 SSF at 140°F. The viscosity at other temperatures follows the pattern of other petroleum products. Boscan Crude has been successfully handled in ships fitted with both reciprocating and centrifugal type pumps with forward and after pump rooms respectively. It is generally found that this crude can best be handled at a temperature which brings its viscosity to about 600 SSF 160°F. Vessels with forward pumproom should control stern trim so that it does not exceed about four feet while stripping the after tanks. Also a five-degree list is very helpful when stripping. Once the cargo gets below heating coils, tanks must be pumped empty as fast as possible. At times if has been found helpful to gather tanks strippings into a single tank for discharge ashore, as it is very difficult to strip against heavy back pressures. Watch re-

ciprocating pumps for vapour-lock. Because of high viscosity, proper care should be taken that no oil is left in vessel discharge lines at low temperature.

TANK CLEANING: (After Discharge). Many Masters have expressed concern over tank cleaning after discharge. Assuming that ship proceeds to sea for this operation and has sufficient time for proper execution, vessel may be cleaned quite thoroughly using the butterworth system. However, it is of vital importance that the system be used at maximum pressure, and temperature not below 160 PSI and 170°F respectively. At these readings and with two machines, it has been found that about four hours are required for each tank. It is of important to keep the tanks well stripped during the butterworthing.

Some Masters prefer to steam out the tanks before butterworthing. If this course is adopted care should be taken that the steaming does not last more than one hour as the heat will drive off the light ends of the oil and leave a rubbery residue that is very difficult to remove.

It has been found helpful to keep the machines in low position for about one hour and then high – middle and low in order, in the usual manner.

AGENT: Chevron Oil Company of Venezuela, Apartado 93, Maracaibo. Cable address: "Chevronmar".

Section B

LA ESTACADA: 10.42 N. 71.32 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake").

OPERATORS: Texaco Maracaibo Inc.

LOCATION: Loading terminal in the Lake of Maracaibo at La Estacada, located at 10° 42′ 30″ N. and 71° 31′ 40″ W. Entrance and leaving this terminal is made between buoys B.65 and B.66.

DOCUMENTS: As soon as vessel is safely moored Texaco's marine dispatcher will board the ship together with the port authorities.

PILOTAGE: (see "Maracaibo Lake").

1. All vessels must call Texacomar on 2182 kc when passing the E.M. buoy and when embarking the Pilot at San Carlos.
2. Reduce speed approaching inner channel buoy B–63; rig accommodation ladder starboard side properly illuminated. Company mooring master will board between B–63 and B–65.
3. Listen during transit on 2182 kc.
4. In event of unforeseen circumstances requiring vessels to anchor, area West of Estacada Northern buoy mooring outside of channel limits will be used.

Vessels proceeding to La Estacada Terminal must enter the Outer Channel and embark the Government Pilot between buoys B–25 and B–27. After vessel arrives in the vicinity of the E.M. buoy, Master must contact San Carlos Pilot Station by radio-telephone on frequency 2182 kc requesting Pilot between buoys B–25 and B–27.

Once Pilot is on board, the vessel will proceed to Estacada, reducing speed in vicinity of Inner Channel buoys B–63 and B–65 where Texaco's mooring master will board. Vessel should have a strong line ready to hoist Texaco's mariner radio on board. The official Pilot will stay on board until vessel is moored.

MAX. SIZE: Water depth in both buoy moorings is 44 ft. mean monthly observed lowest water (MMOLW). Because of the depth of the surrounding approaches, 41 ft. (MMOLW), admissable mid ship's maximum draft in both moorings is 39 ft. freshwater. Under certain tidal conditions, however, with vessels over 60,000 DWT and LOA exceeding 750 ft., it may be necessary to restrict loading to 38 ft. 6 in. Masters are requested to be guided by Mooring Masters in appropriate draft to be loaded.

Berth No. 2 will accommodate vessels up to 850 ft. LOA, and Berth No. 1 up to 720 ft. LOA. Beam in both berths is unlimited.

RADIO: Information to be cabled to Texaco Maracaibo Inc. Cable address: "Texacomar, Maracaibo".

Upon vessel's departure from the last port bound for La Estacada cable 72–48 and 24 hours ETA at San Carlos pilot station, including in this message last port, Master's name, if a.c. current on board and any requirements. If diverted, cable original destination, also have 5 copies of diversion cable ready on arrival. If the vessel is nominated to load a part cargo only at La Estacada, indicate at which port cargo will be completed. All cables should be sent via PJA (Curacao Radio) and via ITT all American Cables.

BERTHING: (*a*) *Description:* Marine Oil Loading Terminal, owned by Texaco Inc., is an off-shore installation and consists of two permanent buoy moorings, No. 1 to the South, and No. 2 to the North.

Berths No. 1 and No. 2 consist of 4 fourteen-foot cylindrical steel buoys, each fitted with a pelican hook to which ship's mooring lines are attached by Texaco's mooring launches. On each buoy there are two 1⅛ in improved plow steel wirelines to supplement mooring lines in order to provide additional security during strong winds. In berth No. 1 the plow steel wires are 520 ft. long and in berth No. 2 585 ft.

Both berths are two directional; ships moored heading North or South according to prevailing current.

(*b*) *Deballasting.* No facilities at La Estacada to receive dirty ballast, Ballast must be clean, and is discharged into the Lake.

(*c*) *Mooring.* All ships should have an adequate supply of stoppers or other special equipment necessary to handle wires attached on mooring buoys. Vessels mooring in berths must be equipped with four ropes for ward and four ropes aft. Vessels are cautioned that good quality ropes are essential and that they will be held liable for any damage occurring through improper or poor mooring ropes or inability to properly handle same.

Vessels in buoy moorings must have deck winches in readiness for use at all times. Method of berthing will be at discretion of Company's mooring master, as weather and other conditions permit. During berthing and unberthing, ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use on immediate notice.

Weather permitting, and berths being available, vessels may be berthed at any hour of the day or night. Mooring buoys are properly lighted. Texaco's mooring master will assist in mooring the vessel in berth No. 1 or 2. Loading hoses can be connected both port and starboard side, according to ship's position. The mooring master will remain on board ship to advise on connecting and disconnecting loading hoses, and loading of cargo. He will later unmoor vessel and hand over to government Pilot on departure.

Mooring Master acts as adviser only and the Master retains full responsibility at all times. When ship is in position and mooring wires tautened, mooring winches such as tension winches must have their manual brakes put on securely, and should not rely on automatic rendering devices.

During time vessel is at the berth, frequent and regular inspection of mooring is essential to ensure that mooring lines are kept taut and that movement of ship is kept to a minimum. When tugs are alongside or assisting a tanker, all cargo openings, permanent ballast tanks, lids and pump-room doors must be closed no matter what grade oil is being or has been carried, unless these spaces are gas-free.

The mooring operations are carried out by two mooring launches and two tugs.

TUGS: Use of two tugs of at least 1,600 h.p. is compulsory for mooring and unmooring at La Estacada (Government Decree). Use of two mooring launches with crew including a diver, who inspects the submarine loading hoses, is compulsory at La Estacada. These mooring launches remain alongside ship during stay in berth order act in any emergency.

TANK INSPECTION: As soon as all ballast is discharged and hoses connected, production supervisor from La Estacada boards to inspect ship's tanks. If same are dry and clean he will sign corresponding certificate.

LOADING: Berth No. 1 has two loading lines (one 24 in. and one 16 in.) with corresponding manifold, and Berth No. 2 also has two lines (one 24 in. and one 18 in.). Twelve-inch – 150 pds. marine loading hoses are used. Each berth capable of a maximum loading rate of 25,000 barrels per hour, with an appropriate reduction for topping-off.

However, maximum loading rate entirely at Company's option and will vary according to circumstances and type of tanker concerned. When completing loading, stoppage of cargo will be determined on board, and Masters are requested to inform mooring master at least 30 minutes in advance in order reduce pumping rate for topping-off. Mooring master will be in continuous contact with pumping station by means of portable radio. Should this means of communication fail, the following signals on ship's whistle will apply:

One long blast	Stand by
Two long blasts	Commence pumping
Three long blasts	Stop pumping

Upon completion of loading, marine dispatcher, together with ship's officer, will gauge ship's tanks and later prepare cargo documentation.

FUEL: Bunkers and marine fuels supplied by barge before or after loading operation at anchorage. Chevron, Creole, and Shell have bunker service in Maracaibo.

FRESH WATER: Must be ordered with first ETA cable so that arrangement can be made with supplier. A water barge and a tug must be hired. Although the water may be supplied by Texaco, the hire of tug and barge is very expensive. Recommended that Masters obtain adequate fresh water at other ports.

REPAIRS: Only smaller repairs can be effected locally; however, technicians available for radio and radar repairs.

SHORE LEAVE: Launch is primarily for use of authorities and company staff, but will effect trips for crew if required by Master. Contact mooring master who will make necessary arrangements.

GUARDS: One National Guard stationed on board. He must be provided sleeping quarters and seated in officers' mess for meals.

CLEARANCE: Immediately after termination of loading operations, hoses are disconnected and Texaco's mooring master will proceed to unmoor vessel. In the meantime, cargo documents are prepared by Agency personnel, the government Pilot is ordered, and as soon as vessel is cleared, she will proceed to her destination.

CURRENT/DENSITY/TIDE: Current velocity maximum 4 knots. Nature of bottom, mud. Salinity of water, 997–1003. The tidal range in feet for the Estacada Terminal is springs 1.5 neaps 0.5.

GENERAL: (*a*) *Cash Advance.* Cash advance will be in local currency (Bolivares). Cable in advance any such requirements.

(*b*) *Mail.* Outgoing correspondence may be given to our marine dispatcher. For personal mail (crew) a list should be made, indicating name of crew member, quantity of letters and destinations.

(*c*) *Ship Chandlers.* Two ship chandlers in Maracaibo who can supply vessels with fresh meat, fish, vegetables, fruits, etc. Requirements should be transmitted in first ETA cable.

AGENT: Texaco Maracaibo Inc.

Section C

LA SALINA: 10.22 N. 71.28 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

OPERATORS: All terminal facilities are under the control of the Creole Petroleum Corporation.

APPROACH: Entrance and leaving this terminal is made between buoys B.97 and B.98.

LOCATION: La Salina located on Eastern shore of Lake Maracaibo, in latitude 10° 22′ 18″ N., longitude 71° 27′ 49″ W.

CARGO DOCUMENTS: These are generally placed on board prior to departure. Vessels whose Master accepts the early departure procedure may sail with documents in blank. Figures are then radioed for inclusion in blank documents. Outward clearance documents are placed on board the vessel prior to departure.

PILOTAGE: In the event that no contact can be made with San Carlos pilotage station, or if there is a language problem, contact should be made with Creole Marine at La Salina by voice radio on 2182 kc or 156·6 Mc.

A vessel entering or leaving the harbour must be assisted by a Docking Master in the general employ of area furnished by Creole Petroleum Corporation, an inbound vessel being boarded by him at the anchorage area approximately 3 miles off shore.

ANCHORAGE: For vessels awaiting berth there is an anchorage area located West of a line between rig L–175 to buoy S3 and the light buoys M1, M1A and S1 (chart No. MO-G-4-C) about 3 miles West of the loading Terminal in 6 to 7 fathoms of water with a mud bottom.

RESTRICTIONS: None. The port is open for navigation during the day and night, allowing ships to enter and sail at any hour.

MAX. SIZE: Up to 110,000 DWT. The access channel to La Salina has a least depth of 41 ft.

RADIO: The cable and telegraphic address for the Creole Petroleum Corporation at La Salina is "Creole La Salina". Radio messages to and from ships at sea are routed through the government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch, on the following frequencies: Listening frequencies: long wave: 500 kc/s; short wave: 4178–6267–8356–12534–16712–22225 kc/s.

Transmitting frequencies: long wave: 500–472–464–417 kc/s; short wave: 17141.6–12817.5–8730–8722–6519.5–6505.5–4352–4322 kc/s.

Radio notice of arrival should be sent 72 hours prior to arrival at La Salina and corrected if weather or other conditions delay the vessel.

La Salina Port Services section maintains radio-telephone listening watches on a 24 hour basis on following frequencies: 2182 kc/s., 156·8 Mc/s.

Frequencies 2638 kc/s, 2738 kc/s, 2120 kc/s and 156·6 Mc/s are available for use after initial contact on one of the above listening frequencies.

All vessels en route to La Salina may also communicate with Creole Amuay or Caripito Marine offices and request that messages dealing with corrected ETA's, pilots and other business be relayed to the La Salina Marine Office.

TUGS: Creole maintains one 3,000 h.p. diesel tug and one 1,600 h.p. diesel tug. Tug-boat assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour.

BERTHING: At La Salina, Creole maintains a deep-water terminal (Lacustre) consisting of an island where are located two finger piers, each 1,100 ft. in length and 500 ft. between piers, providing four berths to accommodate tankers up to 110,000 DWT. Berths are numbered 6N, 6S, 7N and 7S, from North to South. At these berths various crudes can be loaded simultaneously. In addition there is an offshore platform (Pier No. 3) where liquefied petroleum gases (Butane and Propane) can be loaded and refined products can be loaded or discharged.

Instructions concerning berthing are given by Port Services Section by means of radio-telephone.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

BALLAST: Vessels should arrive at La Salina with sufficient ballast to permit safe handling. Docking Master requirements in this connection under normal weather conditions are interpreted as drawing approximately 8 ft. forward, 18 ft. aft. on a T–2 or similar type tanker, and 11 ft. forward, 20 ft. aft on a 26,000 DWT, or larger type vessel.

Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimize deballasting time.

It has been established that one of the major causes of contamination of crude oil is the relatively small amount of salt water remaining in the ship's tanks, pumps, and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and downtime to refining equipment, besides presenting many other processing problems.

It is therefore requested that the full co-operation of the Master and Officers of ships loading for Aruba, be given to ensure that all ballast tanks and lines are flushed with lake water and stripped as dry as possible.

Vessels equipped with a separate and completely segregated system of ballast tanks, lines and pumps, will be permitted to discharge ballast and load cargo simultaneously, providing approval of both the pier foreman and Petroleum Inspector is secured.

A pier supervisor who is in direct communication with the loading pumphouse is stationed at each pier during the entire time the vessel is discharging ballast or cargo or receiving cargo.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 34 in. ballast line, with dirty ballast treating facilities are available.

If it is desired to follow the "load-on-top" procedure it is requested that the marine representative be informed on arrival.

LOADING: Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on arrival. Supplementary information including number and size of lines and Chicksan Arms will be furnished to the Chief Officer before loading commences. Loading rates will be reduced as required when topping off.

If vessel's loading order from owners or characters do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable Creole New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

Shut-down controls for all crude oil pumps are available at each loading berth at ship's rail of loading vessels for use in case of emergency only.

LOADING RATES: Loading operations at La Salina Terminal are normally carried out at relatively high pumping rates; up to an average of 40,000 BPH. Ship's officer will be advised by the pier supervisor at what rate the cargo will be loaded. LPG is loaded up to an average maximum rate of 7,500 BPH at Platform No. 3.

The loading and discharging of all crude petroleum and its products will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low flash products may be at lower rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ships' officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.

MEDICAL: Complete medical, dental and hospitalisation facilities are available at La Salina. Medical treatment is provided at a Creole operated clinic.

Authorisation forms for medical treatment are provided which require the Master's signature. Transportation will be supplied by Port Services section.

If the patient does not speak Spanish or English, an interpreter should accompany him.

FRESH WATER: A limited supply of fresh and boiler water is available at La Salina Lacustre Terminal. Delivery is made through 2½ in. National Standard Fire Hose Thread hydrants. Ship's personnel must provide hoses and connect up.

FUEL: Bunker C fuel oil, marine diesel and intermediate fuels are available at La Salina Terminal Lacustre. Delivery is made alongside Piers 6 or 7 by 8 in. diameter Chicksan hose, located about midship's.

It is the responsibility of the ship's engineer to give "stand-by" notice to the terminal employee and advise him when to shut down.

Supplies of Essomarine lubricating oils are available. Delivery will be effected while loading and requirements should be incorporated in the ETA radio.

DENSITY: The average density at the berth is 1002 but varies dependent upon amount of rainfall. The temperature ranges from 82° to 86°F.

REPAIRS: The Marine Port Staff will assist with emergency repairs as may be required in each case depending upon availability of competent personnel and equipment. The company's shop facilities while not equipped for extensive ship repairs, may be made available to fabricate or repair items that are urgently required.

The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

Radio technicians are available for minor repairs. With sufficient advance notice a radar specialist can be arranged to board the ships at La Salina.

CONSULATES: The following countries have consular representatives in the area:

Belgium	El Salvador	Nicaragua
Chile	France	Panama
Columbia	Germany (West)	Peru
Costa Rica	Great Britain	Spain
Denmark	Guatemala	Sweden
Dominican Rep.	Italy	Switzerland
Ecuador	Netherlands	U.S.A.
	Norway	

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking. No launch service for liberty parties is available while vessel is anchored off La Salina awaiting berth.

GENERAL: Representatives of the Marine Department board

vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ships requirements. The Marine Office Building is located at the Pierhead Trestle and personnel are available for assistance at all hours.

(*a*) *Bonded Stores.* Cigarettes or other stores in bond are not obtainable in La Salina.

(*b*) *Cash Advances.* Cash advances are made in local currency, the Venezuelan Bolivar. Cash requirements should be included in the ETA radio.

(*c*) *Charts.* On first arrival of each tanker, the Marine Dispatcher will furnish a set of local charts if required. No supplies of U.S. Hydrographic or British Admiralty charts, or sailing directions, are available.

(*d*) *Classification Societies.* American Bureau and Lloyd's Register have non-exclusive Agents in Maracaibo, and qualified Masters and Chief Engineers are available for appointment as Surveyors when required.

(*e*) *Gangways.* All vessels using the port of La Salina must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to port regulations and port authorities will not board except by means of a safe gangway or accommodation ladder.

(*f*) *Plimsoll Marks.* The Captain of the port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels may be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

(*g*) *Port Services.* On arrival at La Salina terminal, a company representative boards vessels, so it is particularly requested that Masters make known to him all ship's requirements. Master should bear in mind that while vessels are within Venezueland territorial waters, Government authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. La Salina has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, tel. 88694 and 88695.

(*h*) *Ratguards.* By order of the Port Authorities, vessels are required to use ratguards on all mooring lines.

(*i*) *Personnel* – Seamen left ashore. In the case of seamen left ashore for hospitalisation, repatriation or other reason, his documents and personal effects are to be delivered to the Marine Office in La Salina before sailing. A letter is required from the Master advising maximum advances to be made to seaman if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or Owner, responsible for any seamen left behind in Venezuela.

(*j*) *Provisions and stores.* Fresh and dry provisions are supplied by various shipchandlers in Maracaibo and Cabimas (La Salina). Master should deliver his signed requisition to the Marine Department representative who boards on arrival. Provisions would then be delivered to the vessel while loading. The prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc., are competitive; dry stores are considerably higher than in most ports. The Fleet Steward will assist in filling requisitions. It is important that the Master sign the ship-chandlers invoice as authorisation for the Marine Department to make settlement.

(*k*) *Mail.* Any pending ship's mail will be delivered on board by the Marine Dispatcher on arrival at La Salina. At same time he will receive ship's mail to be dispatched. The Marine Dispatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises the postage by signing seven copies of the Company Postal Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide us with a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter.

Copy of this list will be returned aboard the vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

(*l*) *Inspection of Petroleum Products and Crude Oil.* Chas. Martin & Company and E. W. Saybolt petroleum inspectors are available if specified.

(*m*) *Laundry.* Laundry service is available between 0700 and 1700 on week-days. No guarantee can be given on time of delivery.

Section D

MARACAIBO: 10.42 N. 71.39 W.

On the North-western shore of the Lake Maracaibo.

Maracaibo is the capital of the State of Zulia and seat of all Government and Consular Offices, as well as the port of entry for all vessels loading at one of the Terminals in the Lake of Maracaibo.

(N.B. For information details of Documentation, Pilotage etc., see "Maracaibo Lake").

ANCHORAGE: The Pilot will not con the ship into the anchorage, but will indicate the proper location to anchor. Care should be taken because of small boats and ferry traffic.

ACCOMMODATION LADDER: Vessels must provide an accommodation ladder. The use of trunk ladders, pilot ladders, etc., is contrary to port regulations. Port authorities will board only by means of an accommodation ladder. It is recommended to rig this in advance in order to avoid unnecessary delays.

BOARDING PARTY: The boarding party usually consists of the following persons: One Quarantine Official, Two Customs Officials. One Port Captain's Representative, Two representatives (Agent and mooring master).

RADIO: "Radio Marina" transmits information of interest to navigation every day from Monday to Friday from 1000 to 1015 hours and from 1600 to 1615 hours on frequency of 4,420·7 kHz in the 60 metre band, output 1 kilowatt. All bunker, lubricating oils, water and other requirements should be included in the cable giving the ETA of the vessel.

TUGS: Service not compulsory, assistance is rendered if required by the Harbour Master. Tugs are privately owned by the companies who operate their own terminals.

BERTHING: The manoeuvring area within Maracaibo harbour has a depth of 26 ft.

Wharf No.	1	Length	106 metres	Depth alongside	17 ft.
,, ,,	2	,,	106 ,,	,, ,,	19 ,,
,, ,,	3	,,	159 ,,	,, ,,	19 ,,
,, ,,	4	,,	159 ,,	,, ,,	20 ,,
,, ,,	5	,,	135 ,,	,, ,,	20 ,,
,, ,,	6	,,	135 ,,	,, ,,	22 ,,
,, ,,	7	,,	135 ,,	,, ,,	22 ,,
,, ,,	8	,,	135 ,,	,, ,,	22 ,,
,, ,,	9	,,	120 ,,	,, ,,	22 ,,
,, ,,	10	,,	120 ,,	,, ,,	22 ,,
,, ,,	11	,,	120 ,,	,, ,,	22 ,,
National Brewery Wharf		,,	125 ,,	,, ,,	19 ,,
Regional ,,	,,	,,	120 ,,	,, ,,	21 ,,

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker C fuel oil are available at Maracaibo from Creole, Shell, Chevron and local contractors with barges. Supplied only by barge at the wharves or anchorage. Lubricating oils are also available.

FRESH WATER: All wharves supplied with fresh water by 2 in. hoses. Fresh water also available from local contractors with barges.

MEDICAL: Complete medical services are available.

CONSULS:

Germany	Tel. 76061	Netherlands	Tel. 4621
Belgium	,, 3235	Great Britain	,, 6169
Colombia	,, 72232	Italy	,,
Costa Rica	,, 6511	Mexico	,, 6781
Denmark	,, 6531	Nicaragua	,, 76703
Ecuador	,, 74055	Norway	,, 78911
El Salvador	,, 74241	Panama	,, 78110
Spain	,, 71118	Peru	,, 4545
United States	,, 2123	Portugal	,, 80870
France	,, 5297	Dominican Rep.	,, 6511
Guatemala	,, 71193	Sweden	,, 6511

STEVEDORES: Normal working hours 0700–1100; 1300–1700 and 1800–2300.

TELEPHONES: There is no service for connecting telephones on board vessels. Public telephones are situated in the warehouses adjacent to all wharves.

HOLIDAYS: All Sundays; 1st January; Good Thursday and Friday; 19th April; 1st May; 24th June; 5th July; 24th July; 12th October; 24th October; 18th November; 17th December; 25th December.

POLICE/FIRE/AMBULANCE: Police tel. 3821; Fire, tel. 6585; Ambulance, tel. 2209.

REPAIRS: No major repairs facilities are available; however, repair jobs can be done through local machine and electrical shops, and shore labour can be furnished if required. Radio and radar technicians are also available.

SHORE LEAVE: Launch service in the Maracaibo harbour is readily available for official ship business. For shore leave personnel, depends on launch availabilities on arrival.

AIRPORT: Modern International Airport "Granode Oro" situated North-west of Maracaibo City served by many national and international airlines. A second airport with cargo and passenger services is situated at Santa Barbara del Zulia, on the banks of the Escalante river.

PROVISIONS: Fresh and dry provisions are procurable through ship chandlers in Maracaibo for delivery at Maracaibo Harbour or at the terminal.

AGENT: Head Office, (Direction and Control), Brokers, chartering and tramp agents, Victor H. Selinger, PO Box 1632, Caracas, Venezuela. Cables: "Seltank". Tel. 81.25.28–81.86.38–81.28.78. Telex: 21402. New Boe Code.

Local Office: PO Box 496, Maracaibo. Tel. (061) 24960. (061) 24962. Cables: "Seltank", or "Selvik".

Section E

PUERTO MIRANDA: 10.46 N. 71.34 W.

(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake".)

LOCATION: Situated at Eastern shore of entrance to lake of Maracaibo, in position lat. 10° 46′ N., long. 71° 34′ W.

OPERATORS: Compañia Shell de Venezuela Ltd.

CLEARANCE: Pratique and Custom's clearance will be granted on arrival either at the anchorage or after the vessel has been berthed. Masters therefore requested to have the accommodation ladder ready on arrival to avoid delays, since the Government Officials do not board the vessels by pilot ladder.

On arrival when pratique is requested, all vessels should fly

International flag signal "Q", or show a yellow light during hours of darkness.

PILOTAGE: On arrival Puerto Miranda under Government Pilot's advice the vessel will be boarded by company Berthing Master, who will assist Master in docking vessel. He will also assist in undocking.

CHANNEL: Channel has a leading mark formed by the towers "P" and "M" and is marked by buoys.

(1) Incoming traffic bound for Puerto Miranda must leave the main channel between the buoys B–59 and B–61 towards the anchorage.

(2) Vessels coming from the Lake in ballast or to complete cargo at Puerto Miranda must leave the main channel when passing the buoy B–63 on their starboard side and proceed in the direction of Jetty 3 towards the anchorage.

(3) All vessels on leaving Puerto Miranda should enter the main channel by the buoyed exit channel marked by the buoys numbered AP3, AP2, AP1 and B57B.

Once the ship is unmoored, the Berthing Master on duty at Puerto Miranda will emphasise to the official Pilots the route to be followed in each case.

MAX. SIZE: The maximum permissible draft is 43 ft. even keel, including the ship's sagging when taking advantage of high water. Otherwise, draft must be in accordance with depth available at time of departure, which under no circumstances can be higher than 43 ft.

RADIO: Port Services Office equipped with radio-telephone installation operating on 24 hours basis, transmitting on following frequencies (simplex press to talk system).

		Int. Channel
Approach calling and safety	156·8 Mc/s	No. 16
CSV and other tankers port operations	156·6 ,,	No. 12
Emergency calling	2·182 kc/s.	

ARRIVAL ADVICE: Vessels equipped with radio-telephone installation operating on above frequencies are requested call Puerto Miranda about three hours before arrival at port. Calls made in Spanish language will be answered promptly, since there is always a Spanish-speaking clerk on duty. Calls in English will be answered by Berthing Master on duty, except when he is occupied, in which case the call should be repeated later on, as an alternative, the Master could ask Government Pilot to report in Spanish his vessel to Puerto Miranda. During hours of darkness all vessels must identify themselves on arrival, either by radio-telephone or Aldis lamp.

TUGS: Two motor tugs of 2,800 h.p. assist all vessels in docking and undocking. Also one or two mooring launches will be standing by to take ropes.

BALLAST: Discharge of oil or water polluted by oil into lake waters is prohibited and will incur heavy fines and compensation to beach owners and fishermen for cleaning nets.

All dirty ballast must be discharged ashore. Clean ballast in cargo tanks may only be pumped overboard after prior consultation with Port Services Dept. Deballasting line pressure must not exceed 100 lb. p.s.i. Vessels equipped with a special separate and clean ballast system are to discharge their ballast into lake.

Ocean vessels should be ballasted on arrival E.M. Buoy for inward passage with minimum ballast necessary for safe handling, taking into consideration Article 31 of Maracaibo Pilotage Zone Regulations, which states all vessels entering lake Maracaibo shall have a trim of no more than 8 ft., to permit safe navigation through channels.

One of the major causes of contamination of crude oil is relatively small amount of salt water remaining in ships tanks, pumps and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and down-time to refining equipment, besides presenting many other processing problems. It is therefore requested that full co-operation of Master and officers be given to ensure that all ballast tanks and lines are stripped as dry as possible.

BERTHING:

	Maximum Permissible			
Jetties/berths Jetty No. 2	*Depth MMOLW in feet*	*Draft in feet*	*Length in feet*	*Type of vessel*
No. 1 (North Outer)	45	43	720	45,000
No. 2 (South Outer)	45	43	720	45,000
No. 3 (North Outer)	36	34	*575	23,000
No. 4 (South Outer)	36	34	†575	23,000
Jetty No. 3				
No. 5 (Inshore North Seaward)	45	43	910	90,000
No. 6 (Inshore South Seaward)	45	43	910	90,000

Under-keel clearance. Clearances recommended in still water conditions. Alongside under-keel clearance for ships up to 700 ft. OAL = 1 ft. Alongside under-keel clearance for ships over 700 ft. OAL = 2 ft.

* OAL in Berth No. 3: This can be increased up to 620 ft. whenever vessels at Berth No. 1 have OAL up to 665 ft.

† OAL in Berth No. 4: This can be increased only for LPG vessels up to 610 ft. if Berths No. 2 or 5 are empty when a vessel arrives, then Berth No. 2 has to be temporarily restricted to vessels up to 665 ft. OAL.

(1) Nature of bottom, soft mud, but near buoys VB-59 and VAP-1 is partly hard.

(2) Density of water at berths, 997–1003.

(3) Density of water outer channel 1015–1025.

(4) Least depth in exit route for loaded vessels with draft over 40 ft. is 45 ft. MMOLW.

(5) These alongside drafts are subject to reductions owing to depth in exit channels.

(6) Recommended under-keel clearance in exit channel is 2 ft.

MOORING: Vessels are to be moored to satisfaction of Pier Master. A suitable gangway will be provided by shore installation. When it is out of order vessel's gangway has to be used, which will be notified on VHF telephone before arrival at E.M. buoy.

Vessels of any deadweight must secure with at least: *Forward:* Two headlines; four breasting ropes fibre or two wires of $1\frac{1}{4}$ in. diam. minimum each connected by a $2\frac{1}{2}$ in. shackle to a $1\frac{1}{2}$ in. diam. shore wire, plus one polypropylene line from jetty in berths 1, 2, 5 or 6; one spring. *Aft:* Two sternlines; four breasting ropes fibre or two wires of $1\frac{1}{4}$ in. diam. minimum each connected by a $2\frac{1}{2}$ in. shackle to a $1\frac{1}{4}$ in. diam. shore wire plus one polypropylene line from jetty in berths 1, 2, 5 or 6; one spring.

When vessel are fitted with tension winches (forward and aft) the following ropes are required:

Forward: Two headlines; two wires from tension winches as breasting lines plus one polypropylene line from jetty in berths numbered 1, 2, 5 or 6; one spring. *Aft:* Two sternlines; two wires from tension winches as breasting lines plus one polypropylene line from jetty in berths numbered 1, 2, 5 or 6; one spring.

When vessels are nominated to load at berth 1 or 2 of Jetty 2 one extra headline and a second spring is required. Vessel's best ropes or wires should be used as breasting lines.

LOADING: Vessels should load in accordance with International Loadlines Regulations taking into account maximum permissible draft at this Terminal and also at Maracaibo bar channel.

The Captain of the Port requires that the load-line marks of all vessels using the port be clearly visible. If Harbour Authorities should refuse to pilot an out-going vessel due to being overloaded, Master will be held responsible for all delays, expenses, in connection with discharging any overloaded cargo and all further losses.

Vessels' maximum permitted loading rate should always be required. Maximum shore loading rate is 7.000 M.T. per hour, using two shore lines and four hoses.

Following ship's whistle signals should be used for loading: Two blasts = Stand by (15 minutes prior completion of cargo and or part cargo). One blast = Stop (2 minutes prior to complete cargo and or part cargo).

EMERGENCIES: In order to deal quickly and efficiently with any emergency during loading/deballasting operations, the following equipment is available:

(*a*) Control for quick closing of shore manifold valves. This is a red-painted hydraulic valve situated on the ship/shore gangway. In the event of a spillage aboard, this valve must be opened. Within ninety seconds the shore manifold valves will close against the loading pumps.

(*b*) Direct ship/shore telephone. This is a red telephone and in order to obtain instant communication with the loading supervisor in the Control Room it is only necessary to lift the receiver. An Alarm Bell will alert the supervisor and a light will advise him from which berth the call originated.

FUEL: Available ex wharf: Bunker "C", thin fuels from 200 to 3500 seconds Redwood 1 at 100 deg. F., and marine diesel. Delivery rate 400 and 80 tons respectively. Gas oil, F. oil and thin fuels may be supplied by barge ex Maracaibo delivered at anchor, at a maximum rate of 110 and 140 tons.

FRESH WATER: Available on all jetties with a loading rate between 20 and 30 tons per hour. This depends on number of vessels at the same time.

MEDICAL: Ship's personnel may visit local doctor on week-days between 0700 and 1130 hours, or 1400 and 1700. Outside these hours, or in cases which require special treatment, patients receive attention in Maracaibo. Written request for medical attendance, as well as a shore pass, is always required.

CUSTOMS: One opened packet of cigarettes allowed to be taken from vessel by each crew member when going ashore. Masters advised to strongly caution crew against attempted smuggling.

SHORE LEAVE: Not granted until shore passes are stamped and signed by Authorities. Passes must be shown to guards at gangway and gates. Crew members must be properly dressed (long trousers and shirt) before proceeding ashore. Master must collect all passes and return them to Agent before vessel's departure.

GENERAL: (*a*) *Tides:* In view of the available depth in the channels which allow navigation to vessels up to about 70,000 dwt. fully laden at high water, permanent predictions of sailing draft tables have been prepared by Shell, and they will send these on board ships of over 47,000 tons dwt.

(*b*) *Currents:* The tidal current (Lunar tide) at this port can at times be very strong and subject to changes. Usually outgoing tide runs for 7 to 8 hours against 4 to 5 hours for incoming tide. Direction approx. at right angles to jetty.

(*c*) *Movement of Passengers:* Embarkation or disembarkation of passengers through this port is not allowed by Venezuelan law, as this Terminal is only authorised by the Treasury Ministry (Ministerio de Hacienda) exclusively for exporting crude oil.

(*d*) *Short Dispatch Procedure:* This procedure is available for ships loading cargoes consigned to Shell Companies.

(*e*) *Failure to rejoin vessel:* If any member of crew is not aboard at sailing time, Authorities will not clear vessel although permission may be given to proceed to anchorage if the berth is required. If sailing permission is granted, Master is required to sign letter accepting all costs in connection with missing crew member to be for Owner's account.

(*f*) *Launch Service.* A charge will be made for a round trip to Maracaibo, but launches are only available on written request by

Master. Masters who have to go on business to Maracaibo (Agency or Consulates) can make use of public service launches.

(*g*) Proceeding to Cardon: Vessels proceeding to Cardon to load or to take bunkers, are required to have ready on arrival Cardon:

4 Lists of Deck and Engine Stores and Spares.
4 Lists of Stewards Stores.
6 Lists of Personal Effects.
6 Crew Lists.

In order to prevent delays it is imperative that these documents are presented to the port officials when they board to clear the vessel.

(*h*) *Loading for Curacao:* Unless Master requests otherwise, arrangements will be made for Government Pilot to board ship one hour after vessel has signalled "stand-by".

(*i*) *Guards:* Custom Guards (Guardia Nacional) will be posted on all vessels and Masters are reminded that these guards must be accommodated and treated in the same manner as ships' officers. Non-compliance entails not only a fine but will result in delays in clearance and cargo operations.

(*j*) *Visitors:* Only persons on business allowed on piers. Visitors, as guests of Master, allowed board vessels provided a written and signed request presented by Master to Port Services Department. Further particulars covering procedure for obtaining permits for visitors can be obtained from Port Services Office.

(*k*) *Cables and mail:* Crew mail list forms put on board all vessels when entering Puerto Miranda. Crew's private mail accepted for posting provided all letters bear the sender's name and a list in duplicate is prepared showing addresses and sender. One copy of list will be forwarded to Master showing individual charges. Cables can be dispatched at all times.

(*l*) *Norwegian Government Seamen Service:* A field representative of the above service is stationed at Puerto Miranda providing Norwegian and Swedish film exchange and other usual services.

(*m*) *Charts – Nautical publications:* On arrival of each tanker the Agency Representative will furnish a set of lake charts if required. No supplies of U.S. Hydrographic or British Admiralty charts or Sailing Directions, Nautical Almanac, etc., are available at this port.

(*n*) *American Crew List:* Vessels sailing for U.S. ports requested have American Crew List ready on arrival, so it can be forwarded to U.S. Consulate without delay.

(*o*) *Films Exchange:* Films may be exchanged at this Terminal.

(*p*) *Fire Alarm:* Each Friday morning at 1000 hours there will be a test of fire alarms including sirens at the wharves. Before the test will be a warning message in English and Spanish.

(*q*) *Cash Advances.* Local currency is Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in vessel's ETA radio, to permit delivery on board on arrival.

REGULATIONS: Following regulations should be strictly observed by Masters of vessels alongside jetties. Non-compliance with these instructions entails not only a fine but delays in cargo operations.

Use of rafts for painting the ship's sides is strictly prohibited.

Lifeboats should not be lowered without the special permission of the Government Port Captaincy (obtainable on request).

Swimming in the harbour is strictly prohibited.

Waste water sanitary or other must not be discharged on jetty.

It is strictly prohibited to paint ship's name or others on jetties. When this occurs the vessel will be charged for the cleaning.

Painting in ships alongside is strictly prohibited.

Before commencing loading, all dock scuppers should be securely plugged.

It is necessary to keep a close and constant watch on moorings and to adjust when necessary. When adjusting, call for assistance of harbour tugs before slackening off any mooring lines.

TELEPHONES:

Head Port Services Operations Office 228 during day.
Head PRDP Operations Office 222/310/323 during day.
Operation Supervisor (PRDP) Office 353/343/350 during day and night.
Berthing Master Office 238 during day and night.
Ship's Services Office 338/275 during day and night.
Dispatch Clerk Office 274 during day and night.
Wharf Supervisor (SP-2) Office 244 during day and night.

	Berth	*Tankers*	*Wharf Master*
Jetty No. 2	1	213	214
	2	223	224
	3	233	234
	4	243	244
Jetty No. 3	5	253	254
	6	263	264

Jetties Gate 374 — National Guard 276
Main Gate 364 — Customs Officer 268
Policlinic 348 — Port Captaincy 271

AUTHORITY: Compañia Shell de Venezuela, Ltd. Port Services Department, Estado Zulia – Venezuela.

Section F

PUNTA DE PALMAS: 10.26 N. 71.38 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

OPERATORS: Venezuelan Sun Oil Co. Punta de Palmas Terminal is jointly owned by Venezuelan Sun Oil Company, as Terminal Operator; and Venezuelan Atlantic Refining Company, Texaco-Seaboard, Inc., Pan American Venezuela Oil Company, Signal Oil & Gas of Venezuela, Sohio Venezuela Company, Pure Oil Company of Venezuela, Inc., Hancock Venezuela Oil Company, Phillips Petroleum Company, Ashland Oil & Refining Co., El Paso Venezuela Company, Sunray DX Oil Company, Triangle Refineries Inc., Venezuelan Canadian Oils, C.A., Venezuelan Pacific Petroleum, C.A., and Murphy Oil Venezolano, S.A., as non-operators.

LOCATION: The terminal is located at Punta de Palmas del Sur, approximately 13 miles South of the port of Maracaibo on the West shore of Lake Maracaibo. The terminal proper may be identified by a 300 ft. radio tower, having two small red lights 200 ft. from base, and one large red light on top of tower. The top light flashes every two seconds.

CARGO DOCUMENTS: Vessel's clearance and cargo papers will be delivered to the Master on arrival in Maracaibo Harbour outbound. Venezuelan Sun will accept no responsibility for delay in clearing a vessel due to unavailability of personnel from offices of the Port Authorities.

CHANNEL: The channel between Punta Palmas and Maracaibo is 10 miles long with a minimum width of 244 m. and a maximum width of 305 m. Depth 45 ft.

LAKE PILOT: A government Pilot will assist each vessel from Maracaibo to Punta de Palmas, and on the outbound trip to Maracaibo. The government Pilot will also assist in the mooring and unmooring operations. The ship's Agent will inform the Master of each vessel, as well as the government Pilot, the mooring scheduled for berthing.

MAX. SIZE: The maximum permissible fresh water draft in Mooring No. 2 is 38 ft. and the maximum length vessel this mooring will accommodate, is 835 ft. in length. Vessels exceeding 785 ft. in length must be equipped with two bow and two stern tension deck winches with sufficient wire rope to run a line to each of the bow and stern buoys.

The maximum permissible fresh water draft in Mooring No. 1 is 38 ft. and the maximum length vessel this mooring will accommodate is also 835. ft in length. Deeper water exists to North-west of both moorings.

RADIO: When vessel departs from its last port bound for Punta de Palmas Terminal, the date of departure and best ETA Maracaibo should be cabled to Venezuelan Sun Oil Company in Maracaibo. At least 48 hours before arrival at pilot station the ETA should be sent by cable to Venezuelan Sun Oil Company. Vessel's nationality, Venezuelan net tonnage (if available, otherwise registered tonnage), last port, Master's name and all requirements (fuel, water, etc.) should be included in cable. The cable address for the company is "Sunoil Maracaibo". As the cable office in Maracaibo is not able to communicate directly with vessels at sea, messages to Sunoil Maracaibo, should be routed via PJC Curaçao, and prefix the message "Via AAC" (All American Cables and Radio).

MEDICAL: Emergency cases only will be transported to Maracaibo for medical treatment.

BALLAST: Since there are no disposal facilities for dirty ballast at Punta de Palmas Terminal, it is imperative that vessels arrive with clean ballast as Venezuelan laws are very strict regarding contamination of lake water.

TUGS: Tug service consisting of two tugs of not less than 1600 h.p. each is provided by the terminal operator for all vessels. Both tugs will assist all vessels in mooring and unmooring operations. Should it be deemed necessary by the terminal operator to require a tug in addition to the two terminal tugs for mooring or unmooring vessels exceeding 750 ft. in length, charges for this additional service will be for the account of vessel.

MOORING: moorings are designed as No. 1 and No. 2 and are located approximately 5½ miles off shore from the Terminal and approximately 1¼ miles due West of channel buoy B–95 and B–96 on the Maracaibo ship channel.

Mooring No. 2 is located North-east of Mooring No. 1 and is further off shore. Mooring No. 2 is equipped with two bow buoys, two stern buoys, and a starboard stern breasting piling with cable.

All vessels planning to moor in either Mooring No. 1 or Mooring No. 2 shall be equipped with mooring hawsers of sufficient length and strength to run two lines to each of the bow and stern buoys and shall use such equipment while in moorings. Vessels equipped with tension winches and cables shall utilise these in addition to mooring hawsers or alone if vessel has sufficient cables to meet minimum requirements of running two cables to each bow and stern buoy. For added security of those vessels not equipped with tension winches and/or cables, one steel cable will be furnished on each of the bow and stern buoys by Venezuelan Sun Oil Company. It should be recognised by all parties, that while use of these cables is strongly recommended, Venezuelan Sun Oil Company accepts no responsibilities for loss or damage to any vessel or to any facility or to any person that may result from failure of this equipment. Two carpenter stoppers are available with each mooring for handling the steel safety cables and their use is also recommended.

Vessels in excess of 750 ft. length are required to moor in Mooring No. 2 and must use their starboard bow anchor for mooring and starboard stern breasting cable furnished in this mooring.

For convenience and safety of all personnel boarding or unboarding while at Punta de Palmas, it is recommended that vessel's accommodation ladder be rigged on port side, this being lee side under prevailing weather conditions in this area. The ladder should be suspended after mooring master boards and during mooring operations to avoid being fouled by mooring tugs or launches.

Venezuelan Sun Oil Company's mooring master will board each vessel prior to entering mooring to establish radio contact between ship and tie-up launch as well as with terminal office. The Venezuelan Sun Oil Company's mooring master will assist in mooring and

unmooring operations. It should be understood that mooring master acts only in an advisory capacity to the Master. The vessel's Master retains full responsibility at all times. Venezuelan Sun Oil Company assumes no responsibility in connection with any acts or advice given by the mooring master.

The tie-up launch will handle all mooring or pick-up lines before and after loading. Tug service is on call 24 hours per day from the main terminal harbour. The Venezuelan Sun Oil Company tie-up crew will assist the ship's crew in lifting and connecting the cargo hoses and in removing same on completion of loading. The approximate lift required to haul cargo hoses into connecting position is 4 tons. The tie-up launch will carry connections and other equipment to facilitate hose connecting, which will be at the disposal of ship's crew, if required.

LOADING: Cargo hose position, supports, and connections must be to satisfaction of ship's personnel in charge. Upon approval from ship's personnel in charge of loading, cargo hose valves may be opened to test cargo hose connections for leaks and to commence loading.

The responsibility for and custody of cargo passes to ship's personnel when cargo reaches the connection owned by ship.

The minimum loading rate is 4,000 B.P.H. and then only when starting to load or when slowing down to trim vessel at completion of loading. The maximum loading rate to be expected under normal conditions is 15,000 B.P.H.

Under normal operation conditions it may be necessary to displace terminal sea line as cargo loading is completed. This will require ship's personnel in charge of loading to advise terminal representative when cargo is short by an amount equal to the sea-line displacement.

The sea line displacement is a *set* amount and should *not* be cut short or exceeded. Therefore, when displacements are to be made, the cargo should be carefully planned by ship and terminal personnel to eliminate the possibility of either cutting the displacement short or short loadings of cargoes.

The mooring master will be equipped with charts and drawings of both sea moorings and will make these, as well as advice, available to Captain, if so requested. The mooring master will also be available to inspect ship's tanks as required, and will act as a liaison between the ship's Captain and the Agent or Punta de Palmas Terminal to transmit any information pertinent to the ship. This person should be furnished with food and accommodation fitting a ship's officer.

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil available. Lubricating oils also available.

FRESH WATER: Available from local contractors with barges.

STORES: Fresh and dry provisions procurable through ship chandlers in Maracaibo for delivery at the terminal.

REPAIRS: No repair facilities are available, but when required, personnel from shops in Maracaibo, will travel to Punta de Palmas to effect repairs.

SHORE LEAVE: Launch service for business purposes and emergencies is readily available. Launch service for shore leave can be arranged through contract marine service and will be responsibility of ship's personnel. Arrangements for shore leave transportation can be made through loading master on board.

CUSTOMS: All vessels entering from foreign ports and bound for Punta de Palmas Terminal are required to anchor in Maracaibo harbour for formal customs clearance and visit of government port authorities prior to proceeding to destination.

The vessel's accommodation ladder should be rigged prior to the vessel's arrival at Maracaibo. A member of the National Guard will board each vessel at Punta de Palmas to observe all activities connected with loading or unloading operations. This official is authorised as the customs representative, and is referred to as Customs Watch. Food and accommodation similar to officers should be made available to him by vessel in order to avoid difficulties.

CONSULS: See "Maracaibo".

GENERAL:

(*a*) *Oil spillages:* There has been considerable discussion in Venezuela concerning oil spillages resulting in contamination of Lake Maracaibo, to the extent that a special commission has been formed by the oil companies in order to collaborate with government officials in combating and eliminating oil spillages. In addition, considerable pressure has been exerted by governmental agencies and commercial organisations to eliminate oil spillages in lake water. Venezuelan Sun is making every effort to prevent contamination of Lake Maracaibo because, if this is not done, stronger measures will be taken by government officials.

Because of the above, it is strongly recommended that Masters emphasise to the officers on deck to endeavour avoid spillages all possible and to make certain that the scupper plugs are installed prior commencement of loading operations in order to withhold on deck any spillage that might occur.

(*b*) *Mail:* Outgoing mail for ship's account may be given to the Agent's representative who boards vessel on arrival at Maracaibo inbound. Personal mail will be accepted only if carrying the correct amount of Venezuelan postage, or if postage is authorised by master for the vessel's account.

(*c*) *Classification Societies:* American Bureau and Lloyd's Register have Agents in Maracaibo. Surveyors are available by appointment from any of these agents.

(*d*) *Currency:* The Venezuelan unit of currency is the Bolivar (Bs) and is the only currency recognised as legal tender within the country. Masters desiring a cash advance should make the request when advising ETA. Payment of all invoices for disbursements shall be made in Bolivars to the Venezuelan Sun's Maracaibo office, unless other instructions are given.

AUTHORITY: Venezuelan Sun Oil Company, Calle 77 No. 10-26 Apartado 663, Maracaibo. Telex: 61126.

AGENT: Head Office. (Direction and Control), Brokers, chartering and tramp agents, Victor H. Selinger, PO Box 1632, Caracas, Venezuela. Cables: "Seltank". Tel. 81.25.28–81.86.38–81.28.78. Telex: 21402.

Local Office. PO Box 496, Maracaibo. Tel. (061) 24960, (061) 24962. Cables: "Seltank".

ORINOCO RIVER: 08.36 N. 60.25 W.

General information, followed by:

Section A – MATANZAS
Section B – PALUA
Section C – PUERTO ORDAZ (Orinoco Mining)
Section D – PUNTA CUCHILLO
(Phillips Petroleum Terminal)

ESSENTIAL REQUIREMENTS:

1. As early as possible, advise Puerto Ordaz Radio Station, call letters YVM, giving ETA at Buoy EO of North (natural) channel, or at Buoy 0.1 of South (dredged) channel.
2. Twenty-four hours prior to arrival, send another ETA to YVM.
3. Upon arival, depending on whether Master intends to enter Orinoco waterway through North or South channel, adhere to following procedure:
   (*a*) *North Channel.* Notify Port Captain, Ciudad Bolívar, via YVM, of time of arrival at Buoy EO and give ETA at Beacon G7 (mile 27·7).
   (*b*) *South Channel.* Request permission to enter from Port Captain, Ciudad Bolívar, via YVM. *Do not enter* until notified by YVM that Port Captain has granted permission; while awaiting, lay to or anchor at least 1 mile outside of Buoy 0.1.
4. While navigating waterway, inbound or outbound, report position to YVM hourly on the hour.
5. No Pilot required nor available for navigation along North or South channel at the Boca Grande of the Orinoco River.
6. The International Rules for Preventing Collisions at Sea apply outside of Beacon G7, mile 27·7.
7. Given the case of two vessels navigating North and South channel respectively, the one navigating South channel is the privileged vessel.
8. Anchoring either in North or South channels is forbidden.
9. Throughout Orinoco waterway, the down-bound loaded vessel is the privileged vessel.
10. It is compulsory to fly Venezuelan ensign inside of Buoy EO or Buoy 0.1.
11. Vessels can only carry clean ballast within Orinoco Waterway
12. Pilotage compulsory within Pilotage Zone No. 1 of the Orinoco Pilots board at outer boundary of said pilotage zone. in upstreamward vicinities of Beacon G7.
13. Regulations for the Pilotage Zone No. 1 of the Orinoco apply inside of Beacon G7.

APPROACHES: (Also see "Radio" – paragraphs (*b*) and (*c*)).

1. *The Waterway*

A Radio Direction Finder, located at Lat. 8° 31′ 45″ N., Long. 60° 28′ 28″ W., transmits following signal continuously: YV – AYV. The transmitter has an output of 500 watts with a range of about 200 miles and operates on a frequency of 305 kc/s. While navigating the waterway, ships should favour the shore on their starboard side to the extent possible, giving preference of manoeuvre to loaded vessels in all cases. Ships navigating upstreamward (inbound), upon approaching narrow channels should await the passing and give way to downbound vessels. It follows, therefore, that downbound loaded vessels are the privileged vessels.

2. *The Boca Grande (Barima Bar) Channels*

There are two navigable channels across the Boca Grande (Barima Bar), identified as follows: North channel (or natural channel), and South channel (or dredged channel). The two channels have converging courses and meet at mile 27·7 in the vicinity of Beacon G7. Vessels navigating the South channel are privileged, regardless of the direction in which they travel.

(*a*) *The North (Natural) Channel*

This channel has a minimum depth of 12 ft., referred to Mean Low Water. The approach from the sea is marked by a battery-operated electric flashing black buoy, identified with the letters EO. This buoy is located in 46 ft. of water at Lat. 9° 00′ 10″ N., Long. 60° 18′ 20″ W. Its characteristics are: colour of light, white; flash, 1.0 seconds; eclipse, 6.0 seconds; height above water, 10·7 ft., visibility, 7 miles. From seabuoy EO, the channel develops for 7.3 miles to Buoy EOA on a course of 213° 40′ true, then for 2·8 miles to Buoy EOB on a course of 198° 57′ true. From this point the channel follows an approximate straight course of about 205° true for a distance of 17 miles to Beacon G7. Starting from EOB distances between successive navigation aids are as follows: G1 at 1·9 miles; G1A at 1·5 miles; G3 at 2·1 miles; G3A at 2·3 miles; G5 at 3 miles; EL 24 at 2·6 miles; G7 at 3·7 miles. All navigation aids are black buoys fitted with white lights, except Beacon G7 and EL 24 which is a range structure indicating the West side limit alignment of the South (dredged) channel. This structure has been fitted with a white flashing light to mark the North (natural) channel.

(*b*) *The South (Dredged) Channel*

The South channel is a 400 ft. wide dredged channel. Depths therein accommodate the maximum draft authorised by the Port Captain. The approach from the sea is marked by a battery-operated electric

flashing black buoy, identified with the number 0.1. This buoy is located in 45 ft. of water at Lat. 8° 55′ 52″ N., Long. 60° 11′ 17″ W. Its characteristics are: colour of light, white; flash, 0.5 seconds; eclipse, 11.5 seconds; height above water, 25 ft.; visibility, 11 miles. From seabuoy 0.1, the channel develops along four different courses over a total distance of 27·7 miles to Beacon G7. The course reduces by about 7° true at each of three turning points, located at miles 9, 15 and 21 respectively. The initial course of 234° 18′ true continues to mile 9 where it changes to 227° 07′ true. Upon reaching mile 15, the course again changes to 219° 51′ true to mile 21. At mile 21, the course changes to 212° 45′ true to Beacon G7 at mile 27·7. The centreline of the channel on all courses is visually marked by range structures fitted with green flashing, directionally beamed lights. The West (right ascending) side limit of the channel through mile 21 is also visually marked by range structures fitted with amber flashing, directionally beamed lights; the alignment given by the side ranges develops 200 ft. to the West and parallel to the centreline of the channel. Battery operated electric flashing navigation aids are located along both sides of the channel. All navigation aids along the East (left ascending side of the channel are located 325 ft. from centreline or 125 ft. outside of the channel lateral limit. White flashing navigation aids are located at one mile intervals through mile 25·1; all aids along this side are black buoys, except beacons 8.1, 9.1, 14.1, 15.1, 20.1, 21.1, 22.1, 23.1, 24.1, 25.1, 27.1 and 27.7 (G7). All navigation aids along the West (right ascending) side of the channel are located 200 ft. from centreline or on the exact lateral limit of the channel. Red flashing buoys painted red are located at one mile intervals from mile 1·6 to mile 11·6. From mile 11·6 to mile 27·7, there are only two aids; red buoys 13.6 and 26.0.

3. *The River Channel*

From mile 27·7, the navigable channel develops upstream. The river channel is generally deep and wide, except for the following 12 reaches which require periodic dredging: miles 27·7 to 36·5; miles 37·3 to 38·6; miles 53·1 to 54·2; miles 99·0 to 106·5; miles 109·1 to 111·0; miles 131·7 to 131·9; miles 136·6 to 139·0; miles 141·2 to 145·8; miles 146·2 to 149·4; miles 167·6 to 170·8; miles 178·4 to 182·4; miles 183·5 to 184·1. Dredged channels are normally 300 ft. in width, but occasionally can be restricted to a minimum of 250 ft. The depth maintained therein can accommodate the maximum draft authorised by the Port Captain. By notice to Mariners, the Port Captain has instructed all Masters and Pilots to reduce speed and to proceed with caution while navigating the aforesaid reaches, especially during the low water season.

4. *River Stages*

In response to the cycle of wet and dry seasons, the flow of the Orinoco River follows a relatively regular pattern of rise and fall each year. The river normally begins rising in later March or early April and continues to rise until it peaks at crest in late August. In September, the river begins a fairly steady recession until the extreme low-water stage is reached, generally in March. The amplitude of stage variation above the low water plane of reference (0.0 ft.) at Palúa (Mile 181·7) averages about 35 ft. with minimum variations of 31 ft. and maximum variations of 39 ft. The effects of the flood rise decrease progressively below Palúa and practically vanish in the upstreamward vicinities of the Boca Grande.

5. *Tides and Currents*

(*a*) The indicated mean tidal range is 5.4 ft. Tidal influence is not experienced above mile 60 during high river stages. At low river stages, a tidal effect can be observed throughout the waterway, although it progressively diminishes, moving upstreamward. However, the tidal effect is still significant at Puerto Ordaz, mile 184, where a maximum semidiurnal change of 1.7 ft. has been recorded.

(*b*) The strength of river currents is generally commensurate with flow, the strongest currents occurring at high river stages. The velocity of currents at any one time generally decreases moving downstreamward. However, in certain locations, this pattern is affected by particular characteristics of river width and shape as well as by bottom gradient. Maximum velocities of about 6 knots have been recorded.

6. *Navigation Aids*

(*a*) The navigation aids installed along the waterway consist of buoys, beacon and ranges. All aids are lighted. Identification is provided by means of numbers representing the approximate mileage of each aid, to the nearest one-tenth of a mile. The last digit of numbers identifying white lighted aids is odd, while the last digit of numbers identifying red lighted aids is even. White lighted aids mark the left ascending limit of the navigable channel, while red lighted aids mark the right ascending limit. Aids are placed as to be intervisible, to the extent that – when abreast of any one aid – the preceeding and the following ones can be sighted. Consecutive aids always carry different light characteristics. Buoys are normally placed on the exact lateral limit of the channel (except for black buoys along the South channel at the Boca Grande); beacons, instead, are located at variable distances outside of the channel.

(*b*) During the execution of dredging along any of the reaches which require periodic maintenance, buoys are generally moved 100 ft. outside of the channel lateral limits. This information is made available to ships by YVM.

(*c*) The Ministerio de Comunicaciones, Dirección de Marina Mercante, publishes semi-annually a complete list of navigation aids. Monthly lists of changes are also published so that the complete current list can be maintained up to date.

(*d*) Upon encountering damaged, inoperative, or misplaced navigation aids, vessels should immediately notify YVM.

(*e*) Vessels are forbidden to make fast to any navigation aid.

7. *Dredging Aids*

Range structures, generally located close to shore or over the bank, are normally used to mark the lateral alignments of the channel along the reaches which require periodic dredging. These ranges are generally fitted with amber flashing, directionally beamed lights. The lights are extinguished except during execution of dredging. Dredging ranges *are not* to be used for navigation.

8. *Navigation Charts*

Navigation charts of the Orinoco Waterway should be aboard vessels for use by the Master. These charts are sold by the Instituto Nacional de Canalizaciones and are also available for purchase from the Orinoco Mining Company. If requested, the Orinoco Mining Company will, if possible, arrange to make the charts and latest revisions available through the Pilot who boards at Punta Barima, provided such request is received by radio (YVM) at least 48 hours in advance of the Pilot's boarding. A set of navigation charts, corrected to latest revisions, is maintained in the office of the Traffic and Ships' Agency of the Orinoco Mining Company in Puerto Ordaz. Masters may use this facility to keep their charts up to date.

DOCUMENTS: (Clearance, documentation and other requirements).

1. *Consignment of Inbound Vessels*

The official documents of all vessels proceeding to Puerto Ordaz should show the following consignment: to: Orinoco Mining Company, Ciudad Bolívar, Zona de Puerto Ordaz. The proper consignment of vessels proceeding to Palua, on official documents, is as follows: Iron Mines Company of Venezuela, Ciudad Bolívar, Zona de San Felix.

2. *Customs Requirements*

Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require the following documentation:

(*a*) Vessels must have a ballast despatch statement (Certificado de Lastre) which must consist of a note from the Venezuelan Consul, if such Consul is present at the port of departure; otherwise, in descending order of desirability, from the Consul of another friendly nation, the local Chamber of Commerce or two reputable merchants of the port of departure. The note should include the name and nationality of the vessel, name of the Captain, registration number of the vessel and tonnage, sailing date and assertion that the vessel is en route in ballast, cargo, or with passengers. The note should be given to the Captain of the vessel or his Agent in an open envelope, which the Captain can exhibit in intermediate Venezuelan ports of call and can turn over to Customs authorities in the Venezuelan ports of destination. Under no circumstances may the ballast despatch statement be signed by an Agency of the government of the country from which the vessel is departing.

(*b*) The vessel must have a clearance certificate (Certificade de Zarpe) or sailing authorisation issued by the Customs authorities of the port of departure, representing the government of the country the vessel is departing from. No consular certification need be placed upon this document.

(*c*) Stores List (Lista de Rancho) signed by Master unless vessel is dispatched from the West Indies or Guianas, then the stores list must be visaed by the Venezuelan Consul at port of departure. Stores list must indicate separately all deck, engine and cabin stores. These lists may be prepared on board prior to arrival.

(*d*) Spare Parts List (Lista de Repuestos). It must contain a note of all the spare parts and objects for the service of the vessel, including fuel. No consular certification required. To be signed by the Master and to be current as of the day of entering the Venezuelan port.

(*e*) List of Effects for use of Captain and Crewmen (Lista de efectos personales de la dotacion). No consular certification required. To be signed by the Master and to be current as of the day of entering the Venezuelan port. The Customs are very strict and will confiscate any article that appears new.

3. *Health, Immigration, and Police Requirements*

Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require following documentation:

(*a*) Current individual International Vaccination Certificates for each member of the crew.

(*b*) Rat Eradication Exemption Certificate. No consular certification required.

(*c*) Crew Lists (original and seven copies). No consular certification required.

(*d*) Panama or Suez Canal or any comparable type measurement certificate.

Contraband: The Venezuelan law is very strict on this subject. It cannot be emphasised too strongly that all new articles, clothing, cigarettes, liquor, etc., must be declared and sealed-up upon arrival.

Meals for Pilots and government officials. It is requested these men be granted the privilege of eating in the officers' dining salon.

N.B. Masters of vessels calling at Trinidad for bunkers before proceeding to Venezuela must also have the documents stamped by the Venezuelan Consulate at Port of Spain.

PILOTAGE: In order to expedite the movement of shipping in the waterways, Masters are requested to establish contact with YVM station as soon as possible, giving ETA pilot station at Barima (Orinoco River entrance). At the same time a radio-telegraph message must be sent to Agents giving ETA Barima and cargo required. When vessel is 24 hours from pilot station, send another ETA via YVM.

After reporting the ETA in advance of arrival, try to contact directly, by radio, the Estacion de Pilotos when the ship approaches the sea-buoy of the bar entrance (about two hours before arrival at the pilot station).

After taking the Pilots aboard, report to Radio Marina and continue giving the ship's position according to the mile, up-river, at exactly every hour on the hour, and receive from Radio Marina the pertinent information concerning the traffic in the river waterway. If no communication can be established by voice radio aboard, comply by radio-telegraph by way of the YVM station.

Pilots are employees of the Venezuelan Government and act in an advisory capacity. The Master retains responsibility for the ship at all times.

(1) Pilotage is not required and Pilots are not available for navigation outside the pilotage zone. Masters will take charge of inbound and outbound navigation on the North or South channel outside Beacon G7 at the Boca Grande, without Pilot's assistance.

(2) Pilotage is mandatory within the Pilotage Zone No. 1 of the Orinoco. Inbound vessels will embark the government River Pilot in the upstreamward vicinities of Beacon G7. It is important that vessels pass Beacon G7 and be in sight of the pilot station at Barima in order to avoid any delay, as Pilots may not proceed until vessel is sighted. The government River Pilot will pilot the vessel while navigating the waterway; a special government Docking Pilot will generally take the vessel into and out of the Puerto Ordaz harbour.

Signals

(1) All signals used outside of the pilotage zone (that is to say. seaward of Beacon G7 – mile 27·7) shall conform to the International Rules for Prevention of Collisions at Sea.

(2) Within the pilotage zone (that is to say, inside of Beacon G7 – mile 27·7) the signals used shall be in accordance with the "Regulations for the Pilotage Zone No. 1 of the Orinoco". It should be noted that these signals are peculiar to the Orinoco Waterway, and are not necessarily in conformance with the International Rules.

(3) Within the pilotage zone, special signals are used for passing dredges at work along the waterway.

Speed

The Captain of the Port has the authority to impose speed restrictions. By means of "Notices to Mariners", the Port Captain has ordered that all vessels reduce speed while navigating by the following locations: San Felix Dock, mile 179·8; El Toro, miles 95·4 to 96·6. It is recommended that speed be also reduced while navigating by the Palúa Dock (mile 181·8), Barrancas (mile 143·2), and Curiapo (mile 60·4). At the inception of the low water season each year (generally in early January), the Port Captain has in the past issued a "Notice to Mariners" instructing all vessels to reduce speed and proceed with caution while navigating the following river reaches: (1) miles 184 to 178, (2) miles 171 to 167, (3) miles 150 to 141, (4) miles 140 to 137, (5) miles 133 to 131, (6) miles 112 to 109, (7) miles 106 to 98, (8) miles 55 to 53, (9) miles 39 to 36

ANCHORAGES:

(1) No ships are permitted to anchor either in the North or South channel at the Boca Grande. Vessels are to anchor at least one mile outside of Buoy EO or Buoy 0.1.

(2) Within the pilotage zone, no vessel is allowed to anchor in narrow channels, nor close to a turn.

(3) Between Beacon G7 – mile 27.7 and mile 137, vessels which need anchoring may do so by coming as close as possible to shore on the ship's starboard side.

(4) Between mile 137 and mile 184, the Pilotage Regulations provide for three permanent anchorages and one seasonal anchorage, as follows: Area No. 5 (permanent): miles 139.3 to 140.4. Area No. 6 (permanent): miles 150.1 to 151.7. Area No. 7 (permanent): miles 178.0 to 179.0. Area No. 8 (seasonal): at the junction of the Caroní and the Orinoco. It should be observed that Area No. 7, as determined in the Pilotage Regulations, partially encroaches on the narrow (dredged) channel and on shore. Vessels are to anchor in the naturally deep and wide part of the area.

(5) The low-water anchorage (for one ship only) previously established by the Port Captain between miles 182 and 183 is no longer in use. This area is currently used as the turning basin for vessels exiting the Palúa channel, upon sailing from the new Palúa dock at mile 181.8.

(6) If due to emergency a ship is required to anchor in places other than the designated areas, it may do so in such a way as not to obstruct the channel and by taking the necessary precautions to avoid swinging around.

(7) Upon anchoring, vessels should notify YVM.

MAX. SIZE:

(1) *Maximum permissible draft.* The Port Captain of Ciudad Bolivar can establish the permissible draft for the Orinoco waterway to a maximum of about 43 ft.

2. *Controlling Depths and Authorised Draft*

The draft authorised by the Port Captain for the Orinoco Waterway is made public by means of a "Daily Bulletin of Depths and Draft" (Boletín Diario de Profundidades y Calado). Each daily bulletin issued by the Port Captain carries the following information, in Spanish and English:

(a) Controlling (minimum) depth between miles 184 and 133, and corresponding location.

(*b*) Controlling (minimum) depth between miles 133 and 42, and corresponding location.

(c) Controlling (minimum) depth between miles 42 and 0, and corresponding location.

(*d*) Predicted high tides (heights and times) at mile 13.5.

(*e*) River stage (height of river level above low water plane) at Puerto Ordaz and Palúa.

(*f*) Authorised draft, in feet and inches.

The controlling depths given for locations comprised between miles 184 and 42 are actual depths, and reflect depth conditions as of the date of the bulletin. The controlling depth given for locations comprised between miles 42 and 0 is referred to mean low water springs and does not include the height of tide at high water.

The authorised draft may be predicated either on the controlling depth existent between miles 184 and 42 or between miles 42 and 0, dependent upon whichever is the least.

When the controlling depth between miles 184 and 42 is the significant factor, the permitted draft authorised is at least 2 ft. less than the controlling depth in this sector.

When the controlling depth between miles 42 and 0 is the significant factor, the permitted draft authorised is generally less than the mean low water springs controlling depth but occasionally can be equal to the mean low water springs controlling depth.

Whenever the MLWS controlling depth existing between miles 42 and 0 does not provide sufficient clearance under the keel of the vessel at low water, the Master is expected to navigate by the site where the controlling depth is located only at times when the height of tide will assure a safe passage.

(3) *Variations in authorised draft:*

(*a*) The authorised draft is generally increased or decreased by multiples of 6 inches.

(*b*) Throughout the year the authorised draft is susceptible to variations, according to the conditions of depth and width existing in the channel at any one time. On the basis of average river stages it is estimated that the authorised draft should be about 33 ft. in the dry season from December to May.

During the rainy season, from June to November, the maximum permissible draft may be as high as 43 ft.

HEALTH: Radio pratique may be obtained by sending a message, after picking up Pilot, to the Port Health Officer, advising that there is no sickness on board, name of last port, ETA, number of crew and nationality of vessel and name and nationality of Master.

RADIO:

(*a*) *Communications:* Communications are generally handled through the radio-telegraph station at Puerto Ordaz, call letter YVM. This station is operated on a 24 hour basis. The operating frequencies are: 440 kc/s; 472 kc/s; 4322 kc/s; 6505.5 kc/s; 8722 kc/s. The GMT – CQ times and frequencies are: 0900 hours, 4322 kc/s; 1200 hours 6505.5 kc/s; 1430 hours 8722 kc/s; 2000 hours 8722 kc/s; 0030 hours 8722 kc/s; 0300 hours 4322 kc/s.

There is no charge for messages from ship to shore or from shore to ship handled directly through YVM. A VHF frequency modulated radio system provides voice communications along the Orinoco Waterway. Master sets for the system are installed in the Puerto Ordaz radio-telegraph station (voice call: "Marine Radio"); Marine Radio handles shipping matters exclusively, The system consists of a high-band VHF frequency modulated voice radio net. To ensure a more efficient and satisfactory coverage, this system operates on dual frequencies alternating according to location, so that ships can either transmit on 161.700 megacycles receiving on 159.000 megacycles, or transmit on 161.150 megacycles receiving on 159.850 megacycles. For best results, ships should select frequencies according to the following: From sea to mile 50: transmit on 161.700 mc., receiving on 159.000 mc.; From mile 50 to mile 112: transmit on 161.150 mc., receiving on 159.850 mc.; From mile 112 to mile 159: transmit on 161.700 mc., receiving on 159.000 mc.; From mile 159 to mile 184: transmit on 161.150 mc., receiving on 159.850 mc.

Pilot station at Barima Bar, Palúa and Matanzas are equipped with this system. For the Puerto Ordaz area, ships will transmit to Marine Radio on a frequency of 43.02 megacycles and to others on a frequency of 43.18 megacycles, receiving in both cases on a frequency of 43.18 megacycles.

(b) *Control of Navigation:*

(*i*) Navigation on the North (natural) channel at the Boca Grande is free. However, vessels are requested to notify the Port Captain, Ciudad Bolívar, via YVM, upon arrival at Buoy EO, giving ETA at Beacon G7, mile 27.7.

(*ii*) Simultaneous navigation in opposite directions by two or more vessels is not permitted on the South (dredged) channel at the Boca Grande. The restriction is placed on inbound traffic, to the extent that any vessel wishing to enter the South channel requires prior authorisation from the Port Captaincy of Ciudad Bolívar. The request for permission to enter the South channel is to be addressed to the Port Captain, Ciudad Bolívar, via YVM, and is to be transmitted before the vessel reaches Buoy 0.1. Upon receipt of the request, the Port Captain will notify the vessel via YVM whether permission is or is not granted, indicating, in the latter case, the approximate waiting time. Until permitted to enter, vessels are to anchor at least 1 mile outside of Buoy 0.1. Once that authorisation has been granted, vessels are to enter the South channel at the earliest opportunity. Any vessel which has been notified to wait may elect to proceed and enter through the North (natural) channel; in this case, the vessel will have to satisfy the requirements outlined in paragraph (1) above.

(*iii*) While navigating the Orinoco Waterway inbound or outbound vessels are to report their position to YVM hourly on the hour.

(c) *Accident, Stranding, etc.*

(*i*) Should a collision, stranding or other accident occur in the waterway, or should it be found necessary to take control of the vessel away from the Pilot for any reason, the Venezuelan law requires

that a written report be made to the Captain of the Port by the Master of the vessel involved within hours. The report is to be addressed to the Captain of the Port and may be handed to the Pilot or the ship's Agent for delivery. The Master need not appear in person before the Captain of the Port unless specifically ordered to do so.

(*ii*) Slight groundings or touching of banks and bottom may simply be noted on the reverse side of the receipt for pilotage signed by the Master.

(*iii*) In case of collision, stranding, slight grounding, touching of banks and bottom, or other accidents, vessels should immediately notify YVM.

Section A

MATANZAS: 08.17 N. 62. 50 W.

N.B. See "Orinoco River" for all important entry requirements.
OPERATORS: CVG Siderurgica del Orinoco CA.
ANCHORAGES: Between miles nos. 195 and 197, Orinoco River.
MAX. SIZE: Length 600 ft., breadth 74 ft., distance between rail and hatch combing 23 ft., max. draft 30 ft. in rainy season May to November, and 26 ft. in the dry season.
RADIO: See "Orinoco River". Cable address of Matanzas terminal operators is "Sidor Matanzas – Telex 22709" and cables may be routed through Caracas, Curacao or Trinidad Radios.
TUGS: Every vessel over 2,000 registered tons is required to use a tug when berthing. Tug is 1,600 h.p.
BERTHING: Undertaken day or night. One quay 300 metres length with 5 cranes. Floating derrick 85 metres length and 100 metric tons capacity.
MEDICAL: Private hospital and several doctors available.
TIDE: 6 inches rise and fall at the berth. Current, in winter 6 knots; in summer 1·5 knots.
FRESH WATER: Available at rate of 12 metric tons/hour.
FUEL: Available in emergency.
CUSTOMS: 200 cigarettes and 1 bottle spirits allowed for crew member for personal consumption.
IDENTIFICATION CARDS: Provided by authorities, and necessary if crew going ashore.
REPAIRS: Local workshops undertake minor repairs.
AIRPORT: Distant 10 miles. Six flights a week to Caracas.
HOLIDAYS: No work on 1st January, Maunday Thursday, Good Friday, 1st May and 24th December. Work can be arranged on other holidays.

Section B

PALUA: 08.21 N. 62.41 W.

N.B. See "Orinoco River" for all important entry requirements. Specific details, relevant to Palua only, are as follows:
SUPPLIER: The ore supplier is Iron Mines company of Venezuela, cable address El Pao San Felix (Venezuela). Their Palua office is fitted with VHF radio-telephone on 161.150/159.850 megacycles and 2182 (call) kilocycles.
CLEARANCE: Agent will secure the Clearance dispatch.

Note: The Palua dock and facilities are the private property of Iron Mines Company of Venezuela. All Company regulations must be obeyed by vessels and vessels personnel.

The Bill of lading will be prepared by Iron Mines Company of Venezuela, also the Commercial Invoice on the Consular Invoice form 138. The Inward Foreign Manifest, U.S. Customs form 7527–B, should be prepared by Master after sailing from Palua.
BALLAST: To provide the best manoeuvring trim on docking, it will be at the discretion of the Master to properly ballast the vessel. But in order to lose no time on loading operations, as well as to prevent short loading, the ballast should be pumped out as soon as possible, using utmost caution not to pump oil or sludge overboard in the port area.
APPROACH AND DOCKING IN PALUA: After passing the village of San Felix, and before reaching the turn off from the main channel, a Tug and a Docking Pilot will meet the vessel and will assist in the docking manoeuvre. Although the Master will always be responsible for the vessel's movements either in the case of docking or undocking, the Docking Pilot will actually pilot the vessel to and dock the ship at Palua.

At mile 180.5 the ship should leave the main channel, turning to the left to follow the new dredged entrance channel of approach which is marked by two flashing buoys: white on the port and red on the starboard side. Diamond-shape range marks of 6 ft. side, painted white with black diagonal cross, indicate the centre line of the approach channel. The front range, fastened on the ore loading pier, shows flashing green light, and the rear range, set on a tower approximately 2,000 ft. away, has fixed green light.

The docking shall be port side to in all events; and please stow all hatch boards, or pontoons, or steel battens, etc., on the starboard side of the hatch; as this will keep the gear cleaner and lessen the work of the ore handling gang.

The dock will provide a gangway for access to the ship. Nothing should overhang the port side of the vessel on docking.

If the loading berth is not available the arriving vessel would be instructed to anchor at an anchorage just below the entrance to Palua approach channel at mile 179.
LOADING DOCK: The ore loading port is located at mile 181.5 of the Orinoco waterway, along the left bank going up-river. The new steel dock here is aligned up and down stream in the general direction of the current. It is 907 ft. long between its pointed heads, with 791 ft. of boarding side along, the deck fixed at about 6 ft. over the maximum expected rise of the river in the flood season. It has a strong fender system of steel structure covered with timber overhanging the side, down to near the lower river stage; and is fitted with 14 bollards plus two more, one on each head, for proper docking and securing the vessel.

Once the vessel is moored alongside the new ore loading dock, there shall be no further shifting necessary to load, as the loading tower moves along the dock on rails to facilitate the loading through the various hatches.
LOADING: The ore handling and loading equipment for Palua has a capacity to load 3,000 metric tons of ore per hour, for the time being. With this capacity, the vessel's mooring lines should be tended during the operation.

The boom of the loading tower is so designed as to allow free movement in any direction, fore and aft. The gantry and boom travel along the dock for a distance of 518 ft., and can place the ore at a distance horizontally out from the dock fenderline of 23 ft. minimum and 62 ft. maximum at the highest water stage, and from minimum 29 ft. to maximum 67 ft. horizontally out at the lowest stage.

Care must be taken during the course of loading to avoid piling the ore too high in the holds, as this necessitates hand trimming before the hatch covers can be properly secured, and incurs unnecessary trouble.
UNDOCKING: The Master, assisted by a Docking Pilot if required, will handle the vessel on leaving the dock, going upstream from the dock not less than ¾ mile distance to the turning basin in the same heading as when the ship moored alongside. One tug (or two tugs if required), will go alongside the ship prior to undocking and will assist the vessel until it is headed downstream in the main Orinoco channel. The amber lights at the heads of the dock form a range to mark the shoreside boundary of the local dredged channel. A red light high up on the loading gantry will come in the same range as the two amber lights. In the turning basin a tug-boat will assist the vessel swinging downstream.

When the ship is in the main channel, properly headed downstream, the Docking Pilot will leave on the tug, and the River Pilots (two of them) will assume the navigational direction. Report to Radio Marina by voice radio and give ETA at mile 31.

Report again to Radio Marina giving position every hour, and try to contact Barima pilot station sometime before arrival at mile 31, where the Pilots will disembark.

If Voice radio communication is not possible, comply by radiotelegraph by way of the YVM station.
HEALTH: The vessel will be boarded by the Public Health Doctor after docking at Palua; unless instructions to the contrary.

In the event that the Authorities have to board the vessel anchored out in the stream, an accommodation ladder should be rigged, preferably on the starboard side, to keep the port side clear for docking. Venezuelan authorities and workmen will not use pilot ladders.
REGULATIONS: The Master, members of the crew and passengers if any, are required to have in their possession individual smallpox vaccination certificates. Serious delays may result in the dispatch of the vessel if this requirement is not complied with.

The Venezuelan law is very strict on the subject of contraband. It cannot be stressed strongly enough that all *new* articles, clothing, cigarettes, liquor, etc., must be declared and sealed up on arrival.

Concerning passes, the regulation states that "members of the crew who are not officers of the vessel, in order to go ashore and return aboard, have to be supplied with an identification card to be issued by the Purser of the vessel or his substitute, which card will contain the name of the vessel, the name of the crew member and the date of issue. This card will have to be signed by the person issuing same and has to be authorised by the respective officer of the Port Captain's office for the district".
GAS-FREE CERTIFICATE: Vessels reporting to Palua to load ore should have the holds and cargo compartments swept clean and ready to receive cargo. Also, any combination ore/tanker vessel tendering to load iron ore at Palua shall present, along with the notice of readiness, a Gas-free Certificate if said vessel has in the past been employed in the carriage of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. But they are advised that around Palua in Venezuela there is no chemist available for granting such a Gas-free Certificate. It may be secured before arriving at Venezuela by calling at Trinidad, reporting to cable address: Harriman, Port of Spain.

In case of necessity, or for convenience, it could be arranged for the chemist to travel to Venezuela to meet the ship in Palua, advising Harriman (Port of Spain) at least three days before arrival at Palua.

If the vessel is equipped with a gas-indicating meter (explosimeter), Iron Mines Company of Venezuela will accept the Master's certification in writing that the vessel is gas-free. However, they reserve the right to check the vessel with their own equipment prior to acceptance.
RADIO: Should a vessel receive radio advice at sea to proceed to Palua, and the clearance is to another port, the Master must radio to Agents-Alcoaships Puerto Ordaz (Venezuela) and advise the name of the vessel, flag, port of embarkation, original port of destination, Captain's name and the number of members in the ship's crew including the Master. This is necessary in order to comply with the Venezuelan Customs Law.
CONSULS: At the present time there are no Consular Agents located around Palua, the nearest being in Ciudad Bolívar or Caracas.

FLOOD SEASON: The port experiences a yearly flood season from the middle of June to the middle of November, to a maximum of about 38 ft. at the last days of August, above the lowest stage (during the first days of April) in the dry season that occurs from the middle of November to the middle of June.
TIDE: The wind in the locality blows generally upstream, and on exceptional occasions during the dry or low-river season, when the current is weak, does overcome the current and cause the anchored ships to tend with stern upstream.
REPAIRS: Minor emergency repairs of mechanical, electrical and electronical types may be carried out in the shops by the personnel of the Iron Mines Company of Venezuela. The American Bureau of Shipping has a surveyor at Puerto Ordaz, near Palua.
MEDICAL: There is a medical dispensary at Palua, and a hospital of the Company at El Pao, where seamen may be admitted when requiring hospitalisation in emergency cases.
FUEL: All grades of bunker fuel are available at Palua, delivered by barge.
FRESH WATER: Drinking water is available at the dockside in limited quantity of about 100 tons every 24 hours. Small amounts of fresh provisions may be obtained in the locality.

AGENT: Alcoa Steamship Company, Cable address: Alcoaship, Puerto Ordaz.

Section C

PUERTO ORDAZ: 08.21 N. 62.43 W.

OPERATORS: Orinoco Mining Company.
LOCATION: The operations of the Orinoco Mining Company are centred in the State of Bolívar in Eastern Venezuela and iron ore is loaded into ocean-going vessels at Puerto Ordaz 8° 21′ N., 62° 43′ W.) at the junction of the Caroní and Orinoco rivers, approximately 184 nautical miles from the open sea.
GAS-FREE CERTIFICATE: Any combination ore-tanker vessel tendering to load iron ore at Puerto Ordaz shall present, along with the notice of readiness, a gas-free certificate if said vessel has in the past been employed in the transportation of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. Gas-free certificates can be obtained through an approved surveyor in Puerto Ordaz.
HEALTH: Vessels will be boarded by the Public Health Doctor in the stream off Puerto Ordaz. He will not come up a pilot ladder and will insist on an accommodation ladder which should be rigged and ready when he approaches. In order not to delay docking, this accommodation ladder should be rigged on the port side during low river stage, and starboard side during high river stage.
RADIO: Should a vessel receive radio advice at sea to proceed to Puerto Ordaz, and the clearance is to another port, the Master must radio station YVM Puerto Ordaz, and advise the name of the vessel, flag, port of embarkation, original port of destination, Master's name and number of members in the ship's crew. This is necessary in order to comply with article 17 of the Venezuelan Customs Law.
TUGS: All vessels touching at Puerto Ordaz will be assisted by a tug in docking and undocking manoeuvres. Line-handlers are available on the dock to secure mooring lines on vessel's arrival, and to release them on vessel's departure.
BERTHING:
1. **The Harbour:** The Puerto Ordaz Harbour extends from mile 183.5 to mile 184.1 of the waterway. The harbour consists of a natural basin formed by the mouth of the Caroni as it flows into the Orinoco. The width of the turning area within the basin varies from a minimum of about 1,600 ft. at low water to a maximum of about 2,000 ft. at high water. The lighted buoys marking the navigable limits on either side of the harbour are moved to different positions according to river stages in order to achieve full utilisation of navigable waters. The bottom of the harbour is generally rock, with scattered layers of sand overburden deposited as sediment by the river. This sand is regularly removed by dredging in order to maintain depths which will accommodate the maximum draft authorised by the Port Captain. The bottom configuration across the harbour consists of a rocky shelf extending about 900 ft. from the face of the dock. Beyond this shelf the bottom slopes steeply into a deep gorge, then rises to form a sandy beach along the opposite shore. The velocity of river currents at this site varies according to stage levels. A slower current is generally experienced over the rocky shelf adjacent to the dock, with velocities averaging about 1.5 knots at flood stages and about 0.5 knots or less at reduced river stages. The velocity of the current over and along the deep gorge averages about 3.5 knots at flood stages and 1.5 knots or less at reduced river stages. During extreme low water, the basin is subject to tidal influence and the velocity of currents is minimal, although there is no reversal of flow. The direction of the current is aimed slightly toward the face of the dock at its South-east end but deflects away from the pier about 500 ft. downstreamward. Access to the harbour is by way of a naturally deep and wide fairway which is the continuation of the gorge as it enters the Orinoco River.
2. **The Dock:** The Puerto Ordaz dock is located along the right ascending side of the harbour and extends outward from shore on a South-east by East alignment. The all-steel fixed-height dock is 1,885 ft. long; its elevation is 41 ft. above low water plane (0.0 ft. stage). This dock is fitted with a strong fender system and with a sufficient number of accessible bollards for proper docking and securing.
3. **Arrival:**
(*a*) *Notice of Readiness:* When completely ready to receive cargo, vessels will submit "Notice of Readiness" to Orinoco Mining Company. Vessels will be loaded in the order in which Notices of Readiness are accepted by Orinoco Mining Company. The Company will advise when the vessel may proceed alongside the dock.
(*b*) *Docking:* Special Docking Pilots are provided for the docking and undocking of vessels at Puerto Ordaz. These Pilots are qualified River Pilots, thoroughly familiar with local conditions. All vessels will dock starboard side to. During the low water stage, which is from the middle of November to the middle of June, no gangway should be rigged and nothing should overhang the starboard side of the vessel. When the river is sufficiently high which is from the middle of June to the middle of November vessels are requested to have starboard gangway or accommodation ladder rigged and ready to lower immediately after docking in order to expedite the commencement of loading. Venezuelan authorities and workmen will not use pilot ladders. Vessels reporting to Puerto Ordaz to load ore should have holds and cargo compartments broom clean and ready to receive cargo. Considerable time will be gained if this requirement is met prior to reporting.
(*c*) *Hatches:* On arrival at Puerto Ordaz all hatch boards or pontoons, beams, tarpaulins, steel battens, wedges, etc., should be stowed on the port side of the hatch. This will keep the hatch gear cleaner and lessen the work of the ore handling clean-up gang.
(*d*) *Ballast:* In order to lose no time with the loading operations, as well as preventing short-lifting, all ballast should be pumped out before arrival at the dock. Use utmost caution not to pump oil or sludge overboard in the port area. The Orinoco Mining Company Ships' Agency Representative will contact vessel on arrival and will assist in every way possible.
4. **Departure:** All vessels which have completed loading at Puerto Ordaz and have received the latest river information from the port officials, and are ready for their river transit in every respect, will proceed outward via the Orinoco Waterway, disembarking the Pilot at mile 31. Once the Pilot has disembarked, vessels shall proceed over the South (dredged) channel to mile 0, and exit the waterway.
TANKERS: See Punta Cuchillo.
MEDICAL: There is a hospital at Puerto Ordaz which will admit seamen requiring hospitalisation.
FRESH WATER: Drinking water is available alongside the dock.
FUEL: Bunker "C" and diesel oil is available.
CONSULS: An Italian Consulate Agent at Puerto Ordaz, nearest consuls for other countries at Cuidad Bolivar or Caracas.
REPAIRS: Minor emergency repairs may be carried out in the shops of the Orinoco Mining Company.
TIME: The legal time of Venezuela, which is four hours behind Greenwich Mean Time, shall be used in Pilotage Zone No. 1 of the Orinoco River.
SHORE LEAVE: Permitted, but it is mandatory that all crew members should report back to their respective ships before sailing time.
GENERAL: 1. *Ore Loading Equipment:* The ore handling and loading equipment installed on the pier has a speed ratio of 6,000 long tons of ore loaded per hour. Due to this great loading capacity the vessel's mooring lines must be tended at all times.
2. *Handling Facilities:* A movable 110-ton, rail mounted stiff-leg derrick is installed on the dock for the handling of general cargo.
3. *Provisions:* Small amounts of fresh provisions are available.
4. *Surveyor:* The American Bureau of Shipping has a non-exclusive surveyor in Puerto Ordaz. Lloyds has an agency in Ciudad Bolivar with a branch office in Puerto Ordaz, and will appoint surveyors upon request.

AGENTS: Mailing Address: Orinoco Mining Company, Apartado 2736, Caracas, Venezuela. Cable Address: Oconiro, Caracas.
The Orinoco Mining Company acts as ship's Agent for all vessels consigned to load iron ore at Puerto Ordaz. This function is performed by the Superintendent, Traffic & Ship's Agency and his staff, whose offices are located adjacent to the loading dock at Puerto Ordaz.

Section D

PUNTA CUCHILLO, (Puerto Ordaz Terminal): 08.20 N. 62.47 W.

N.B. See "Orinoco River" for all important entry requirements. Specific details relevant to Punta Cuchillo only are as follows:
OPERATORS: Phillips Petroleum Company.
LOCATION: Phillips Petroleum Company terminal and dock is located near Mile Post 192 on the South side of the river.
PILOTAGE: Government Pilot will pilot vessel to Puerto Ordaz. In some cases this same Pilot will act as Mooring Pilot and dock vessel at Phillips' terminal. If River Pilot does not also act as Docking Pilot, the River Pilot will disembark at mile 178 during low water, and mile 183 in high water, and a Docking Pilot will embark and take the vessel to mooring.
RADIO: The cable address for Phillips Petroleum Company, Caracas, is Filven. Messages to the Phillips Petroleum Company's Puerto Ordaz Terminal should be addressed to Alcoa Steamship Co. Inc., Puerto Ordaz. Cable address: Alcoaship, Puerto Ordaz.
Vessels diverted at sea to Puerto Ordaz (Phillips Terminal) which do not have a Venezuelan clearance on board, must advise Alcoa, Phillips Petroleum Company's Agent at Puerto Ordaz, by radio as soon as they receive their orders to change destination. The following information must be given: Master's name, vessels flag, net tonnage, last port of call, port to which originally cleared and ETA. This information is required in order that inward clearance may be arranged with government officials in ample time prior to vessel's

arrival. In absence of this information, vessel will be subject to a fine.
HEALTH: Vessel will be boarded by the Public Health Doctor in the stream off San Felix or Puerto Ordaz or occasionally at the Phillips Terminal. If he boards before docking, an accommodation ladder should be rigged and ready when he approaches, as he will not come up a pilot ladder.

All Masters, members of the ship's crew, and passengers, if any, are required to have in their possession individual smallpox vaccination certificates. If this requirement is not complied with, a serious delay may result in the dispatch of the vessel.
BERTHING: The dock at the terminal consists of a docking platform, two breasting dolphins and two mooring dolphins. The docking platform is connected to shore by a 10 ft. causeway capable of carrying a light truck.

At mean low river stage, water depth at the face of breasting structures is 40 ft. The bank rises sharply from face of dolphins toward shore. The 40 ft. depth contour extends parallel to shore for a considerable distance upstream and downstream from the dock, allowing a flat approach angle.

Current is negligible during low river stage and is approximately 6 knots at midstream at high river stage. Current runs generally parallel to the face of the dock at the dock site.

Top of dock elevation is 45 ft. above low water stage. Buffering system extends from a point below low water stage to a point immediately below top of dock. Nothing should overhang the shoreward side of the vessel when docking during the lower stages of the river. The buffering system is designed to accommodate forces exerted by a vessel of 47,000 tons displacement, approaching the dock with a velocity component perpendicular to the dock face, of ½ ft. per second.

Bollards for vessel's lines are provided at the mooring dolphins and at the breasting structures. Mooring dolphins will safely withstand 200,000 pounds of mooring line tension.

Phillips Petroleum Company facilities include a 24 in. diameter submarine pipe-line which crosses the river a short distance downstream of the dock. The crossing is marked by triangular-shaped signs on both banks of the river. Masters are cautioned against use of vessel anchors in this area.

The terminal pumps are capable of loading oil aboard ship at the rate of approximately 14,000 barrels per hour.
TUGS: Ministry of Communications Oficio No. 1387 states that, "The use of tugs is necessary in docking and undocking manoeuvres of boats at this Marine Terminal." Alcoa has a 2,100 h.p. tug available for this service. A tie-up launch will be provided to assist in the mooring of the vessel, and will handle all the mooring lines before and after loading.
LOADING: Phillips Petroleum Company Lot 9 Monagas crude is the only cargo available at the Puerto Ordaz Terminal. This crude has an API gravity of 11.9° to 12.5°F. (6.490–6.517 U.S. barrels per long ton. This cargo must be heated to approximately 140°F. in order to attain normal discharge rates.

Loading is accomplished through three 10 in. hoses provided with 10 in., 150 lb. ASA flanges. Hoisting gear is provided for handling the hoses. A dock crew will connect the cargo hoses and disconnect them on completion of loading. Some adapters and other tools are available on dock. The oil will be loaded at an elevated temperature.

Precautions, as are common for any heavy oil, should be taken to ensure that no ballast water is left in any tank to be filled with this oil. If the cargo is contaminated with water, the water will not separate from the oil. The salt content of the oil will be raised approximately 10 lb. per 1,000 barrels for very 0.10% contamination by sea water.

All cargo compartments must be stripped dry. Cargo pipe-lines should be drained and/or purged of water.

There is no provision at the Puerto Ordaz Terminal for disposal of dirty ballast or tank washings. Tankers bound for Puerto Ordaz for loading must dispose of all dirty ballast and tank washings before entering the Orinoco River.

Prior to proceeding to sea, all butterworth plates, cargo tank hatch covers and ullage plugs should be inspected to ensure against entry of salt water.

AGENCY: Phillips Petroleum Company uses Alcoa Steamship Company, Inc., Puerto Ordaz, as its Agent in the handling of all papers and documentation connected with the ship's business. Alcoa will also help the ship's Master in providing required land transportation, limited provisions, or any other assistance that may be required for the operation of the ship's normal business. Alcoa will also assure that the ship's requirements are met in regard to Sanitary Inspection, Customs Inspection and Guardia Nacional.

PERTIGALETE: 10.15 N. 64.34 W.

LOCATION: Situated in a sheltered bay about 2 miles East of the port of Guanta, or about 4 miles from the pilotage zone situated in the North.
PILOTAGE: The pilotage zone in Pozuelos Bay is the same as for Guanta, i.e. an area situated between the islands of Borracha and Chimana, in the Bay of Pozuelos (formerly called Bergantin Bay).

From the pilotage zone for the port of Guanta/Puerto La Cruz, the private pier Pertigalete is to be approached by sailing between the Isla de Plata and the island of Cachicamo. Pilotage is compulsory in and out and is performed by well-trained government Pilots. The navigation is considered very safe.
MAX. SIZE: The depth of water for ocean-going vessels alongside the Pier is 20 ft. (shore side) to 40 ft. (sea side).
BERTHING: The private pier in Pertigalete for berthing ocean-going vessels is up to 150 metres (492 ft.) long. The apron is ample and allows easy manoeuvre of trucks with cement. On the same pier the cement factory is regularly receiving raw material and machinery, but the berthing is along the West side of the pier for coastwise trade, so does not interfere with operations for ocean-going vessels. There are chutes, conveyor belts from the nearby silos, and a heavy crane.
TUGS: Available from inward clearance port at Guanta/Puerto la Cruz.
TANKERS: Berth at private wharf at Pamatacualito, operated by Baroid de Venezuela SA.

Length of berth 113·60 metres, depth alongside 10 metres.
LOADING: The cement factory is able to deliver to the pier 2,000 to 2,300 bags per hour, to be loaded simultaneously into arrived vessels. According to experience load rate is about 300 bags per hour and gang by steam winches, and about 400 bags per hour and gang by electric or hydraulic winches.
STEVEDORES: Loading operations are performed exclusively by the personnel of the cement factory. Winchmen are also supplied by the cement factory. All costs, including overtime, are for account of the cement factory, inclusive of stowing and trimming the vessel.

Under normal conditions on Saturday afternoon there is no work, but almost without exception the cement factory works overtime on Saturdays if by doing so the vessel can be despatched that day. On holidays, if circumstances call for urgent operation, the cement factory has the option to work overtime. Work on Sunday is prohibited.
AUTHORITY: Private pier of C. A. Venezolana de Cementos and is under the jurisdiction of Customs and Harbour Master of Guanta/Puerto La Cruz, Eastern Venezuela. All charter business and general administration is covered by Caracas Headquarters of C. A. Venezolana de Cementos.

AGENTS: Head Office (Direction and Control), Brokers Chartering and Tramp Agents, Victor H. Selinger, PO Box 1632, Caracas. Cables: "Selvic". Telephones: 81.25.28, 81.86.38, 81.28.78. Telex: 22859.

PUERTO CABELLO: 10.29 N. 68.07 W.

PILOTAGE: Pilotage is compulsory and vessels have to wait for Pilot in the pilotage zone, West and North West of the port entrance (South West of Punta Brava).
MAX. SIZE: Bulk Cargo Pier: up to 32 ft. draft. Inner Port: up to 28 ft. draft.
TUGS: The use of tug-boats within the port is compulsory both for entering and leaving port, as well as for manoeuvres in the port basin, for foreign flag ships over 300 tons.
BERTHING: The port entrance is 100 metres wide in direction West to East. Berth No. 1 and half of Berth No. 2 are along the same entrance channel, where ships are berthed only as an exception or when the port is rather congested. The total length of the North (main) Pier for the berthing of ocean-going vessels is 1,025 metres, room enough for six to eight vessels. For administrative reasons the pier is divided into eight berths of about 128 metres each. Between berths No. 2 and 3, the pier is bent Southwards. Along the pier there are warehouses which under normal circumstances provide sufficient indoor space.

Along the East Pier, of 350 metres length, there are no warehouses. This pier gives berthing facilities to three or four middle-sized vessels.

Along the South Pier, of 500 metres length, there are two warehouses. This pier is exclusively used for coastwise shipping, fishery and small craft in general.

The dredged channel along the East Pier is only 80 metres wide. This is the only channel which connects the main basin of the port with the South basin of the port, the latter served through the South Pier.
BULK-HANDLING FACILITIES: 400 metres long new pier, designed exclusively for the handling of bulk cargoes.

This bulk cargo pier has an apron of about 25 metres and allows ships with a draft of 10 metres at any time.

Ships moored along this new pier are not able to take water there, but have to be shifted to the general cargo piers in the port of Puerto Cabello.

There is no telephone installation on the new pier.

At a later stage there will be erected silos for grain, chemicals, fertilisers and likely also storage tanks for liquid cargo and other installations for the handling of all kinds of bulk cargo.

Tug-boat service and assistance of Pilots is compulsory to negotiate the distance to and from the bulk cargo pier.

General cargo is not allowed to be handled at this pier. There are no cargo handling facilities whatsoever and no kind of rolling equipment either. All the vessels, unless they have up-to-date discharging equipment of their own, have to provide derricks of minimum 5 tons capacity to support the SKT discharging equipment of receivers. The cargo is discharged in bulk cargo trucks, fully closed and with only rather narrow manholes for the SKT arm.
TANKERS: About 2 miles East of the port entrance, Shell has a bunker terminal called Borburata. Heavy fuel oil, gas oil and diesel oil are supplied upon prior arrangement. Borburata belongs to the jurisdiction of the Ports and Customs Authorities of Puerto Cabello. Governmental Pilot is compulsory for calling at Borburata. If the vessel is cleared outward at Borburata the governmental Pilot is to be brought back by automobile to the pilot station in Puerto Cabello.

For the time being, vessels piloted into/from Borburata only between 0500 and 0600 hours.

Ships of about maximum 425 ft. length, drawing not more than

24 ft. Vessels longer than 425 ft. may be handled provided the Captain and/or Owner's Agent are ready to assume full responsibility in writing, by letter, to be filed with the Harbour Master.

STEVEDORES: *Straight time:* Monday to Friday: 0700–1100 hours and 1300 to 1700 hours.

Overtime: Monday to Friday: 1800 to 2300 hours. Normally overtime beyond 2300 hours is not permitted.

Relief Gangs: Obtainable, if there are not too many ships working in the port at a time, for the hours from 1100 to 1300 and 1700 to 1800.

Work on Sunday: Not permitted except for passenger vessels, and considered as such are those carrying more than 60 passengers, and with a medical doctor on board.

Saturday afternoon work: Not permitted. But if a vessel can terminate operation and sail with a maximum of three additional hours' work, a special permit can be obtained from Customs and Port Authorities. In such case, the additional working hours are considered straight time work.

FRESH WATER: Water is supplied through pipe-line on the pier, day or night.

For night work, a special gratuity to watermen is customary.

The drinking water in Puerto Cabello is tropical treated, well-filtered and wholesome.

Every vessel of over 600 tons net calling at Puerto Cabello, and other ports in Venezuela, should arrange to take water only at Puerto Cabello in order to avoid double water dues.

OPENING/CLOSING HATCHES: Is not performed by the National Port Services, but instead either the ship's crew or hired assistance labour must be used. Recommended that ship's crew open and close hatches.

REPAIRS: The adjacent Naval Yard, the entrance to which is within the main ports, opposite the North Pier, is equipped for minor repairs both on engine and hull. For emergency purposes, the dry dock could be used. Its capacity is for ships up to 30,000 to 35,000 tons. All repairs on the hull are effected by a special crew transferred from the Naval Yard.

At the dry dock there is one crane of 15 tons capacity. Within the Naval Yard there are two slipways for ships of 125 ft. maximum and 210 ft. length maximum respectively.

Venezuelan Navy ships always have priority.

AGENTS: Head Office (Direction and Control). Brokers, Chartering and Tramp Agents, Victor H Selinger, POB 1632, Caracas, Venezuela. Cables "Seltank". Tel. 81–25–28, 81–86–38, 81–28–78. Telex: 21402 New Boe Code. Local Office, POB 108, Puerto Cabello T31. Tel. (042) 2866, (042) 3088. Cables: "Selvik".

PUERTO DE HIERRO: 10.38 N. 62.05 W.

DOCUMENTS:

Last Port Venezuelan Consulate Clearance.
6 Crew Lists.
6 Passenger Lists.
6 Stores Lists.
6 Narcotic Drugs Lists.
2 Health Declarations (forms provided and filled by doctor on arrival).
Smallpox Vaccination Certificates of Crew.
Derat Certificate.

PILOTAGE: Pilot boards at sea buoy 10° 37′ N., 62° 06′ W. If no pilot boat meets vessel on arrival, ship must anchor to wait orders. Send 72, 48 and 24 hour ETAs to cable address "Transterm Guiria". Vessels should anchor in the vicinity of sea buoy. No radio-telephone available.

ANCHORAGE: Vicinity of sea buoy. Good holding ground.

RESTRICTIONS: Vessels may have to wait at anchorage until slack water for docking when tide/current is strong.

MAX. SIZE: Dock, East berth: 30 ft. at low water 33 ft. at high water 690 ft. length, 90 ft. beam. Dock, West berth: 19 ft. at low water, 32 ft. at low water. 600 ft. length, 60 ft. beam.

HEALTH: Doctor boards at berth and grants pratique. Any suspected disease or fever to be reported at that time. Vessels arriving from a Venezuelan port do not require pratique.

RADIO: La Guaira, Venezuela.

TUGS: None available.

BERTHING: Berthing at times limited to slack water period depending on strength of tides. Pilot will advise.

STEVEDORES: Bulk cargoes: discharging rate 700/800 tons p/h., loading rate 800/1,000 tons p/h. No facilities available for handling general cargo.

MEDICAL: No notice required. Venezuelan Navy Hospital with limited medical assistance.

TANKERS: No oil carriers.

DENSITY: Low water – 1,020. High water – 1,023.

FRESH WATER: Available in limited quantities at berth. Rate of delivery 30 tons p/h.

FUEL: In an emergency. Esso diesel fuel medium, specific gravity at 60°F. 0.85, API gravity at 60°F. 35, viscosity SSU at 100°F. 37, viscosity engler at 20°C. 1.40.

DEVELOPMENTS: Possibility of increasing draft to 42 ft. at loading berth, and to 30 ft. at discharging berth.

CUSTOMS ALLOWANCES: Two cartons of 200 cigarettes each or equivalent in tobacco. Two ¾ litre bottles.

IDENTIFICATION CARDS: Issued locally by Navy on arrival.

REPAIRS: None. Small company workshop.

CONSULS: None.

AIRPORT: Nearest airport (one hour voyage on launch) is Guiria with two weekly flights to Caracas and the same number to Port of Spain, Trinidad. Next nearest (one hour launch plus two hours car) is Carúpano with four daily flights to Caracas.

TIME: GMT minus 4 hours. Permanent.

HOLIDAYS: Cargo worked 24 hours a day, 365 days a year.

GENERAL: The whole of Puerto de Hierro is a Venezuelan Navy Supply Base. The dock and cargo installations are operated by Puerto de Hierro, S.A., a subsidiary of Caribbean Steamship Company, S.A. Only bulk cargoes transhipped by Caribbean Steamship are handled.

AUTHORITY: Puerto de Hierro, S.A., c/o Agencia Miguel Petrosini, Campo Creole, Guiria, Estado Sucre. Cable: "Transterm Guiria" Tel. 109 of Guiria.

PUERTO LA CRUZ: 10.13 N. 64.38 W.

(PUERTO LA CRUZ TERMINAL)

OPERATORS: Mene Grande Oil Company. Postal Address, Apartado 709, Caracas, Venezuela. Radio Address, Meneg, Puerto la Cruz. (Venezuela).

FLAG: Venezuelan flag must be displayed from the foremast when entering zone as well as in docking operations. At all other times the Venezuelan flag must be displayed between sunrise and sunset.

LOCATION: Puerto La Cruz located on Pozuelos Bay on the North-east coast of Venezuela. Its harbour is well protected by numerous islands against sea currents. The hurricane path is several hundred miles to the North and has never affected the flow of navigation in the Puerto La Cruz area.

The light-house marking the entrance to Pozuelos Bay is located: Latitude 10° 18′ 18″ North, Longitude 64° 41′ 7″ West. Visibility is 20 miles.

DOCUMENTS: Arrival clearance is effected on board vessel shortly after docking by Government Officials and a representative of the Company. The following documents are required:

1. Ship's Register.
2. Dispatch issued by Venezuelan Consul at last port* (1 copy).
3. Ballast Manifest* (1 copy).
4. Crew List* (6 copies).
5. Passenger and Baggage List, if any* (5 copies).
6. List of Passengers in Transit, if any* (2 copies).
7. List of Personal Effects* (3 copies).
8. Store List** (4 copies).
9. List of Slop Chests* (4 copies).
10. Sailing Permit issued by Marine Authority at last port of call.

* Clearance documents should be visaed by Venezuelan Consular Authority at last port of call. In absence of a Venezuelan official, papers may be visaed by Consul of friendly nation, by Chamber of Commerce or by two local prominent business men. Also, in absence of Venezuelan official, the following notation in Spanish should appear on each document, with signatures:

"Por no exister en la localidad Agente Consular Venezolano y a peticion de los embarcadores, certifico el presente documento."

(Signature).....

** Store List should indicate separately all deck, engine and cabin stores. These lists may be prepared on board prior to arrival. However, if vessel is dispatched from Caribbean ports, said lists must be visaed by Venezuelan Consul at port of departure.

Please do not confuse document No. 2 with document No. 10. Both are necessary and the lack of either one subjects the vessel to an incontestable government fine.

PILOTAGE: The use of Government Pilots is compulsory for all vessels entering or leaving territorial waters. The Company will arrange for this service at all times. If it becomes necessary for the Master of the vessel to disregard Pilot's orders in order to ensure safety of the ship a written report from the Master shall be submitted promptly to the Government Port Captain in Spanish. Meneg will assist in translation, when necessary.

The zone for Pilot to board or to anchor awaiting Pilot is delineated by the following three lines: North by parallel 10° 15′ N., East by meridian 64° 40′ W., and West by an imaginary line from Punta Puinare on Isla Chimana del Oeste to the North point of Morro de Barcelona.

When ready to dock, a Pilot will be despatched by launch to ship

MAX. SIZE: No limitation is placed on width of tankers. Ships up to 1,000 ft. in length can be turned around in the inner harbour area. Max. safe draft alongside (berth No. 5) is 55 ft.

HEALTH: In theory the Government Port Doctor is to board each incoming vessel and board only outgoing vessels which carry passengers. In practice, however, the doctor boards at his discretion.

Ships cleared between the hours of 5 p.m. and 8 a.m. Mondays through Fridays and all day Saturday, Sundays and holidays are charged by Immigration Service for the issuance of shore leave passes. There is no charge for this service from 8 a.m. to 5 p.m. Mondays through Fridays. Transportation and immigration clearance fees on movement of seamen are billed at cost.

RADIO: Masters are requested to advise Meneg Puerto la Cruz by radio 48 hours in advance of estimated arrival outlining vessel's name, date and hour of arrival, bunkers and cash required, if any. In cases of *ships diverted at sea,* legal requirements also call for name of Master, number of crew, port of departure, port to which originally cleared and flag of ship. Vessels may contact the terminal by radio-telephone on any of the following frequencies: 2080 kc., 2120 kc., 2182 kc., 2638 kc., and 2738 kc and VHF channel 16. There is standby attention 24 hours a day to all frequencies mentioned.

Notice of diversion at sea, not received prior to arrival of vessel, subjects ship to incontestable fine from the government.

Ship-to-shore radios are installed on the oil dock and on both tugs. A 350-watt AM transmitter-receiver operates on the following frequencies which are monitored 24 hours a day: 2080 kc. 2120 kc., 2182 kc., and 2738 kc. VHF Channel 16 for calling.

TUGS: Two-tug service is compulsory by law in this port. The Company has available a first-class diesel-electric tug of 1,600 h.p. and a contract tug of 2,100 h.p.

Tug assistance is charged from the moment the tugs leave their mooring, after having been requested, until they have returned and made fast. In other words, time is charged during the entire period the tugs are at the service of the requesting vessel, whether or not the latter is under actual manoeuvres. Generally, the Pilot will not commence movement of the vessel until he is assured that the tugs are standing by.

BERTHING: The loading facilities consist of five berths. Products available and safe draft are as follows:

	Berth 1	*2*	*3*	*4*	*5*
Crudes	×	×	×	×	×
Heavy fuel oil			×	×	×
Refined products			×	×	
LPG		×	×		
Bunker "C" fuel	×	×	×	×	×
Diesel fuel	×	×	×	×	×
Intermediate fuels	×	×	×	×	×
Fresh water	×	×	×	×	×
Max. safe draft	38′	38′	38′	38′	55′

Upon arrival at dock the following rules must be observed:

(*a*) Masters must ensure that mooring lines are properly tended during the discharge of ballast and loading of cargo, and that sufficient personnel is on board at all times to handle same. Discharging or loading will be temporarily suspended upon infringement of this regulation.

(*b*) Masters are requested to remove the blank flanges from their vessel's loading manifold before docking, so as to expedite the connecting of the shore hoses by company personnel. Vessels using berth No. 5 are also requested to have their derrick and gangway ready for use.
Note: Vessels normally dock with starboard side to dock.

(*c*) While docked, circulating sea water, hot water or steam on starboard side of ship is prohibited. Hot water or steam may activate the automatic sprinkler system as well as damage piping located under the dock surface.

(*d*) Rat-guards must be placed on all ropes connected with the shore.

(*e*) Heavy exhaust smoke from vessel's smoke stack is not permitted. Any infringement of this rule will result in Government fine and/or removal of ship from dock.

(*f*) Meals must be provided in officers' mess-room for Venezuelan National Guard personnel who may be assigned to the vessel during stay in port.

LOADING: After the vessel has been cleared, the Company Dock Supervisor on watch will give the Master of the vessel written instructions as to grade or grades of cargo, loading rates, information on size of hoses and lines, and other information pertinent to the loading of the vessel.

During loading operations, company employees are on watch to administer to the needs of each vessel.

Upon termination of loading cargo, hoses are normally displaced with air at controlled rates prior to disconnecting. If the ship's officers request that the alternate procedure of draining hoses be effected, shore personnel will be happy to comply provided the following steps are observed by ship's officers:

1. Advice be received prior to termination of loading cargo.
2. Ship's receptacles be situated to receive oil drained on board. It should be noted that heavy fines are imposed for spills or overflows which contaminate the bay.

Shortly after completion of loading company personnel will take ship's ullages and, later, deliver cargo and sailing papers to an officer of the vessel.

Ships must vacate berth upon completion of loading and await papers at anchorage if the berth is needed for another vessel. The Dock Supervisor on duty will advise ship's officer of this matter.

MEDICAL: All requests for medical or dental treatment must be accompanied by a written request from the Master to the Company Dock Supervisor on duty. The Company makes available to ship's personnel the same clinic which has been designated for its employees. Seamen requiring medical attention should first contact the Company's Dock Supervisor who will provide them with a medical order and also provide transportation to and from the hospital.

In the event of hospitalisation, and after a seaman has been discharged, he must rejoin his vessel if it is still in port. Otherwise, he will be lodged in a hotel pending instructions as to his disposition.

Company doctors do not visit ships. If medical attention is required aboard ships, the Government Port Doctor will board and attend the patient.

BALLAST: Although climatic conditions in Puerto La Cruz are relatively mild, vessels should arrive with sufficient ballast to permit safe handling. Venezuelan regulations strictly prohibit the pumping overboard of dirty ballast while vessel is in sight of land. All ballast must be pumped ashore with the exception of vessels especially equipped with clean segregated systems which are reserved for ballast only. Vessels so equipped will be permitted to pump overboard after first being inspected and approved by shore personnel. Heavy fines are imposed for pollution of waters and industrial fishermen are quick to report any infringement. Maximum discharge pressure to shore installations is 90 psi. through the 16 in. line which dumps into ballast lakes approximately 300 metres south of dock.

FRESH WATER: Fresh chlorinated water is available at an average rate of approximately 10 tons per hour. Total volume of water that can be supplied during the normal period alongside averages about 150 tons. As water is not held in special reserve for vessels requirements but supplied from Terminal water system, availability may be limited dependent on time of year and other conditions.

FUEL: The terminal is not a general bunker station. Only ships loading petroleum may take bunkers.

Bunker "C", light and heavy diesel fuel and complete range of intermediate fuels are available in quantity. Delivery rates to the ships are approximately as follows: Bunker "C", 200 tons per hour; heavy diesel, 150 tons per hour; intermediate fuels, 150 tons per hour.

Whenever a vessel takes bunkers the Master or Chief Engineer, or whomever they may appoint, may inspect the shore tanks and meters to satisfy themselves as to quality and quantity. Meters are installed on all bunker systems with the exception of light diesel, and the master meter has been certified by E. W. Saybolt & Company.

Gas oil for galley fuel is supplied only by tank truck or in barrels through local suppliers.

The dock valves on the bunker lines will only be opened and closed upon advice from the ship's personnel.

Bunkers are delivered concurrent with the cargo.

CUSTOMS: Crew members should be warned against taking knives or other lethal weapons ashore, as this is strictly prohibited. All firearms and ammunition must be noted on stores list. They cannot exceed one per officer nor 18 cartridges per gun. No arms may be carried while ship is in Venezuelan waters or tied up at dock. Contraband of any description will be confiscated. Each man is allowed one package of cigarettes on his person and this package must be opened. No liquor is to be taken ashore. It is prohibited to carry liquor from shore to ship without authorisation from captain of vessel. It is further strictly prohibited to consume liquor in dock area.

It is normally forbidden to take photographic cameras ashore. However, upon written request to the National Guard contingent on the oil dock, special permission may be obtained. This is subject to two limitations: one, that the camera is returned to the ship; two, that no photographs are taken of the petroleum installations.

IDENTITY CARDS: Passes for shore leave are issued by the officials of the "Capitanía de Puerto", who board with the Customs authorities upon the vessel's arrival at dock. These passes are valid for the duration of the vessel's stay in port and must be returned before sailing to the guard assigned to the vessel.

In order to comply with Immigration Regulations, crews should be carefully checked before sailing, and any missing seamen reported to the Dock Supervisor. Crew members left behind when the vessel sails will be held in custody until deported at the vessel's expense.

CONSULS: The following foreign countries have consular offices in the vicinity of Puerto La Cruz:

Belgium	France	Spain
Brazil	Great Britain	Sweden
Colombia	Italy	The Netherlands
Denmark	Norway	Dominican Rep.

Dock personnel should be apprised of vessels' consular requirements promptly upon docking. Transportation, if necessary, will be furnished by the Company for this purpose.

REPAIRS: Request for repair work by local contractors must be accompanied by a written request from the Master of the vessel.

REPATRIATION: Seamen discharged from hospital for transfer to another port, seamen arriving from another port or those being repatriated are handled by company personnel without charge. However, hotel, transportation, government and handling fees are billed at cost.

In the case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances if any, and instructions for repatriation. Venezuelan regulations, at all times, hold the vessel responsible for a seaman during his stay in the country. Close contact is maintained by radio with ship owners regarding disposition of their seamen.

AIRPORT/MAIL: With the exception of Saturdays, Sundays and holidays there is daily airmail and airfreight service to and from Puerto La Cruz.

Mail handed to company representatives for posting shall be separated by "ship" and "crew". Separate charges will be noted on disbursement account. The Company will not, however, keep a record of postage expense of any individual. This is the responsibility of the Master.

About 75% of all ship's mail received is eventually reforwarded or returned. This is due to late receipt of mail, diversion of a vessel or cancellation of a scheduled trip. The folowing rules have been set up to eliminate any misunderstanding between the Company and interested parties:

1. Mail arriving for a ship on which *no advice whatsoever* has been received will be kept for thirty days and thence returned to its point of origin. A bill for postage will be sent to the interested party.
2. Mail arriving for a ship which has already sailed, and on which *no forwarding instructions* have been left by the Master of the vessel, will be retained for thirty days and thence returned to its point of origin. Postage costs will be charged to the disbursement account of the interested vessel.
3. When parts and machinery are received for a vessel which does not arrive within a reasonable period of time, we will advise the

sender of the material on hand. If no instructions are received from the sender of the material, we will not be responsible for disposition of material. Air express packages usually arrive through Maiquetra Airport which is 200 miles distant from Puerto La Cruz. Receipt and transshipment of air express packages to Puerto La Cruz usually take several days. Shippers should, therefore, not expect one day service within Venezuela and should time their shipments accordingly.

TIME: GMT minus 4 hours. Permanent.

REGULATIONS:

Excessive Smoke. It is absolutely prohibited to exhaust heavy smoke through a ship's funnel while tied up at the Company's docks. It is also prohibited to blow boiler tubes. Failure to comply with this regulation will result in any or all of the following actions:

1. Vessel's discharge of ballast or loading of crude or products will be immediately shut down.
2. Vessel will be subject to fine from authorities.
3. Vesel may be removed from dock.
4. Owners will be advised of infractions of this regulation.
5. Fines, time lost, and other related expenses will be charged against the vessel.

Pollution. Venezuelan laws are very strict on this subject. The escape of dirty ballast, lubricating oil or crude oil into coastal waters is considered to be pollution whether it takes place at the dock or in the harbour. All discharge valves, bilges and scuppers are to be closed before loading operations commence. Strict vigilance must be exercised in discharging ballast and loading crude and bunkers. When an oil spill occurs the Master, government officials and a company representative evaluate the quantity of the spill and make a report to the Government Petroleum Inspector. On the basis of this report a fine is imposed. This type of fine cannot be appealed. The majority of spills are due to negligence by ship's personnel supervising loading operations. Therefore, an efficient watch aboard ship should be maintained at all times.

TONNAGE CERTIFICATE: Due to reciprocal agreements between Venezuela and the following countries, ships flying the flag of any of the below-named countries exempted from Arqueo compliance and payment of fees: Denmark, England, France, Germany Holland, Ireland, Norway, Portugal, Sweden, United States.

Ships bearing the flag of any other nation shall require a Venezuelan Arqueo Certificate. The cost of measuring is contingent on the size and tonnage of vessel. The certificate is usually issued after the ship sails from port. It is then sent to the marine department of the Owners of the vessel by airmail.

GENERAL:

(*a*) *Cash.* Masters are requested to consider their cash requirements carefully, as return cannot be accepted. The local currency is the Venezuelan "Bolivar". No other currency is available from the Company. Foreign exchange may be secured from local banks by interested parties. Local banks are open Monday through Friday from 9 a.m. to noon, and from 2.30 to 4.30 p.m., excepting holidays.

(*b*) *Stores.* Foreign cigarettes or other bonded stores are not available in Puerto La Cruz. There is ample supply of national and imported products through the ship chandler. During the past several years there has been improvement in the supply of fresh and canned food items. Prices are competitive due to favourable exchange rates.

(*c*) *Laundry.* Laundry service is available during daylight hours, excepting Sundays and holidays, provided prompt notice is given to ship chandler upon arrival in port.

(*d*) *Charts.* No charts or sailing documents are available in the terminal. Same should be forwarded by airmail to the Company for delivery to the ship.

(*e*) *Launch.* Launch service in transporting Pilots to and from ships, handling lines to dock, and for other official business is supplied by an outside firm under the direction of the Dock Supervisor. In the Puerto La Cruz Terminal no government launch is available. Therefore, the service performed for transportation of government officials is for account of the vessel, at cost. The present fee is subject to change without notice.

AGENCY:

It is unnecessary to request "Agency" on vessels loading at the Company's terminal. The Company does not act as "Agent" and, also, ship's business is taken care of automatically.

Mene Grande Oil Company, as operator, charges a fixed fee for General Services. The Company does not act as Agent for a vessel, but it does render all of the services required for a prompt and efficient tanker turnaround.

PUNTA CARDON: 11.36 N. 70.15 W.

PORT LIMITS: The area enclosed by the parallels of 11° 38′ 00″ N. and 11° 36′ 38″ N. and the meridian of 70° 14′ 25″ W.

OPERATORS: Compañia Shell de Venezuela.

FLAG: It is compulsory to display a Venezuelan flag at the foremast starboard yardarm during daylight hours for ships anchored or berthed in Venezuelan waters. The ships Services will provide a Venezuelan flag at any time for ship's account.

LOCATION: The port of Punta Cardon is located on the Gulf of Venezuela, on South-west coast of Paraguaná Peninsula, Venezuela. Punta Cardon is an open sea port with practically no swell, due to the Easterly winds prevailing almost all year from the shore side.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA at least three days before arrival at Punta Cardon.
2. If a ship, originally cleared for another port (including any other Venezuelan port) is diverted at sea to Punta Cardon, certain information must be radioed prior to arrival in order to avoid heavy fine(s) and/or delays.
3. No dirty ballast may be pumped overside in port in Venezuelan coastal waters. Ballast disposal facilities are available at Punta Cardon Terminal.
4. The use of Venezuelan Government Pilots is compulsory for berthing and unberthing.
5. In addition to other clearance documents, five copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.
6. The emergency fire signal is five long blasts on the ship's whistle or siren. No other signal is to be given in cases of emergency.
7. Rat-guards must be placed on all mooring lines.

DOCUMENTS: Clearance (inward pratique). Inward clearance is effected on board by Government Port and Customs Officials and a representative of the Oil Movements Department immediately after berthing. The following documents must be ready on arrival:

(1) In ballast:

*(*a*) Clearance from Last Port (1 copy).
*(*b*) Ballast Manifest from last port (1 copy).
(*c*) Crew List (7 copies).
(*d*) Steward's Store List (all foodstuff, liquors, tobacco, etc.), to be declared on a separate and independent sheet (5 copies, see note below).
(*e*) Deck and Engine Stores and Spare Parts List (paints, varnishes, chains, ropes, etc.), to be declared on a separate and independent sheet (5 copies, see note below).
(*f*) Medicine Chest Lists (including narcotics accurately itemised) (5 copies).
(*g*) Slop Chest Lists (5 copies).
(*h*) Personal Effects Lists (4 copies).
(*i*) Sailing Permit (issued by Maritime Authority at last port of call) (1 copy).
(*j*) Passenger and Baggage Lists (if any) (2 copies).
(*k*) List of Passengers in transit (if any) (4 copies).

* Documents marked with asterisk are to be visaed by Venezuelan Consular Authorities at the last port of call.

In the absence of a Venezuelan Consul the documents must be visaed by the Consul of a friendly nation, or by the Local Chamber of Commerce, or by two local reputable businessmen, whose signatures shall be notarised.

In the absence of a Venezuelan Consul the following notation should be written in Spanish on each document signed by the alternates designated above.

"Por no existir en la localidad Agente Consular Venezolano y a petición de los embarcadores, certifico el presente documento".
(Signature)

Both the Steward's Store List and the Deck and Engine Stores and Spare Parts List may be prepared on board prior to the vessel's arrival. However, if the vessel is dispatched from the colonial Antilles or Guianas, these lists as well as the Personal Effects List must be visaed by the Venezuelan Consul at the port of departure. The Steward's Stores List must be comprehensive and accurate, especially with regard to cigarettes and liquor. All new clothing, gifts, souvenirs, etc. are to be clearly marked. All personal effects of the crew are to be collected and placed in the Bonded Stores Locker, ready for sealing by the Customs Authorities on arrival.

Although vessels proceed directly to Punta Cardon, clearance documents should be made out showing the port as "Las Piedras, Paraguana (Punta Cardon)". Failure to comply with this requirement may result in fines up to a maximum of U.S. $600.00.

(3) Clearance documents out-bound: Outward clearance and cargo documents are delivered on board by the Ships Services Representative.

In the event that the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents and clearance.

PILOTAGE: Pilots are employees of Venezuelan Government and pilotage is compulsory for vessels entering or leaving harbour. The Ships Services Office will arrange for this service at any time. If it becomes necessary for Master of the vessel to disregard Pilot's orders in order to ensure safety to the ship, the Master must promptly submit a written report to the Harbour Master on the matter, via the Ships Services Representative, stating the reason for his action.

Pilots sustaining injuries: It is compulsory to submit a full report in cases where a Pilot is injured while performing duties on board vessels.

ANCHORAGE: The anchorage at Cardon roads within a radius of 2 miles from end of jetties has depths varying from 54 to 100 ft. (LWS) and a bottom consisting of mud with some patches of small stones, sand and shells. There are no known obstructions from West to North-west of the Piers and there is ample water for a clear approach when coming from West and North-west, but the anchorage is limited on the South by a sandspit projecting 1 mile South-west off Punta Cardon Cape. A beacon is located on this sandspit in position: Latitude 11° 36′ 03.4″ North, longitude 70° 14′ 15.6″ West. Fl.R. ev. 1 sec. 17 ft. 5 miles (U).

APPROACHES: Restricted Fishing Area. Masters when approaching coast should keep a particularly sharp lookout for fishing boats, nets and small craft.

Mechanically propelled vessels drawing more than 5 ft. are prohibited from navigating in the restricted fishing area that extends off Paraguaná Península from Punta Macolla, latitude 12° 5′ 32″ North,

longitude 7° 12′ 55″ West to Punta Estanques (Los Taques), latitude 11° 48′ 45″ North, longitude 70° 16′ 45″ West, and a line connecting the position indicated below:

(*a*) Latitude 12° 07′ 40″ North, longitude 70° 14′ 25″ West.
(*b*) Latitude 12° 03′ 15″ North, longitude 70° 19′ 23″ West.
(*c*) Latitude 11° 49′ 25″ North, longitude 70° 21′ 50″ West.

Leading Lines

	Position			*Height in Metres*
Jetty	*Latitude* N.	*Longitude* W.	*Colour*	(*LWS*)
I	11° 37′ 19.2″	70° 13′ 54.6″	Green	4.70
	11° 37′ 23.1″	70° 13′ 47.6″	Green	14.20
II	11° 37′ 32.0″	70° 14′ 02.0″	Red	4.83
	11° 37′ 35.9″	70° 13′ 55.1″	Red	14.30
III	11° 37′ 08.1″	70° 13′ 53.5″	White	3.06
	11° 37′ 09.1″	70° 13′ 50.6″	White	14.94
IV	11° 37′ 41.9″	70° 14′ 12.0″	Blue	5.10
	11° 37′ 42.4″	70° 14′ 09.4″	Blue	21.54

Land Marks

Two radio towers, very conspicuous, with micro-wave antenna at the middle painted in aluminium white, in position, Latitude 11° 38′ 03″ North, longitude 70° 13′ 56.2″ West. Height 205 ft. (62,5 m.)

Navigation aids

A light is located on the outer radio tower.

Position: Latitude 11° 38′ 03″ North, longitude 70° 13′ 56.2″ West.

Characteristics: Fl. White and Red, ev. 10 secs. Height 205 ft. (62·5 m.) 21 miles (U).

Sectors: Red 340° – 009°, White 009° – 009°, Eclipse 202° – 340°. (All bearings are true from seaward).

Beacon: Located on sandspit of Punta Cardon.

Position: Latitude 11° 36′ 03.4″ North, Longitude 70° 14′ 15.6″ West.

Characteristics: Fl. Red. ev. 1 sec. Height 17 ft. (5·2 m.) 5 miles (U).

Two large chimneys are very conspicuous in the Refinery Area. The North chimney is situated Latitude 11° 37′ 54″.6 North, Longitude 70° 13′ 10″.8 West. Height above MLWS 399.6 ft. (121·8 m.). The South chimney is situated Latitude 11° 37′ 52″.9 North, Longitude 70° 13′ 09″.8 West. Height above MLWS 396.3 ft. (120·8 m.). For daylight distinguishing marks, both are painted with broad red and white bands and at night both have a string of all round fixed red lights at the top and the same at the middle height.

A steel tower. A commercial radio tower is situated outside the Refinery Area in position: Latitude 11° 36′ 29″ North, Longitude 70° 13′ 42″ West. Height above MLWS 164.7 ft. (50·2 m.). This is not very visible during the day, but at night it has at the top, flashing every second, an all round Red Light, visible at 12 miles.

MAX. SIZE:

Jetty/Berth			*Depth LWS*	*Draft*	*Length in feet*	*Displac. in tons*
No. 1	North Outer	(3)	43′ 00″	40′ 06″	710	25,000
	South Outer	(4)	43′ 00″	40′ 06″	710	25,000
	*North Inner	(1)	32′ 00″	30′ 06″	575	
	*South Inner	(2)	35′ 00″	33′ 06″	575	
No. 2	North Outer	(3)	44′ 06″	42′ 00″	710	25,000
	South Outer	(4)	43′ 00″	40′ 06″	710	25,000
	North Inner	(1)	22′ 06″	21′ 00″	424	
	South Inner	(2)	25′ 00″	23′ 06″	424	
No. 3	North Outer	(3)	49′ 06″	47′ 00″	900	62,000
	South Outer	(4)	49′ 06″	47′ 00″	900	62,000
No. 4	North Outer	(3)	50′ 00″	47′ 06″	900	54,000
	South Outer	(4)	49′ 00″	46′ 06″	900	54,000

BALLAST: It is suggested that vessels nominated to load at this installation arrive with the minimum of ballast on board, necessary for the safe handling of the vessel under normal conditions. In this connection experience has shown that, under normal weather conditions, vessels can be safely berthed and unberthed with a quantity of ballast of approximately 20% of their respective summer deadweights. Clean ballast can be pumped into the sea, but Masters are reminded that pollution of the sea incurs heavy fines. Dirty ballast can be received ashore. Maximum discharge pressure to shore installation is 150 psi. in the 20 in. ballast line of Jetty No. 2; Jetties Nos. 4 and 1 have a 24 in. ballast line, and Jetty No. 3 has a 16 in. line. Masters are requested to endeavour to arrive at this port with 20% SDW ballast.

TUGS: Two tugs of 1,200 h.p. and 1,600 h.p. respectively are available, and their assistance is compulsory for berthing. Number, disposition and manoeuvres of tugboats are directed by the Pilot. The following tug signals in practice in this port are listed below for Master's guidance:

Short blasts are used to give orders to the tug situated ahead.

Long blasts are used to give order to the tug situated aft.

One blast means *push* tug engine, ahead (if it is stopped); *stop* tug engine, stop (if it is moving).

Two blasts, *pull* tug engine, astern.

One long, one short, one long and one short whistle, "Calling tugs".

Two long and two short whistles, "Tugs Dismissed".

RADIO: Arrival messages (ETA). Master of vessels bound for, or diverted to Cardon are requested to radio the following information to "Shellref. Caracas" via "La Guaira Radio", call sign YVG, 72 hours in advance of estimated arrival, or as soon as possible.

(*a*) Name of vessel
(*b*) Flag
(*c*) ETA
(*d*) Last port
(*e*) Master's name
(*f*) Number of crew and passengers
(*g*) Port for which the vessel is cleared
(*h*) Quantity of clean ballast on board
(*i*) All requirements

This information is of the utmost importance to the Harbour Authorities in facilitating the entry of vessels in general, and in case of diversion.

VHF Radio Telephony. The radio and communication centre is located in the Oil Movements Office Building situated at the foot of No. 2 Pier at a height of 50 ft. above sea level. The roof of the building is painted black and the word "Marine" painted across in large white letters.

There is a RT set operating 24 hours a day on the following frequencies, and manned by English speaking operators:

156.6	Mc/sec.	FM	VHF	(Channel 12)	Range limit	25	miles
156.8	mc/sec.	FM	VHF	(Channel 16)	,,	25	,,
2120	kc/sec.	AM	HF		,,	150	,,
2182	kc/sec.	AM	HF	(Channel 1)	,,	150	,,
7620	kc/sec.	(SSB)	HF	(Channel 3)	,,	300	,,

Call sign: "Marine Cardon".

Vessels not equipped with radio telephone may call the installation by signal lamp (Aldis' lamp) whereupon the service launch will be sent out to vessel to pick up any message it may have.

BERTHING: Without exception ships always moor head-in on all berths. It is considered prudent to have the outboard anchor hove out prior to approaching piers to facilitate speedy release while socking if necessary. Vessels are to be moored to satisfaction of the Port Services Superintendent or his deputy; mooring lines must be tended regularly and kept hove taut to prevent surging and possible damage to ships, docks or hoses. When adjusting mooring lines, the assistance of harbour tugs should be requested before slackening off any mooring line.

MEDICAL: Facilities are available for medical and dental treatment, vaccination and hospitalisation in a private clinic.

The doctor's working hours for out-patient treatment are as follows: Monday to Friday, 09.00 to 11.00, 14.00 to 17.00. Saturdays, Sundays and holidays, only urgent cases will be attended to. Emergency cases will be attended to at all times.

Masters requiring medical or dental service or vaccination for their crew members should call Ships Services by dialling 2105. Our representative will make the necessary arrangements with the clinic and arrange for transportation to pick up the crew members on the pier and to take them to the clinic and back. Any crew member who is sent ashore for medical or dental treatment, and who does not speak English or Spanish, must be accompanied by a crew member who speaks one of these languages.

Doctors do not attend patients on board. In serious cases where the patient is unable to walk an ambulance will be provided to take him to the hospital.

FRESH WATER: Fresh water is available at all berths. Loading rate is 30 tons per hour.

CUSTOMS: Venezuelan National Guards are stationed at the piers to ensure that vessels in port comply with regulations.

1. *Smuggling.* Strict compliance with the Customs laws of the country is enforced by the Authorities and Masters are strongly advised to caution crew members against attempting to smuggle ashore cigarettes in carton lots cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) or other articles. A maximum of twenty cigarettes per person for personal use is allowed to be carried but a greater quantity will result in the imprisonment of the offender with possible heavy fines and delay to the vessel.

2. *Bar.* On Customs Authorities instructions vessels maintaining a "Bar Service" on board for the use of officers, crew, passengers and visitors, must keep the bar closed during the vessel's stay in port.

3. *Firearms.* Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be declared on stores list. Officers must not carry firearms while ship is in Venezuelan waters. Said arms should be collected together with the ammunition and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore as these will be confiscated and the bearer fined.

CONSULS: Brazil, Great Britain, Italy, the Netherlands and Norway have Consular representatives in this area.

TIME: Local time is Greenwich Mean Time minus 4 hours.

CERTIFICATES: All ships arriving in Venezuelan ports for the first time must be measured by the Maritime Authorities for issuance of a Venezuelan Tonnage Certificate, known as "Certificado de Arqueo". This document gives the measurements and weight of the vessel in accordance with existing laws. The cost of measuring and issuing of the Certificate is contingent on size and tonnage of vessel.

It is usual practice to take ashore the ship's "General Arrangement" and "Capacity" plans, which are used as a basis for calculations. These plans and the Venezuelan Tonnage Certificate are later forwarded to ship's Owners.

Vessels registered in following countries are exempt from above regulations, due to existing reciprocal agreement with Venezuela: U.S.A., Great Britain, Denmark, France, Germany, Holland, Ireland, Sweden, Norway, Portugal.

The Venezuelan Tonnage Certificate is used in calculating Venezuelan Government Port charges, such as Port Captain Habilitation for entry and despatch of vessels and Pilotage Dues, for all vessels except those registered in the countries mentioned above, in which case the Lloyd's Registered Tonnage is used.

HOLIDAYS: By order of the local Port Authorities it is requested that all ships in port be fully dressed on the following national

holidays: January 1st, April 19th, July 5th, July 24th, October 12th, December 25th.

REPAIRS: Shore facilities are available for emergency repairs of a minor nature. The nearest dry docks are located at Puerto Cabello and Curacao, N.A. Request for repairs should be mentioned in ship's ETA message.

SHORE LEAVE: Shore leave is permitted and Harbour Master's representative who boards vessel on arrival issues the required number of shore passes. These passes must be shown when proceeding ashore to the Government and Company Guards at the gangway and refinery gates. They are to be collected by Master prior to sailing and handed to Pilot unberthing the vessel. Masters are reminded that in accordance with the instructions of local police, crew members be properly dressed before leaving the vessel, i.e. long trousers and shirts.

Masters are requested to have shore leave expire at least two hours before expected departure. Men then found missing should be reported to the Ships Services Office, tel. 2105, who will endeavour to locate them. An officer must accompany shore personnel in order to identify the missing crew member.

Vessels are not permitted to sail until all crew members are on board, unless said crew members are hospitalised or previously signed off by the Master through the Ships Services representative. If any crew member is missing at sailing time and cannot be found, his passport and other personal documents must be handed to the Ships Service representative, as well as written instructions as to his repatriation, when found. All costs and expenses of a crew member so left behind will be for ship's account.

GENERAL:

1. *Animals:* The importation and transit of all birds belonging to the genus parrot or parakeet is prohibited. For other birds a valid health certificate is required. For so-called "small animals" e.g. dogs, cats, monkeys, rabbits, etc. a valid health certificate and a valid rabies vaccination certificate are required.

2. *Bonded Stores:* Stores in bond are not obtainable in Punta Cardón. The nearest port with bonded stores facilities is Curacao.

3. *Board of Trade Gangway:* A safe gangway must be provided by the vessel and should be rigged as soon as possible after mooring to allow the Port Authorities to board, and should not be taken in until Pilot has boarded to unmoor vessel. The use of rung ladders, pilot ladders, etc. is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

4. *Damage during Manoeuvres:* When a vessel or the pier sustains damage during manoeuvres with an official Pilot on board, it is the responsibility of the Master to submit to the Ships Services representatives, immediately after the accident, a report in quintuplicate, for presentation to the Harbour Master. Such reports should give full details of the accident and of all engine movements as ordered by the Pilot, as well as a sketch in triplicate of the ship's manoeuvring position at the time. These will be translated by the Agents into Spanish and forwarded to the Harbour Master.

5. *Cash Advance to Masters:* Cash advances to Masters are made only in Venezuelan currency, which is the Bolívar. Cash requirements should be included in the vessel's ETA message. Foreign currencies are accepted in the United Seamen's Service Club.

6. *Rat-guards:* By order of the Port Authorities rat-guards must be fitted to all mooring lines. Non compliance entails a fine of 200 bolivars for each unguarded line.

7. *Kerosene, Motor Gasoline, Gas-Oil, Solvents:* Supplies for ship's purposes are available in drums. The return of empty drums ashore is prohibited by Customs regulations. therefore the cost of each drum will be billed to the vessel in the Port Disbursement Account.

8. *Lubricants, Oils and Greases:* Supplies of Shell products are available. Vessels arriving at Punta Cardon on Saturday or Sunday or on a holiday should give ample notice of their requirements by cable in order that the necessary labour arrangements for delivery can be made. This procedure also applies to the delivery of white oils mentioned under 7 above, when required outside working days.

9. *Laundry Service:* Laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message.

10. *Wireless Transmitters in Port:* It is strictly prohibited to use vessel's wireless transmitters in the Port of Cardon. Non-compliance with this regulation may result in a fine being imposed on the vessel by the authorities.

11. *Mail:* On vessels' arrival, blank Mail List Forms will be handed to the Master to be completed in sextuplicate and duly signed by him, when sending ship's and crew mail ashore for posting. Ship's mail received after ship has sailed, or for vessels on which no advice has been received, will be held for 15 days and then returned by airmail to the owners or operators or senders, at ship's expense unless specific instructions have been received beforehand.

12. *Marine Surveyors:* Both the Lloyd's Agents at Maracaibo and Norsk Veritas at Caracas have a representative in Punta Cardon who acts on their behalf when a surveyor is requested. However, in the case of continuous or classification surveys, advance notice of four days should be given in order to arrange for an appointed surveyor to come from Caracas. There is also a representative of the American Bureau of Shipping in this area (Caracas).

13. *Miramar Club:* Masters, chief engineers and their wives can visit the Miramar Club. For this purpose entrance passes should be requested from the Ships Services Office, tel. 2105.

14. *Manaure Bathing Beach:* The above mentioned bathing beach is open to all ship's staff and crew members.

15. *Norwegian Government Seamen Service:* A Norwegian Vice Consul and Welfare Officer is stationed at Punta Cardon, and provides the usual services to seamen of this nationality. His telephone number is 4359.

16. *Navigation Charts:* Navigation charts are not available at this port.

17. *Passengers:* Movement of passengers over Cardon Piers is subject to restriction under terms of agreement with the government. Passengers will not be permitted to disembark unless in possession of the required Venezuelan visa and travel documents. If passengers are carried, Master should so advise in his radio ETA so that arrangements can be made for Immigration Authorities to visit vessel on arrival and thus facilitate clearance.

18. *Petroleum Inspection:* Charles Martin & Co., and E. W. Saybolt, petroleum inspectors, are available in this area. Contact can be made through the Loading Supervisor (tel. 2821).

19. *Personnel – Seamen Left Ashore:* In the case of seamen left ashore for hospitalisation, repatriation, desertion or other reasons, all documents and personal effects are to be handed to the Oil Movement Department's representative before sailing. A letter is required from the Master advising the maximum advances, if any, to be made to the seaman, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, or Owner responsible for any seaman left behind in Venezuela.

20. *Photographing:* The taking of photographs within the boundary fence of the Cardon Refinery is prohibited. Taking cameras ashore is likewise prohibited.

21. *Provision and Stores:* Provisions and stores are available. Requisitions should be conducted through the Ships Services Office. Telephone number 2105 or the Ships Services representative when he calls on board with the authorities on arrival. Ships chandlers are not permitted to visit ships, unless specifically instructed to do so by the Agents.

22. *Radar and Radio Repairs:* Repair and maintenance services for radar, radio, gyro compass, radio direction finder, echo sounder, etc. are available. The repair man should be contacted through the Ships Services Office, telephone number 2105.

23. *Safety of Personnel:* It will be appreciated that persons intoxicated by alcoholic drinks can create risks of accidents; therefore we ask the Master's co-operation to ensure that these persons do not enter the refinery gates and/or board their vessel unless accompanied by sober members of their crew. In this connection we will advise the Master or one of his officers, so that measures can be taken to ensure the safety of the forementioned person(s) e.g. by sending one or more of the crew to the gate to accompany him (or them) to the ship.

24. *Visitors:* Visits to ships are prohibited except from those company employees, petroleum inspectors, etc., whose duties require their presence on board.

25. *Walport Film Exchange:* Subscribers to the Walport service may exchange films at the U.S. Seamen's Club situated at the foot of No. 2 Pier, from 7.30 a.m. to 10.00 p.m. every day, by telephoning 2803.

26. *Staff and Crew Changes:* No staff and/or crew should be engaged or discharged without consulting Ships Services (telephone 2105). In case of discharge, identification documents must be handed to the Ships Services representative or the Norwegian Consular Officer in the case of Norwegian vessels.

27. *Tank Cleaning and Mopping:* Several contractors in the area provide labour for tank cleaning and mopping. Masters in need of this service should submit their requirements to our Ships Services Office (telephone 2105), who will contact and request a contractor to go on board to discuss details and estimate costs of work to be effected. It must be pointed out that the Master of the vessel is solely responsible for the proper fitness of the ship's tanks for loading his next cargo, and will therefore be held liable for any contamination of the cargo after loading, due to inadequate tank cleaning. Therefore it is up to him to decide the degree of tank cleaning necessary. He may, of course seek advice from the installation representative in this respect, whenever there is any doubt.

28. *Turnaround:* To promote the economical operation of their vessel, Masters are requested to co-operate with installation representatives in minimising their in-port time. Any delays which are considered unnecessary or extensive should be reported to the loading Supervisor (tel. 2133) so that corrective measures can be taken.

29. *U.S.S. Club:* All seamen are welcome to the club operated by United Seamen's Service which is located at the shore end of Pier No. 2. Shore passes are required to reach this Club. Beer, soft drinks, ice-cream, candies and various souvenirs and presents can be purchased at reasonable prices. Free cinema shows are usually held twice weekly. A letter-posting service is available as well as recreational facilities, e.g. billiards, table tennis, darts, etc. A barber shop operates during daytime.

TELEPHONES:

Communications Office (General and Port Information, 24 hours service), 2604. Ships Service Office (All services to ships: mail, doctor, taxi, papers, etc., 24 hours service), 2105. Agents Office (Weekdays) (07.00 to 12.00 – 13.00 to 16.00), 2125. Loading Supervisor (Re cargo and bunkers), day, 07.00 to 16.00, 2821/2133; night, after 16.00, 2133. U.S.S. Seamen's Club, 2803.

AUTHORITY: Compañía Shell de Venezuela, Punto Fijo, Venezuela. Postal address: Compañía Shell de Venezuela, Cardon Refinery, Punto Fijo, Estado Falcon, Venezuela. Cable address: Shellref, Caracas.

Vietnam (South)

SAIGON: 10.45 N. 106.45 E.

DOCUMENTS: On arrival at Nha-Be or at Saigon Port. As usual, the examination is executed immediately by the Officers representatives of: Sanitary Service, Immigration Service, Customs Service, Police Service, Stevedoring Agencies.

Following documents are to be presented to *The Quarantine Officer* (sanitary):

1 Crew List.
1 Passengers and/or Crews Inoculation Certificates List (Cholera, Plague and Smallpox).
1 Declaration of Health (form to be supplied by the boarding Quarantine Officer).

The Boarding Immigration Officers:

1 Immigration Declaration.
2 Crew Lists.
2 Land and/or In-transit Passenger Lists.
2 Arms and Ammunitions Lists (on board) belonging to Crew and/or Passengers.

Customs:

5 Saigon Inward Cargo or In-transit Cargo Manifests.
3 Complete In-transit Cargo Manifests (cargo left on board and to be carried on to the following ports).
3 Crew Lists.
2 Arms and Ammunition Lists on board belonging to Crew or Passengers.
2 Narcotics Lists, for use on board.
2 Landing/In-transit Passenger Lists.
2 Stores Lists, in reserve on board (fuel included).
2 Ship's Funds (Ship Monetary List).
2 Saigon Mail Lists.
2 Diplomatic Mail Lists.
3 Landing Passenger Luggage Lists.
2 In-transit Passengers Lists.
4 Crew Private Goods List (cigarettes, tobacco, liquors, alcohol, radios, photo apparatus, etc).
4 Goods free of unloading taxes Lists (if no goods of this category on board, issue a Declaration stating "goods free of unloading taxes, nil").

Stevedoring Agencies:

8 Saigon Inward Cargo Manifests or In-transit Cargo Manifests at Saigon.
2 Crew Lists.
All Original Cargo Manifests.
3 Landing or In-transit Passenger Lists.
2 Landing Passengers Luggage Lists.
2 Free of Tax Goods Lists.

Saigon Port Authority:

Following Documents are to be presented to the Saigon Port Authority by the Stevedores:

1 Report, informing the arrival of the ship.
2 Cargo Plans on board.
3 Cargo Manifests.
3 Cargo Unloading Plans.
1 General Cargo Unloading Permit.
6 Requests to Sanitary Officer for sanitary examination operation.

Important Notices:

(1) Manifests of Saigon Inward Cargo are to be compiled by complete set, each set comprising original port's manifests; a recapitulation table will be added to each set indicating the total amount of pa)cels, tonnage or volume loaded on board for each port. This total amount will be repeated in all letters, stating: "This total amount has been visaed by the Customs Office."

(2) On arrival at Vung-Tau, (Cape St. Jaques), the Commandant of the ship should collect all required documents and get them ready to be presented. The Quarantine Officials may possibly come unawares on board for prior examination and would never admit mistakes.

PILOTAGE: Upon arrival at pilot station the pilot service should be informed by cable of the exact position of anchorage, draft of the vessel, and the maximum speed the ship can do in the river.

Every evening from 2000 hours to 2200 hours (local time) radio watch should be kept with Saigon XVS on the frequency of 500 kc/s. In case the vessel is to proceed up the river the next morning the pilot service will cable the Captain the exact hour of departure from Cape St. Jacques (Vung Tau).

The pilot service will not send any Pilot to ships that do not give the information as to draft, speed of vessel, and exact position at the anchorage station at Cape St. Jacques (Vung Tau).

Pilot station at Vung Tau, tel. 6. Pilot station at Saigon, tel. 21222 and 90503. Pilot boards at Vinh Dua (Gulf of Coco Trees).

RESTRICTIONS: River transits, berthing and unberthing are effected in daylight hours only. Vessels should arrive 2 hours before daylight HW. At least 1 ft. keel clearance required. Least depth in channel, 20 ft. below chart datum.

ANCHORAGE: In depths of about 24 ft.

MAX. SIZE: Length 565 ft. Max. draft 30 ft. 2 in. fresh water. Twin-screw vessels may be accepted up to 585 ft. length.

RADIO: Saigon Radio, call sign XVS.

HEALTH: Port officials board at Cape St. Jacques. Free pratique will be given if documents in order.

TUGS: Available up to 1,200 h.p. Tankers usually berth without tug assistance.

BERTHING: Depth at quays 26 ft. to 36 ft.

TANKERS: Discharge at Nha-Be: Caltex Terminal, narrow pier with mooring buoys, depth in berth 29 ft. Shell Terminal, "T" jetty with mooring buoys, depth in berth 31 ft. Stanvac Terminal, pier with mooring buoys, depth in berth 30 ft. No slop disposal facilities.

DENSITY: About 1005 at berths.

MEDICAL: Doctors and hospital facilities available.

FRESH WATER: Can be supplied by barge subject to advance notice of 24 hours.

FUEL: Diesel oil can be supplied.

REPAIRS: Machine shop facilities only.

AIRPORT: Situated about 5 miles from the city. International services.

AUTHORITY: Port Manager, Saigon.

Virgin Islands

FREDERIKSTED, St Croix: 17.43 N. 64.53 W.

DOCUMENTS: All forms are standard U.S. Government forms:

Passenger List (I–418) – 2 copies.
Crew List (I–418) – 2 copies.
Clearance from Last Port.
Inward Customs Manifest (7527–B) – 4 copies.
Stores List – 1 copy.
Personal Effects List – 1 copy.

(Also see separate headings – "Health" – "Customs" – "Immigration").

PILOTAGE: Services available day or night. Payment for pilot services is mandatory whether Master uses pilot or not. (Vessels commissioned by the U.S. or foreign government, yachts and vessels under 100 gross tons are exempt from pilotage fees, except when the services of a pilot are requested).

ANCHORAGE: Open roadstead on the lee (West) side of St. Croix, providing a good anchorage with no significant tide.

TUGS: None readily available – tugs can be arranged with 48 hours advance notice.

BERTHING: A government-owned pier with a 1,400 ft. long approachway, bridging Maritime Zone to a pier-head 240 ft. long by 60 ft. wide. Vessels 600 ft. and over with a maximum forward draft of 25 ft. have been accommodated.

RADIO: (*a*) Vessels may communicate with Island via:

Mackay Radio, Amagansett, New York	Call Letters WSL
Chatham, Massachusetts Radio	Call Letters WCC
Lantana, Florida Radio	Call Letters WOE
Barbados Radio, Barbados	Call Letters VPO
Destrellan Radio, Guadeloupe	Call Letters FFO
Fort de France Radio, Martinique	Call letters FFP
Tuckerton Radio, New Jersey	Call Letters WSC

all stations maintaining 24-hour service. These radio stations then relay the messages by cablegram to Frederiksted via either ITT World Communications Inc. or Cable and Wireless, Western Union International.

(*b*) Master of every vessel arriving Frederiksted is required to give at least 24 hours advance notice of arrival to Captain of the Port, U.S. Coast Guard – San Juan, Puerto Rico, by wireless on 500 kilocycles or by radio telephone 2182 kilocycles.

Call Letters for U.S. Coast Guard, San Juan, Puerto Rico – NMR.

(*c*) Masters are requested to advise Agents their expected time of arrival, at least 36 hours in advance. Arrival messages should include cash requirements (local currency U.S. dollar), and advice regarding repairs, stores, etc. This information is particularly necessary in the cases of vessels arriving on week-ends or holidays. For cruise vessels the arrival messages should also include the number of passengers and crew on board.

(*d*) While vessels are in Frederiksted the authorities do not permit the use of the ship's radio transmitters.

FRESH WATER: Very limited, delivered by truck.

TIME: GMT minus 4 hours. Atlantic Standard Time.

HOLIDAYS: The following are legal holidays: Sundays; January 1 (New Year's Day); January 30 (Roosevelt's Birthday); February 12 (Lincoln's Birthday); The Third Monday in February (Washington's Birthday); March 31 (Transfer Day); Holy Thursday; Good Friday; Easter Monday; Whit Monday; Last Monday in May (Memorial Day); June 22 (Organic Act Day); July 4 (Independence Day); July 2; (Supplication Day); The first Monday in September (Labour Day) The second Monday in October (Columbus Day); The fourth Monday in October (Veterans Day); November 1 (Liberty Day); The fourth Thursday in November (Thanksgiving Day); December 25 (Christmas Day); December 26 (Christmas Second Day), and such other days as the President or the Government may by proclamation declare as holidays.

The following are legal half-day holidays, commencing at Noon, viz: Every Thursday during the months from April to November, inclusive, except Thursdays in those weeks where there already is a legal holiday other than Sunday. Whenever any holiday falls upon a Sunday, the Monday following is a legal holiday.

REGULATIONS: The U.S. Coast Guard strictly enforces the Harbour Pollution Act of 1924, prohibiting discharge of refuse and oil in navigable waters of the U.S.Virgin Islands. Local Port Regulations are similar to those applying in U.S. Mainland Ports.

PRATIQUE: Contact Agent for Radio Pratique. All vessels arriving Frederiksted from foreign non-quarantine exempt areas must hoist "Q" flag upon arrival off the port *if radio free pratique was not granted.* This will notify the Quarantine Officer that inspection is required,

which is available 24 hours (day and night). Quarantine Officer will board vessel on arrival for partial or complete inspection by quarantine personnel, depending upon the evaluation of information contained in the radio pratique request.

Quarantine Officers will board vessels at anchorage or wharf berths and will require an accommodation ladder.

Upon boarding, Quarantine Officer must be presented with one completed set of Maritime Quarantine Declaration form (HSM 13.19 NCDC 7-69). He will ascertain from Captain (or ship's surgeon) if there is anyone ill. He visits the sick cases and determines the control measures if a communicable disease is involved.

A vessel must comply with any requirements specified in Pratique issued by Quarantine Officer, and shall undergo quarantine inspection if vessel arrives direct from a port where quarantinable diseases were present or suspected of being present; or if certain communicable disease is on board or has been on board during current voyage, or there is a person on board who has been outside quarantine exempt areas within past fifteen days (In this case quarantine inspection of persons is ordinarily limited to those who have been outside quarantine exempt areas within past fifteen days, Unless a significant epidemological problem is encountered, other persons on board are not given quarantine inspection.

Areas exempt from smallpox vaccination requirement.

Canada	Bahama Islands	Lesser Antilles:
Greenland	Bermuda Islands	Aruba, Bonaire, Curacao
Iceland	British Virgin Islands	All Leeward Islands
St. Pierre and	Greater Antilles:	All Windward Islands
Miquelon Islands	Jamaica, Haiti	Barbados
Mexico	Dominican Republic	Cayman Islands
Panama Canal Zone		Trinidad and Tobago

Passengers and crew of vessels subject to quarantine inspection are required to muster and present a valid smallpox vaccination certificate. (The validity of a smallpox vaccination certificate is three years). Any person who arrives from countries reporting certain diseases from which quarantine action may be required at a U.S. port of entry who cannot produce an international valid smallpox vaccination certificate (form approved by the World Health Organisation) will be vaccinated on arrival, and surveillance order (Form HSM 13.17 NCDC) will be issued. Passengers or crew arriving from a foreign non-quarantine exempt area will be required to present a valid international smallpox vaccination certificate if radio-free pratique is not granted. Anyone who cannot produce such a certificate will be issued a health alert notice. They will also be inspected visually for signs of "Quarantinable" or other communicable diseases. They will be questioned briefly about their health and about their travels for the past 15 days in order to determine whether they have been in an area where there was a hazard of quarantinable disease infection. If the vessel carries a surgeon, he should meet the Quarantine Officer at the gangway and submit to him a statement of the health of passengers and crew.

Vessels arriving alongside a wharf from a plague-infected or suspected area must be breasted-off from pier by at least six feet, and all connecting lines properly fitted with rat guards; and, at night, the gangway must be well lighted.

Vessels required present a valid (not older than six month) Deratisation Certificate or deratisation Exemption Certificate.

No fee for quarantine inspection during regular boarding hours *Monday* to *Saturday* from 0600 to 1800. Inspection performed between hours of 1800 and 0600 Monday to Friday, Sundays and Federal Holidays shall be paid for.

Garbage should be disposed of beyond the three-mile limit. On passing the three-mile limit all garbage disposal units which open to the sea should be closed. All garbage should then be placed in covered cans and retained on board until the ship is again beyond the three-mile limit.

CUSTOMS: Customs Officers will board at anchorage or wharf berths, and will require an accommodation ladder.

Vessels required to enter and clear through Customs House:

Vessels loading or unloading cargo;
Vessels embarking or disembarking passengers;
Vessels remaining in port over 24 hours:
Vessels requesting permission for their passengers to go ashore during the stay of the vessel in port.

Vessels in above categories must present following documents:

Clearance from Last Port;
1 copy of Crew List (Form I. 418) or substantially similar form – see note below*)
1 copy Passenger List (Form I. 418) or substantially similar form – see note below*)
4 copies Inward Foreign Manifest covering all cargo for discharge at St. Thomas, V.I., showing weights or measurements (of basis of how cargo is freighted) on all items (Customs Form 7527-A or 7527-B).
1 copy Pratique from U.S. Public Health Service (if from foreign).
1 copy Stores List (Engine-Deck-Commissary-Narcotics).
1 copy Master's Oath (Form 3251) (will be submitted by us).
List of crew purchases acquired abroad (see Sec. 4.7 (*e*) Customs Regulations of the United States).

* List of passengers and crew shall be on Customs and Immigration Form I. 418 or on a substantially similar form, except that where no steerage passengers are aboard upon arrival, the listing of the passengers may be in the form of a vessel "Souvenir List". Or similar list, in which the names of the passengers are listed alphabetically by class.

Sealing of Stores: Upon arrival of a vessel from a foreign port, or a vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use of consumption on board while vessel is in port and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless customs officer is of the opinion that circumstances do not require such action. Customs Inspectors in charge of vessel, from time to time, may issue stores from under seal for consumption on board by passengers and crew.

Passengers disembarking must present personal baggage declaration if from foreign.

IMMIGRATION: Recommended that Masters who are unfamiliar with U.S. Immigration Procedure should seek clarification from Agents as far in advance as is possible.

If a vessel arrives direct from a United States mainland port or from Puerto Rico no immigration inspection will be performed. If a vessel arrives direct from a foreign port the vessel shall undergo immigration inspection.

Vessels arriving without a visaed crew list, may be able to obtain a waiver from Officer in Charge of U.S. Immigration & Naturalisation Service, by making application on Form 1. 193. A fee of $10.00 is required to obtain a waiver.

In order to expedite the clearing of the vessel. It is suggested that prior to arrival all passengers subject to inspection should be assembled where the inspection is to be performed.

Stowaways must be reported in ETA Message and listed on a Passenger Manifest (Form I. 418) and on Form 1. 94. and must be reported to the U.S. Immigration Officer as soon as he boards.

All non-resident alien crew members, whether shore leave is required or not, are required to have in their possession valid Passports, Seaman's Book or Identification Card (with photo) and Form I.95 (crewman's Landing Permit) or Form I. 184 (Alien Crewman's Permit and Identification Card) on arrival. All resident alien crewmembers are required to have in their possession Alien Registration Receipt Card (Form I. 151) on arrival.

SHORE GANGWAYS: Available.

LAUNCHES/TENDERS: Not available.

AIRPORT: Distant 8½ miles.

AUTHORITY: Virgin Islands Port Authority.

AGENT: Robert L. Merwin & Co., Inc., PO Box 472, 1 Strand Street, Frederiksted, St. Croix, U.S. Virgin Islands. 00840 Cables: "Merwin St. Croix." Telex 365812. Tel. Day – 772 – 0913, R. Spencer; night (Primary) R. Spencer, (Alternate) R. Gordon 773 – 2053. Shipping Agents and Customs Brokers, Contract Stevedores and Truckers, Lloyd's Agents.

LIMETREE BAY, St. Croix: 17.41 N. 64.44 W.

LOCATION: The facilities of Hess Oil Virgin Islands Corp. (Hovic) are located in Limetree Bay on the South cost of the island of St. Croix, U.S. Virgin Islands. St. Croix is 32 miles South of St. Thomas and St. John Islands and 50 miles South-east of the island of Puerto Rico. It is the largest of the U.S. Virgin Islands being 19 miles long and averages 3.5 miles in width.

The sea buoy "ELB" No. 2 marking the entrance to Limetree Bay channel is located in 60 ft. of water on the Westerly side of the channel: Latitude, 17° 40′ 42″ North, Longitude 64° 44′ 18″ West.

The sea buoy is painted red and is equipped with a flashing white light having a one second flash, nine second eclipse with a visibility of seven miles.

DOCUMENTS: Clearance (U.S. – Foreign). Inward clearance is effected on board immediately after docking Clearance should be made for Christiansted, St. Croix, via Limetree Bay.

The following documents are required by the Customs and Immigration authorities for entry and clearance:

Master's Certificate on Preliminary Entry.
Master's Oath.
Stores List.
Crew Purchases List (Curio List).
Inward Foreign Manifest.
Quarantine Free Pratique.
Deratisation Certificate.
Crew List (Certified).
Clearance from Last Port.
Crew men Landing Permits.
Passengers List (if any passengers).

PILOTAGE: Service is available 24 hours a day and is compulsory for all vessels using HOVIC facilities in Limetree Bay. The HOVIC Harbour Master acts as Pilot and will assist the Master in docking and undocking vessels using Hess facilities; however, the Master of the vessel retains full responsibility for the ship at all times. The Pilot can be contacted by VHF Channel 16. Pilot boards at the sea buoy, position 17° 40.7′ N., 64° 44.3 W. Vessels over 45,000 dwt. are subject to movements in daylight only. Vessels should remain outside the sea buoy until boarded by the Pilot. The Pilot will be placed aboard by a company tug.

The tug HOVIC 1 is equipped with a radio-telephone having the following crystals: 2182 k.c., U.S.C.G., 2638 k.c., Ship to ship. 2738 k.c., Ship to ship. 2134 k.c., San Juan, Puerto Rico and Galveston, Texas. Ships having the above crystals should call the HOVIC 1–3 hours before their arrival at the sea buoy, and advise of any change in their ETA.

ANCHORAGE: There is no suitable anchorage for deep draft vessels off the port. Normal practice is to stop engines and wait 6 to 8 miles from the sea buoy if required to wait instructions. In bad weather vessels should proceed to Frederiksted and anchor in the vicinity of the long pier in depths of 30 to 60 ft. Vessels shall have their anchors ready to let go upon entering the channel into Limetree Bay.

APPROACHES: Entrance to channel marked by a black sea buoy, equipped with a white flashing light, visible 8 miles. The buoy (ELB No. 1) (flashing every 5 seconds) is at the West side of the channel (Lat. 17° 40′ 42″ N. Long. 64° 44′ 18″ W.). At sea buoy there is 60 ft. of water and the channel has a depth of 60 ft. to Nos. 3 and 4 berths.

The turning basin opens up Eastward from the channel line and is approx. 1,200 ft. long and 1,000 ft. wide. The West turning basin is 1,500 ft. by 1,200 ft. with a maximum depth of 35 ft.

RESTRICTIONS: Navigation permitted 24 hours a day except for ships over 50,000 dwt.

The Harbour Master will check and report on each vessel's draft before piloting them inbound or outbound.

HEALTH: National quarantine laws are enforced in the U.S. Virgin Islands by officers of the U.S. Public Health Service. All vessels are subject to inspection.

RADIO: Masters are requested to advise both HOVIC – St. Croix and their Agents by radio 48 hours and 24 hours in advance of their ETA giving the vessel's name, date and hour of arrival (local time), bunkers and water required.

TUGS: Tug assistance in the channel, docking and undocking is mandatory and is provided by three 1,800 h.p. diesel tugs stationed in the port to provide this service. All tugs are under the orders of the HOVIC Harbour Master and are equipped with fire pumps and monitors to assist in fire fighting.

BALLAST: United States laws prohibit the pumping overboard of dirty ballast while a vessel is within U.S. coastal waters. All ballast must be pumped to facilities available ashore. However, if a vessel is especially equipped with clean segregated systems which are reserved for ballast use only, it is permissible to pump overboard at the dock after first being inspected and approved by the dock master.

In pumping dirty ballast ashore, the ballast is received through one 12-in. shore line at a maximum discharge pressure to shore installations of 125 psi. The ballast is pumped into a ballast facility about 1 mile North of the dock. Due to the limited facilities and to the possibility of two vessels deballasting at the same time, it is requested that vessels arrive with the minimum possible ballast.

The U.S. Oil Pollution Act of 1924 applies to the Pollution of Coastal Waters. Violators are subject to fines of up to $2,500 and a year's imprisonment for each offence.

NOTICE OF READINESS: Notice of readiness to load or discharge is a warranty that the vessel is in all respects ready to load or discharge, and that all of the ship's equipment (including, but not limited to tanks, pumps, valves, and pipe-lines) is ready and fit to load or discharge petroleum and/or petrochemical products. Notice of readiness will not be accepted unless the vessel is in all respects ready to load or discharge, as appropriate. Vessel will not be deemed ready to load or discharge and pumping will not commence until the senior deck officer shall have executed and delivered to HOVIC a "Declaration of inspection prior to bulk cargo transfer" as required by U.S. Coast Guard Regulations.

BERTHING: Vessels must provide their own gangway.

There are, at present, seven berths on finger pier, three on East side and four on West side.

Deepest berths are No. 3 and No. 4 each with 60 ft. depth of water alongside.

LOADING: Loading operations are normally carried out at relatively high pumping rates. Loading rates may be reduced by request. Loading cargo overall will not be permitted without specific written authorisation from HOVIC'S General Manager.

Hose pressures should not exceed 125 psi during loading or discharging.

Oil Dock is serviced by: 1 24 in. diameter crude line, 1 24 in. diameter no. 6 oil line. 1 20 in. diameter gasoline line, 1 20 in. no. 2 oil line, 1 10 in. diameter kerosine line, 1 12 in. diameter ballast line, 1 8 in. diameter fresh water line.

Four 10 in. hoses are available for connecting up to each of the 20 in. and 24 in. shore lines – single 10 in. hoses are available for the kerosine and ballast lines.

Oil Dock 2 serviced by: 1 24 in. diameter crude line, 1 24 in. diameter 6 oil line.

MEDICAL: Medical attention is generally available from the public hospital at any hour of the day or night to crew members of all vessels. The representative of the ship's Agent should be contacted by the Master with any requests for medical attention for the crew. For each man needing medical or dental attention, a form should be completed in duplicate and signed by the Master, or in his absence, by the Chief Officer. The form should provide the date, patient's name, rating, and the name of the vessel. In case of emergency, or when a patient cannot be moved from the vessel, the Master should advise the ship's Agent by radio if at sea, or on the telephone if in port.

DENSITY: 1025.

FRESH WATER: The island of St. Croix is dependent almost entirely on rainfall for its supply of fresh water. There are wells but many of them are rather saline in nature. As a result fresh water is scarce and expensive. In conjunction with its refinery operation HOVIC operates a desalination plant and limited quantities of fresh water are available providing at least 48 hours notice of these requirements is given prior to the ship's arrival. All fresh water is metered aboard ship.

FUEL: Both no. 6 fuel oil (Bunker C) and light marine diesel are available by prior arrangement. Advice concerning quantities should be given in the vessels arrival message (ETA) sent 48 hours prior to arrival.

DEVELOPMENTS: New docks under construction.

AIRPORT: Situated 5 miles from port facilities.

SHORE LEAVE: Under normal circumstances, no restrictions are imposed by the Immigration Authorities on shore liberty. Masters are requested to have all crew members on board at least 1 hour prior to departure time, to avoid delay "awaiting crew members". If crew members of foreign vessels are to be given shore leave, Form 1–95 must be prepared for each member of the crew.

TIME: The U.S. Virgin Islands use Atlantic Standard Time, which is four hours slow of Greenwich Mean Time.

GENERAL: (*a*) *Immigration:* The United States immigration laws apply in the U.S. Virgin Islands. Passports and visas are required.

(*b*) *Customs:* The customs collection district of the U.S. Virgin Islands is under the jurisdiction of the U.S. Treasury Department but has its own Customs laws.

(*c*) *Liquors:* The transportation of alcoholic beverages inside HOVIC's property is strictly prohibited; consequently, no liquor or beer may be removed from vessels. The only exception to the foregoing is in the case of bonded stores ordered by Masters.

(*d*) *Visitors:* No visitors are permitted in the dock area. Only persons on official ship's business are permitted on the piers.

(*e*) *Laundry:* Only limited facilities are available to handle ship's laundry.

(*f*) *Surveyors:* Representatives of the American Bureau of Shipping, Lloyds' Register and other maritime classification societies are available in San Juan, Puerto Rico on 12 to 24 hours notice. The ship's Agent will assist Masters in soliciting their services.

(*g*) *Mail:* Official and persohal mail will be delivered on board by the ship's Agent when vessels are being cleared inwards. Mail received for vessels while in port will be delivered on board prior to sailing. Outgoing mail is accepted from Masters, provided it is accompanied by a mail transmittal slip to support disbursements.

(*h*) *Transportation:* Walking through the refinery is not permitted. Arrangements for transportation will have to be made through the ship's Agent or the Refinery General Manager's Office.

(*i*) *Supplies and Repairs:* Limited supplies of provisions and marine hardware are available on the island. There are no facilities for major repairs closer than San Juan, Puerto Rico. Machine shops in Christiansted and Fredriksted can assist in making minor repairs.

(*j*) *Overloading:* Masters are advised that the international laws are strictly enforced with regard to overloading and should be guided accordingly. In cases where overloaded cargo has to be discharged, all expenses incurred, including ship delay, will be for the vessels account.

(*k*) *Weather Conditions:* The loading and discharge of all crude petroleum and its products will be stopped during any electrical storm. Ullage screens or ullage plugs must be in place. Loading gasoline or other similar low-flash products will be stopped during periods of calms when the heavy vapours can not be dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions. In the event of abnormal weather conditions in the area as a hurricane, vessels will be notified that additional moorings are required. If the situation so demands, Masters will be told to suspend all operations and proceed to sea until normal weather conditions again prevail.

(*l*) *Demurrage:* Vessels are required to vacate berth promptly upon completion of cargo handling operation (loading or discharging operations, as the case may be). Permission to lay alongside at any time the vessel is not engaged in cargo handling operations must be granted in writing by the Dock Master. The Harbour Master will keep vessels advised of other vessels awaiting berth. If any vessel fails to vacate its berth upon completion or cargo handling operations and expiration of free laytime for dock usage as outlined below, the vessel will be responsible for penalties and demurrage as follows:

(*a*) To pay dock demurrage.

(*b*) To hold HOVIC harmless for any demurrage and damages incurred as a result of other vessels awaiting berth.

The following rules shall govern the determination of demurrage:

(*a*) One hour free laytime will be allowed after completion of cargo handling operations. This free time will start at the time cargo hoses are disconnected from the ship's manifold on completion of loading or discharge of cargo. Vessels awaiting cargo papers and/or Customs clearance must vacate the berth within 1 hour of such completion and move outside to wait for their papers.

(*b*) Three hours free laytime will be allowed for ballasting after discharge operations.

AUTHORITY: Hess Oil Virgin Islands Corp., Kingshill, POB 127, St. Croix, U.S. Virgin Islands 00850.

AGENT: See "Frederiksted".

ST. THOMAS: 18.20 N. 64.56 W.

Harbour of St. Thomas, U.S.V.I. situated on south side of Islands of St. Thomas. It is 1,434 miles from port of New York. Northern side of Islands borders on Atlantic Ocean, and Southern side on Caribbean Sea. The Harbour is one of the best in the West Indies, being almost landlocked.

WEATHER: There is a signal station on Cowell Hill which shows storm signals. The weather is usually mild with little wind. Squalls, when they occur, usually come from the north-east.

DOCUMENTS: *Quarantine.* – see "Health". *Customs* – see "Customs". *Immigration* – see "Immigration". *Agent:*

1 Copy Crew List (Form I. 418).

1 Copy Passenger List (Form I. 418).

PILOTAGE: Compulsory and available day and night. Pilot Boat has letter "P" on deck house and flies International Code flag "P".

Pilots will meet vessels 1 to 3 miles outside harbour, boarding via Jacob's ladder.

ANCHORAGE: Outer Harbour Anchorage located beginning at Scorpion Rock Lighted Buoy No. 1 (18° 91′ 25.6″ N; 64° 55′ 8″ thence 180° 1,580 yards; thence 263°, 2,490 yards; thence due North 1,255 yards; thence due East to the Southerly tip of Sprat Point, Water Island; thence to Cowell Point, Hassel Island, and thence to point of beginning. This anchorage is considered good and is about 8 fathoms with sand bottom.

TUGS: Normally not considered necessary for docking, however tugs are available for docking and undocking ships.

BERTHING: Wharf of the West Indian Company Limited, located on Eastern shore of harbour basin. Wharf is of bulkhead type, 2,234 ft. long, running North-east/South-west, and is well protected to seaward, Mooring bits are spaced at intervals of 50 ft. There is a "cut out" in the wharf 950 ft. from North-eastern corner, which is 22 ft. wide and approximately 3.5 ft. above low water. This ramp is slanting from 8.3 to 3.5 ft. over a distance of 20 ft. Similar type of ramp located on West Corner of wharf. Safe depth alongside from 27 ft. near North-east end to 30 ft. on South-west end. Bulkwark is 8·3 ft. above mean tide. Average difference between high and low tide is 11 in.

Dockage dues are payable to the West Indian Company Limited, as per tariff.

In the Crown Bay area (access via East or West Gregerie Channels) the VI Port Authority maintains facilities which include a "T"-head pier extending 500 ft. from shore, where ships up to 25,000 g.t. are mooring to breasting dolphins 200 ft. on centres, and mooring dolphins 200 ft. fore and aft from them. Controlling depth presently 30 ft. This pier is used for berthing tourist and tanker vessels only. A curved bulkhead at top of Crown Bay, approximately 900 ft. long, is used for roll-on/roll-off, container and break bulk cargo. Controlling depth 15 ft. 24-hour arrival notice required.

CARGO HANDLING: Containers are handled at the West Indian Company and the Crown Bay area (VI Port Authority), but no special gantry cranes are available. Roll-on/roll-off cargo handled at these facilities as well. No liquid chemicals facilities exist here but there is a small privately-owned LPG plant limited to 20 ft. draft and 250 ft. length. Shell uses this facility for gasoline and light diesel. The "T"-pier in Crown Bay is used for the VI Water and Power Authority for movement of fuel and water, and Texaco has its own pipeline on the same pier for their products.

STEVEDORES: Discharging and/or loading arranged by the West Indian Company Limited for account and risk of vessels.

Rates of discharging and/or loading dependent on vessel's equipment and stowage. However, following may be considered average:

General Cargo 6 weight tons per gang hour.

Bagged Goods 8/10 weight tons per gang hour.

Lumber 10/12 weight tons per gang hour.

Each stevedore gang normally consists of 12 stevedores (10 on board and 2 ashore) 2 winchmen, 1 signalman, 1 foreman

RADIO: The St. Thomas Marine Operator will guard the following from 0800 to 2100: Channels 26, 16 VHF, 2009–2506 and 2182 AM, and the upper side band (2010·4–2507·4) of the same frequency. The St. Thomas Signal Station and the Harbour Master's Office maintain a 24-hour watch on VHF Channel 16 (talk Channel 12).

(*b*) Master of every vessel arriving St. Thomas is required to give at least 24 hours advance notice of arrival to Captain of the Port, U.S. Coast Guard – San Juan, Puerto Rico by wireless on 500 kilocycles or by radio telephone 2182 kilocycles.

(*c*) Masters are requested to advise Agents their expected time of arrival, at least 36 hours in advance. Arrival messages should include cash requirements (local currency U.S. Dollar) and advice regarding repairs, stores, etc. This information is particularly necessary in the cases of vessel arriving on weekends or holidays. For cruise vessels the arrival messages should also include the number of passengers and crew on board.

(*d*) While vessels are in St. Thomas Harbour, the authorities do not permit the use of the ship's radio transmitters.

(*e*) U.S. Coast Guards: This organization maintains a small Light Attendant Station in St. Thomas to observe, service and effect repairs to aid navigation in vicinity of St. Thomas. An 82-ft. Coast Guard Patrol Boat "Point Whitehorn" (82364) is attached to the station for primary purpose of search and rescue work. Maintains watch on VHF Channel 16. Radio telephone marine information broadcasts, including Notices to Mariners, will be made on 2670 kilocycles, after first making a preliminary announcement on 2182 kilocycles. Radio telephone urgent and safety broadcasts or Marine Informations will continue to be made on 2182 kilocycles.

FUEL: The West Indian Company Limited operates the bunkering terminal and are agents for Esso. Bunker fuel "C" and marine diesel fuel handled through 6 in. or 8 in. pipelines (4 in. or 6 in. hoses) at maximum rate of approximately 125 tons per hour, at the wharf of the West Indian Company Limited, where vessels drawing up to 30 ft. can be accommodated.

Delivery by barge is not available. Bunkers available at all hours, including Sundays and holidays. Owners of vessels must make prior arrangements for bunkers.

Overtime as incurred will be charged to ships for bunkers supplied outside normal working hours, Saturdays, Sundays and holidays.

FRESH WATER: Mostly rain water which when available is supplied by the West Indian Company Limited. Delivery effected by pipe alongside wharf. Water by barge can be delivered in St. Thomas.

MEDICAL: Local hospital is the Knud-Hansen Memorial Hospital, which is equipped with facilities for operations, etc.

TIME: Official St. Thomas time is Atlantic Standard Time, which is four hours behind GMT.

HOLIDAYS: The following are legal holidays in St. Thomas: Sundays; January 1 (New Year's Day); January 15 (Martin Luther King); January 30 (Roosevelt's Birthday); February 12 (Lincoln's Birthday); The Third Monday in February (Washington's Birthday); March 31 (Transfer Day); Holy Thursday; Good Friday; Easter Monday; Whit Monday; The Last Monday in May (Memorial Day); June 22 (Organic Act Day); July 4 (Independence Day); July 25 (Supplication Day); The first Monday in September (Labour Day); The second Monday in October (Columbus Day); The fourth Monday in October (Veterans Day); November 1 (Liberty Day); The fourth Thursday in November (Thanksgiving Day); December 25 (Christmas Day); December 26 (Christmas Second Day), and such other days as the President of the Government may by proclamation declare as holidays.

The following are legal half-day holidays, commencing at Noon, viz: Every Thursday during the months from April to November, inclusive, except Thursdays in those weeks where there already is a legal holiday other than Sunday. Whenever any holiday falls upon Sunday, the Monday following is a legal holiday.

REGULATIONS: The U.S. Coast Guard strictly enforces the Harbour Pollution Act of 1924, prohibiting discharge of refuse and oil in navigable waters of the U.S.Virgin Islands.

Local Port Regulations are similar to those applying in U.S. Mainland Ports.

PRATIQUE, CUSTOMS, IMMIGRATION: Refer to Frederiksted.

CONSULS: Following countries have consular representatives in St. Thomas.

Belgium	France	Norway
Denmark	Great Britain	Panama
Dominican Republic	Haiti	Sweden
El Salvador	Netherlands	

AIRPORT: Distance 2 miles. Connections with International flights from Puerto Rido.

GENERAL: *Gangway.* One aluminium gangway available which is 34 ft. long and 2 ft. 6 in. wide – made with skidding prevention strips only and therefore not recommended for use as a passenger gangway. Since presently this is the only gangway it is made available to vessels on a first-come-first-served basis.

Stores. St. Thomas should not be depended upon for large quantities of provisions or deck and engine stores, as practically all commodities are imported making prices higher than United States mainland ports and Puerto Rico. No regular Ship's Chandlers established in St. Thomas, V.I.

Storage Facilities: The West Indian Company Limited undertakes ordinary storage for a limited period of time in eight transit warehouses, all 14 ft. high with a total floor area of 80,000 sq. ft., plus an additional 9,600 sq. ft. roof covered area. There is also a large uncovered area available for outside storage. Only limited cold storage facilities are available on The West Indian Company's Dock.

Ice: Small quantities may be obtained.

Laundry: Modern laundry service is available.

POLICE/AMBULANCE/FIRE: Police 915; Ambulance 774-1212; Fire 921.

AUTHORITY: Virgin Islands Port Authority, PO Box 36, St. Thomas, Virgin Islands, U.S.A. 00801.

AGENTS: The West Indian Company Limited, (Shipping Department), PO Box 660 – St. Thomas, V.I. 00801. (Passenger & Crewmail PO Box 4400) Telegraphic Address: Occident. Telex Numbers: 3472313 (Wico) ITT System) 365246 (Wicostt) (Cable & Wireless Western Union System) Tel. (809 774–1780)

Office Hours: Monday through Friday: 8.00 a.m. to 12.00 noon; 1.00 p.m. to 5.00 p.m.

Outside Regular Office Hours Tel. Manager Shipping Department. (809) 774–2683; Ass't. Manager Shipping Dept. (809) 774–0625; Dockmaster (089) 774–5285; Shipping Department (809) 774–4170.

Windward Islands

CASTRIES, St. Lucia: 14.00 N. 60.59 W.

DOCUMENTS:

5 Crew Lists.
5 Passenger Lists.
1 Stores List.
1 Clearance from Last Port.
2 sets of Manifest mailed prior to arrival.
2 copies each Bills of Lading.
3 copies each of Manifests on arrival,
1 Health Certificate.

PILOTAGE: ETA to Agents at least 48 hours in advance, and further advice if any changes. Agents inform Pilot's office of expected time. Ship remains approximately 3 miles out of harbour, and is located by Lighthouse guard who immediately informs Pilot's office. Pilot meets ship in pilot boat – small white canoe-shaped boat, no top, with letter "P" painted in black on both sides of bow. Signal for Pilot: day time flag "G"; and night: white light or blue light. VHF channel 2182. Pilot embarks on the starboard side via pilot ladder.

ANCHORAGE: North of leading lights, about ½ mile from harbour, depth about 12 fathoms.

RESTRICTIONS: Ships must at no time enter without a Pilot.

MAX. SIZE: Not longer than 600 ft. (cargo and passenger). Tankers – not longer than 400 ft. Alongside, all ship's, draft 24 ft.

HEALTH: Pratique given by Pilot. Health Officer boards ship and if any infectious diseases are on board, ship is anchored out until doctor arrives.

RADIO: Barbados Radio, call sign 8PO, 2182 kc. 2527 kc. 2537 kc. 2638 kc.
TUGS: Not necessary.
BERTHING: First ship goes up to top or first berth, and others follow down line.
MEDICAL: In urgent cases only, advise requirements in advance. Hospital facilities available.
TANKERS: Discharging by marine and floating hose, 6-in. and 4-in. lines. Berths alongside quay (2), off shore (2) Presently fuels discharged: Mogas 95 and 83, kerosene gas oil, colas RS2, cutaback RC2, banana spray oil.
FRESH WATER: Available by delivery hose from water hydrant on wharf.
FUELS: Gas oil 48/52 DI–API. Viscosity at 60° 36.3 S.G. at 60° 0.8435.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Ship's Register required on board.
CUSTOMS ALLOWANCES: Tobacco, one carton of 200 cigarettes. Wine/Spirit, one quart.
CONSULS:

Norway	Tel. 2214	France	Tel. 2351–2
Portugal	,, 2811	U.K.	,, 2484–5
Holland	,, 2811		

REPAIRS: Only welding and painting work available.
DRY DOCKS: None.
REPATRIATION: Facilities available.
AIRPORT: Distance from wharf 2 miles. Flights per day 4. Airlines: BWIA, LIAT, Caribair.
TIME: GMT minus 4 hours. No alterations to clock.
HOLIDAYS: New Year's Day (1st January); New Year's Holiday (2nd January); Statehood Day (1st March); Good Friday (late March or early April); Easter Day (April); Easter Holiday (April); Labour Day (1st May); Whit Monday; Corpus Cristi (late June); Queen's Birthday (12th June); Emancipation Day (1st Monday in August); Harvest Day (1st Monday in October); Discovery Day (13th December); Christmas Day (25th December); Boxing Day (26th December).
EMERGENCIES: Police dial 99; Fire 97; Ambulance 95.
TELEPHONES: Arrangements exist for placing on board.
GENERAL: Ships arriving after 2000 hours cannot be attended to until 0700 hrs. following day.
SERVICES: Compass adjusting.
SHORE LEAVE: Allowed.

KINGSTOWN, St. Vincent: 13.09 N. 60.57 W.

DOCUMENTS:
Customs:
2 copies Ship's Store List.
1 copy Crew Store List.
1 copy Crew List.
1 copy Passenger List.
1 copy List of Cargo not manifested.
Immigration:
2 copies Passenger List.
2 copies Crew List.
Port Officer:
1 copy Declaration of Health.
1 copy Passenger List.
1 copy Crew List.
2 copies Port Officer Return.
PILOTAGE: Not compulsory. Cable agents 24 hours prior arrival order arrange Pilot. English-speaking Pilot boards at harbour entrance – about 2 miles from anchorage. By day pilot vessel flies pilot flag and by night signal lights.
ANCHORAGE: Well protected. Tourist vessels lie at anchor, between 15 and 20 fathoms, or at pier.
RESTRICTIONS: None. Vessels may arrive and/or sail any hour day or night.
HEALTH: Port Health Officer boards vessel at anchorage requires Bill of Health or Master's declaration, and one copy Passenger List. Vessel's own form of manifest accepted. Vaccination Certificates are not required to be shown and passengers and crew do not require inoculation. Passenger and crew muster, not required. Health Doctor requires letter signed by Ship's Doctor (if any) and certified by Master stating all passengers and crew in possession of valid smallpox vaccination certificates. No persons allowed leave vessel before pratique granted and Immigration officials boarded vessel.
BERTHING: No tidal restrictions, no strong currents. Occasional on-shore South winds during August and September but only light winds. Rest of year off-shore winds. Mooring boats available for taking lines. No special moorings required. Jetty situated at South-east corner of harbour about 70 ft out from beach. Bow and stern lines to landing stage. Landing stage in good condition and well lit. If vessel at anchorage and not at berth transit ashore by ship's motor launches only. Anchorage about 2 cables distant from quay.
TUGS: Not required.
FRESH WATER: Available.
TELEPHONE: May be connected on board if required, charge about 1 Dollar per day.
CUSTOMS/IMMIGRATION: Customs and Immigration officers board vessel at anchorage or quay. Vessel entered and cleared at Customs House by Agents. Ship's own form of manifest accepted by Customs and Immigration. On passenger vessels, ship's bar is sometimes sealed.
IDENTIFICATION CARDS: Not required for going ashore.
VISAS: Not required for crews or passengers, but nationals of foreign countries other than U.S.A. or Canada disembarking for permanent residence require Visas.
PROVISIONS: Limited quantities of provisions, fish, fruit and vegetables. Pasturised cows' milk obtainable. Stocks of ice available.
CURRENCY: No special currency regulations in force and passengers permitted to take ashore any amount of U.S., Canadian or foreign currency. Currency exchanges at Banks or tourist bureaux, but Bank tellers do not board vessel to exchange currency. Local currency may be re-exchanged for U.S. dollars at local Tourist Bureau before departure. U.S. or Canadian currency accepted by stores, shops, restaurants and hotels.
AUTHORITY: Port Officer.

AGENT: Corea & Co. Ltd., PO Box 122, Kingstown, St. Vincent. Windward Islands, West Indies. Tel. 2201. Cables "George".

Yemen, People's Republic

ADEN (including Little Aden): 12.48 N. 44.54 E.

DOCUMENTS:
3 Crew Lists for Ship's Agent, Police and Immigration.
3 Passenger Lists for Ship's Agent, Police and Immigration.
1 Health Form to be shown to Pilot on boarding and handed to Ship's Agent.
Manifests, Bills of Lading if landing cargo only.
Ship's Register to be sighted by Pilot.
Arrival Declaration to be filled in by Ship's Agent after arrival.
Dangerous material declaration to be handed to Pilot on boarding.
PILOTAGE: Compulsory for all vessels proceeding to oil berths or over 100 tons net. To call Pilot fly International Code Flag G or white/red lights at night. Call "Harbour Control" on VHF Channel 16, or R/T 2182 kcs., or Signal Station by lamp. 48 hours notice of ETA with draft to Harbour Office.
Pilot boat will meet ship at the Fairway Buoy in all weathers. Pilot boat is 50 ft. launch painted red, flying Pilot flag by day or white/red lights at night. Pilot will board on port side of ship by pilot ladder. Vessels waiting Pilot can anchor anywhere in Outer Harbour except in a Prohibited Area of 2,000 ft. from Fairway Buoy.
ANCHORAGES: Ample anchorage area available with depths from 18 to 54 ft.
(*a*) Anywhere North of Fairway Buoy clear of Main and Little Aden Channels and clear of Prohibited Area mentioned above.
(*b*) Deep water anchorage anywhere to S.W. of Fairway Buoy clear of Little Aden Channel and Prohibited Area mentioned above.
MAX. SIZE:
Aden:
(*a*) Maximum length 900 ft., breadth no restriction, depth 38 ft. at datum for vessels taking bunkers from BP, Shell or Gulf.
(*b*) Vessels taking bunkers from Mobil, Caltex, Stanvac and Esso, maximum length restricted to tankers of 750 ft., and passenger ships of 600 ft., breadth no restriction, depth 39 ft. at datum.
(*c*) Larger vessels can be considered on application to the Port Officer. Longest vessel to enter 940 ft.
Little Aden (Refinery):
Maximum length 760 ft., breadth no restriction, depth 40 ft. at datum and maximum deadweight 55,000 tons.
Note: In both harbours vessels manoeuvring require 2 ft. water under keel, and vessels of draft 37 ft. and above require 4 ft. water under keel.
HEALTH: Vessels requiring pratique fly International Code Signals or 3 red lights at night.
Control of quarantinable and infectious diseases is direct responsibility of Port Health Officer. All passengers from infected local areas except children under age of one year are required to have valid international certificate of vaccination or revaccination against yellow fever and cholera. Valid certificates of vaccination against smallpox are required of arrivals from all countries.
RADIO: All ships landing passengers are boarded by Assistant Port Health Officer unless radio pratique has been given. Pratique may be obtained by wirelessing Port Health Authorities no earlier than 12 hours and no later than 4 hours before arrival, in accordance with international procedure. All landing passengers medically inspected and vaccination certificates checked on board before free pratique granted. Ships having infectious diseases on board are also boarded; after examining the case and taking any necessary precautions the Assistant Port Health Officer grants restricted pratique. Ships also inspected for issuing deratting exemption certificates. Deratting carried out when necessary and deratting certificate issued.
RADIO: Cable and Wireless (Mid East) Ltd., Mercury House, Ras Boradi (Tel. 22223/5).

Wireless telegraph:	*GMT*	*kHz*
Medium wave		
Working frequency		476
24 hour watch on international calling and distress frequency		500
High frequency	0500–0700	
	1100–1200	
	1630–1800	
	1830–1930	
	2130–2200	8710
	0900–1100	
	1300–1500	13060·5
	0700–0800	17175·2

Radio telephone (including spoken telegrams)		
Working frequencies		2595 & 3628
24 hour watch on international calling and distress frequency		2182
Radio telephone circuits set up on request at times shown	0400–0500	
	1000–1100	
	1600–1700	8805·6 & 4409·4

VHF: 24-hour watch on Hague Plan VHF Channel 16 with duplex working on channel 26.
TUGS: Tugs for both harbours normally join just outside Breakwater. Ships' ropes always used in Aden harbour, tugs' wires in Little Aden.
BERTHING: (also see "Tankers"): 24-hour service at all berths.

Buoy Berths

Berth	*Type*	*Normal maximum length of ship in feet*	*Datum depth in feet*
1 (a)	2 buoys	350	30
1 (b)	2 buoys	350	30
1 In	Anchors & buoy	275	30
2 Out	Anchors & buoy	550	38
2 In	2 buoys	600	38
3 In	Anchors & buoy	700	38
4 Out A	Anchor & 3 buoys (oil)	650	36
4 In B	Anchor & 3 buoys (oil)	750	40
5 Out R	Anchor & 3 buoys (oil)	630	37
7 Out S	Anchor & 3 buoys (oil)	630	38
8 Out E	Anchor & 3 buoys (oil)	580	36
8 In F	Anchor & 3 buoys (oil)	600	36
9 Out	Anchors & buoy	900	41
9 In	Anchors & buoy	550	36
10 Out U	Anchor & 3 buoys (oil)	600	36
10 In V	Anchor & 3 buoys (oil)	600	36
11 Out G	Anchor & 3 buoys (oil)	600	30
11 In H	Anchor & 3 buoys (oil)	530	28
13 Out	Anchors & buoy	550	28
13 In	Anchors & buoy	450	30
14 Out	Anchors & buoy	350	18
14 In	Anchors & buoy	350	18
15 Out	Anchors & buoy	350	18
15 In	Anchors & buoy	350	18
Dolphin Berths			
6 Out C	Dolphin & breast buoys (oil)	900	39
6 In	Dolphin & breast buoys (oil)	800	38
7 In T	Dolphin & breast buoys (oil)	750	39

The capital letters in column one denote alternative designation of mooring buoys/dolphins.
Free Zone. Initial Stage 525,420 sq. ft. open space and 162,000 sq. ft. covered space. Import and export industrial facilities. No restrictions, no taxes. Transhipment storage Free of unlimited period.
STEVEDORES: ETA advice to Ship's Agents at least 48 hours before arrival.
MEDICAL: Advance notice for medical attention not normally required except for serious cases requiring doctor's attendance on board, or ambulance cases. Vaccination certificate required for landing. Hospital facilities available.
TANKERS: Tankers carrying dangerous petroleum (flash point below 73° F) and those not gas free cannot enter Aden Harbour during hours of darkness. They can enter Little Aden day or night. Slop (residue) discharge facilities available at Little Aden. Four tankers berths for discharge/loading at Little Aden with maximum datum depth of 40 ft.

Berthing at Oil Harbour: Functions of Oil Harbour Little Aden to receive crude oil in bulk for oil refinery and to export refined petroleum products. Vessels carrying cargo for refinery other than oil, discharge at Inner Harbour.

Oil Harbour has finger jetty and two T-head jetties which provide berths for four tankers. Tankers of up to 55,000 tons summer deadweight can be accommodated.

Berth	*Type*	*Normal maximum length of ship in feet*	*Datum depth in in feet*
1	Dolphin & mooring dolphins	750	40
2	Dolphin & mooring dolphins	750	40
3	Dolphin & mooring dolphins	750	40
4	Dolphin & mooring dolphins	750	40

DENSITY: Salt water at all times.
FRESH WATER: Ample available, delivered by barge in Aden at about 50 tons an hour. Ordinary water in Little Aden supplied by pipe line at about 40 tons an hour and condensate at about 2 tons an hour.
FUEL:
(*a*) B.P., Shell, Gulf.
Marine fuel 2500 sec., 1000 sec., 600 sec., 200 sec.
Diesel oil and gas oil.
(*b*) Caltex, Mobil, Esso, Stanvac.
Marine fuel – all grades below, 3,500 sec.
Diesel oil and gas oil.
All supplies done on a Nomination basis through the Company's Head Offices, with the vessel giving at least 48 hours notice to Aden.
FIRE PRECAUTIONS: As per the Refinery regulations. Tug wires to be rigged.
GANGWAY/DECK WATCHMEN: It is recommended watchmen are employed; they can be supplied by Ship's Agent.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, derrick-topping by ship's crew. Vessels not to move in harbour with beams off.
CUSTOMS ALLOWANCE: Tobacco/Wine, Spirit allowance. No restriction at the moment. Bonded stores not allowed to be supplied more than one hour before ship sails.
IDENTIFICATION CARDS: Not required at the moment.
CONSULS:

Embasies	*Consuls*
United Kingdom	Belgium
U.S.S.R.	Denmark
U.A.R.	Netherlands
Somalia	Norway
Italian	Sweden
India	Portugal
Iraq	Greece
Spain	Ethiopia
Pakistan	G.D.R.
Yugoslavia	

REPAIRS: Workshops are equipped to carry out: Boiler repairs; Plating and sheet metal work; Galvanising work/moulding work; Welding and blacksmith's work; Main and auxiliary machinery repairs; Carpentry and joinery work; Electrical and plumbing work; Refrigeration repairs; Painting, cleaning and chipping. Repairs afloat to vessels up to 80,000 tons are undertaken; repairs to the largest vessels carried out mostly in Outer Harbour.

Wireless engineering section with fully qualified personnel giving round-the-clock service of repairs and maintenance of radar and wireless equipment.
DRY DOCK: One sideways slipway taking 1,500 tons and one floating dock lifting about same tonnage.
REPATRIATION: Arranged through Ship's Agent and Immigration.
AIRPORT: About 5 miles from port. Flights to U.K. via Beirut (Middle East Airlines), Nairobi (East Africa Airways), Khartoum (Sudan Air Lines), Cairo (United Arab Airlines). Two flights each a week.
TIME: GMT plus 3 hours. No alteration of clocks.
HOLIDAYS: Most holidays are religious which have moveable dates. National holidays are 14th October and 30th November. Cargo work usually carried out during all holidays. Friday is a public weekend holiday.
POLICE/AMBULANCE/FIRE: Ambulance Crater 53232; Harbour Police 22851; Port Health 22626/7; Fire 22222.
TELEPHONES: No connection to ship's but link calls can be made on VHF through Cable & Wireless Ltd. using Channel 16 to call and working on Channel 26. Some Agencies have private VHF channels.
GENERAL: Outer harbour contains ample anchorage area for vessels requiring datum depths up to 54 ft. Inner harbour approached by 2·7 mile dog-leg channel, dredged to 36 ft., from Fairway buoy in Outer harbour where pilots board. Inner harbour protected by breakwater at Steamer Point and by rubble mound. It provides 24 buoy or anchor-and-buoy berths, including 13 with oil bunkering facilities. Majority of these berths have a datum depth of 30 or 38 ft., with maximum length of ship ranging from 275 to 750 ft. In addition three dolphin berths, with bunkering facilities, of 39 ft. datum depth and normally accommodating ships of 750–900 ft. maximum length; vessels of greater length can be accommodated with the approval of the Port Officer. Quays and wharves cater for shallower-draught vessels and lighters.

Oil harbour, serving refinery at Little Aden, reached by 38 ft. channel from Fairway buoy, provides facilities for tankers of up to 750 ft. All berths and anchorages are under the jurisdiction of the Port Officer.
SHORE LEAVE: No restrictions.
PORT REGULATIONS: Vessels must fly the National flag of PROSY at foremast. No movement of "dangerous petroleum" at night. Vessels must vacate oil berths on completion of bunkering. Main engines must not be immobilised in an oil berth. Sufficient crew must remain aboard vessel at all times to move her.
AUTHORITY: Yemen Ports Corp., Steamer Point, Aden, POB 22666. Cables: "Maway Aden".

Yugoslavia

BAR: 42.05 N. 19.03 E.

DOCUMENTS/HEALTH: Same as "Rijeka".
PILOTAGE: Pilot boards vessel off breakwater.
ANCHORAGE: Off breakwater. Safe anchorage in about 27 fathoms.
RESTRICTIONS: Vessels enter/leave port day and night.
MAX. SIZE: Only limitation draft. Maximum allowed draft 33 ft. See "Tankers" below.
RADIO: Bar Radio – 2182 kc/s. and 2574 kc/s.
TUGS: Available.
BERTHING: Berths assigned at Agent's request for liners or at Receivers/Shippers request for tramp vessels at daily meeting of the Harbour Board.
STEVEDORES: Sole stevedoring enterprise "Luka Bar" – Bar.
MEDICAL: Medical care available, nearest hospital at Titograd about 60 km. from Bar (train and bus).
TANKERS: Tankers call at Bar with bunkers for local bunker station. Berth used for this cargo can accommodate vessels drawing

up to 23 ft. In 1973, new berth for tankers will be in use, up to 60,000 dwt. Tank cleaning, pumping of slops and de-gasing not permitted in port. Tankers must be ready to leave the port in 30 minutes at any time and at request of Port Authorities.
CARGO-HANDLING FACILITIES: Available for fuel and chemicals in development for bulk cargoes, containers.
DEVELOPMENTS: Now in construction, second phase berths for bulk, fuel and container cargo. To be one of largest ports in Yugoslavia. Their realisation depends on completion of normal gauge railway to Hinterland, which is to be completed end 1974.
FRESH WATER: Available from hydrants on quay.
FUEL: Available from local bunker station.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
CARGO GEAR: 4 cranes of 5–6 tons, 3 cranes of 3 tons. Shore mobile cranes, vacuvators, conveyors, fork lifts.
IDENTIFICATION CARDS: Shore passes issued by local police.
REPAIRS: At nearby shipyard of Bijela (Boka Kotorska).
REPATRIATION: By train, bus or plane from Dubrovnik and Titograd.
TIME: Central European time. GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th and 13th; November 29th and 30th. Work can be arranged on Sundays and 2nd day of two-day holidays.
POLICE/AMBULANCE/FIRE: Police, Tel. 22232; Ambulance, 94; Fire, 93.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija, Bar. Tel. 22161.

AGENT: Transagent, Bar, 13 Juli 30. Tel. 2134. Cables: "Transagent".

DUBROVNIK (GRUZ HARBOUR): 42.38 N. 18.07 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Compulsory. Pilot boards at a point situated approximately in centre of triangle formed by Kolocep Island, Daksa Island and Grebeni Rocks.
ANCHORAGE: In about 22 fathoms in channel between Daksa Island and mainland. This anchorage is exposed to strong N.N.E. winds in winter time.
RESTRICTIONS: Only port of Gruz is open to commercial traffic, the old port of Dubrovnik (within the city walls) can accommodate only yachts and small craft drawing under 9 ft.
MAX. SIZE: Maximum length 230 metres, maximum draft 32 ft., no limits on beam.
RADIO: Call sign YUX, working on 500 kc/s. and 447 kc/s, from 0800 to 1100 and 1600 to 1900.
TUGS: No permanently stationed tug boats, but can be ordered when necessary from other ports.
BERTHING: Berths for 5 ocean going vessels. Six cranes from 1, 5 to 25 tons lifting capacity.
CARGO-HANDLING FACILITIES: The port handles some bulk cargoes (grain and bauxite) occasionally and in small quantities but is not specially equipped for handling these and other cargoes.
STEVEDORES: One State stevedoring company.
MEDICAL: General hospital and medical facilities available.
FRESH WATER: Available from hydrants on quay.
FUEL: Not available. Only oil for diesel engines in limited quantities. Heavy fuel can be delivered by coastal tankers from Split.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and limited amount wine/spirits per man per day.
CARGO GEAR: Although operations are performed usually with shore cranes ship must have efficient cargo gear and relative certificates.
IDENTIFICATION CARDS: Issued by local police.
CONSULS: None.
REPAIRS: Small repairs only.
REPATRIATION: By bus, ship or plane from Dubrovnik International Airport.
TIME: Central European Time. GMT plus one hour.
POLICE/AMBULANCE/FIRE: Police, tel. 92; Fire, 93; Ambulance, 94.
SHORE LEAVE: Allowed.
AUTHORITY: Lucka Kapetanija Dubrovnik, Gruska Obala 75, Dubrovnik.

AGENT: Transagent, Dubrovnik, Gruska Obala 50. Tel. 3161. Cables: "Transagent".

KOPER: 45.31 N. 13.44 E.

DOCUMENTS/HEALTH: Same as "Rijeka".
PILOTAGE: Pilot boards in roads.
ANCHORAGE: During winter N.N.E. gales best anchorage is in 10 fathoms of water West of Debeli Rt. (Punta Grossa).
RESTRICTIONS: Vessels enter port by daylight. However berthing possible also during night hours in fair weather.
MAX. SIZE: General cargo berths, vessels drawing up to 31 ft. Crude oil berth, berth for tankers up to 60,000 dwt.
RADIO: Communication on MW and SW through Rijeka Radio. VHF Communication ship-shore on short range to vessels in roads.
TUGS: Two of 600 h.p.
STEVEDORES: Port Enterprise Koper.
MEDICAL: Medical assistance and hospital available.
CARGO-HANDLING: 1,000 metres of operative quays with depths from 6 to 12 metres. One crane of 20 tons and two of 10 tons capacity.
Two more quays for bulk goods are under construction. Particular moorings for minor corn transports.
A special wharf is under construction, with 17 hectares (42 acres) of acreage for the transhipment of containers. The port is able to handle roll-on/roll-off traffic and the transhipment of all kinds of freight in units.
A timber yard with two 8-ton portal cranes.
All harbour services are mechanised, i.e. performed by fork-lift trucks, transporters, pallets and other modern means. Moreover, the port is able to trans-ship heavy lifts up to 25,000 kg/s.
TANKERS: Crude oil terminal, depth alongside 16 metres.
FRESH WATER: Available from quay.
FUEL: Diesel available locally. Marine fuel delivered by barge from Rijeka or Trieste.
GANGWAY/DECK WATCHMEN: Available at ship's request.
OPENING/CLOSING HATCHES: If not performed by crew, then stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
IDENTIFICATION CARDS: Shore pass issued by local police.
REPATRIATION: By train or bus, and by plane via Ljubljana Airport.
TIME: GMT plus one hour.
HOLIDAYS: January 1st and 2nd; April 27th; May 1st and 2nd; July 4th; July 22nd; November 1st; November 29th and 30th.
POLICE/AMBULANCE/FIRE: Police, No. 92; Ambulance, No. 94; Fire, No. 93.
TELEPHONE: Can be installed aboard at many berths.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija Koper. Postal Address: Pristaniski trg. 2. Tel. 21–216. Telegraphic address: Lucka Koper.

AGENT: Interagent, International Shipping Agency, Verdijeva 5, POB 27. Cables: "Interagent – Koper". Telex: 34150 – YU INTRAG. Tel. 22–051, 21–750.

PLOCE: 43.03 N. 17.26 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Compulsory for vessels over 500 GRT. Pilot boards vessel at entrance of the channel.
ANCHORAGE: Vessels may anchor under lee of the coast between Point Visnjica and Dobrogosce Bay except in case of S.W. and W. winds when recommended drop anchor about 1 mile south of Soline Bay (S.E. of the entrance of the channel). Good holding.
RESTRICTIONS: Ship entering channel between Visnjica Point and embankment of right hand bank must keep in middle leaving buoys to starboard. Recommended speed 5–8 knots.
MAX. SIZE: Only draft limited to a maximum 38 ft.
RADIO: Nearest Radio Station Split Radio YUS – 2574 kc/s.
TUGS: 2 tugs of 850 h.p.
BERTHING: New Dock No. 5, depth 38 ft. Channel depth 38 ft. All other berths depths from 31 to 34½ ft.
STEVEDORES: Port Enterprise of Ploce is sole stevedoring company.
MEDICAL: Medical service available. Nearest hospital at Mostar (64 km.).
FRESH WATER: Available from quay.
FUEL: Nearest bunker station at Split.
DEVELOPMENTS: Dredging to accommodate vessels of 60,000 dwt. and construction of facilities for unloading tankers with crude oil for new refinery of Bosanski Brod.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
IDENTIFICATION CARDS: Shore pass issued by local police.
REPAIRS: Only small repairs.
REPATRIATION: By train or bus. By plane from nearby airports, Mostar, Split and Dubrovnik.
TIME: GMT plus one hour.
POLICE/AMBULANCE/FIRE: Police, Tel. 79–006; Ambulance, 79–115; Fire, 79–029.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija – Ploce. Telegraphic address: Luckap Ploce. Tel. 79–008.

AGENT: Transagent Ploce, Saobracajni Trg BB. Tel. 79025. Cables: "Transagent".

RIJEKA: 45.21 N. 14.26 E.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
3 Manifests of Dangerous Goods.
3 Store Lists.
2 Customs Declaration Lists.
Cargo Manifests with extra copy for Customs.
2 Transit Cargo Manifests.
1 List of Organic Goods.

Cargo Manifests and copy of Cargo Plan with Hatch Lists, if possible, should be mailed to Agent from loading port.
PILOTAGE: Compulsory in Inner Harbour only. Pilot boards in the roads half a mile from main breakwater.
ANCHORAGE: All vessels, with the exception of those loaded with dangerous or hazardous cargoes, must anchor in the zone enclosed by the following points:
a) 45° 20,0′ N. – 14° 22,7′ E. c) 45° 15,1′ N. – 14° 27,1′ E.
b) 45° 17,5′ N. – 14°20,0′ E. d) 45° 18,4′ N. – 14° 28,5′ E.
Tankers and vessels with dangerous cargoes must anchor in the following zone:
a) 45° 17,8′ N. – 14° 28,0′ E. c) 45° 14,1′ N. – 14° 29,4′ E.
b) 45° 15,1′ N. – 14° 27,1′ E. d) 45° 16,1′ N. – 14° 31,8′ E.
RESTRICTIONS: At Bakar petroleum berth only daylight berthing permitted.
MAX. SIZE: Rijeka and Susak Basins, permitted draft 34 ft.; Bakar Basin, permitted draft 50 ft. Vessels up to 100,000 dwt. have discharged ore at Bakar.
HEALTH: To obtain free pratique radio 48 hours before arrival advising following details; number of crew and passengers, health conditions and possible infectious diseases. No one allowed to leave vessel until free pratique obtained.
RADIO: Rijeka Radio, call sign YUZ, 500 and 512 kc/s. Radio telephone on 2 metres band covering area of Kvarner Gulf.
TUGS: From 600 to 1,200 h.p. available.
STEVEDORES: Port works five days a week in two shifts: 1st shift from 0630 hours to 1430 hours. 2nd shift from 1430 hours to 2230 hours. The third shift may be worked on overtime, from 2230 to 0630 hours. Saturdays, Sundays and holidays may be worked on overtime.

Unloading of bulk cargo at the basin of Bakar during the first shift on Saturday from 0630 to 1430 is considered to be an ordinary working shift. The working week of this basin, therefore, lasts from Monday 0630 hours to Saturday 1430 hours.

Unloading of bulk cargo at the above mentioned Basin includes, as well as the unloading, continuation of unloading the vessels that might be for some special operational reasons shifted from Bakar Basin to Susak Basin.

Loading/unloading of cereals and oilseeds in bulk by means of loading/unloading towers in Silo Rijeka in the first shift on Saturday, from 0640 to 1430, is considered to be an ordinary working shift, and therefore the working week for such operations lasts from Monday 0630 to Saturday 1430 hours.
MEDICAL: Two hospitals and all kinds of medical assistance.
TANKERS: Old Petroleum Port, for tankers up to 150 m. length, berthing alongside breakwater.

Splitska Obala, berth for medium-size tankers up to 30,000 dwt. Mooring stern to quay using anchors forward.

Bakar, two berths for tankers up to 70,000 dwt. stern to quay. One berth alongside quay for tankers up to 30,000 dwt.

Urinj, 5 miles East of Rijeka, a new berth for tankers up to 100,000 dwt. Slop reception facilities available. Vessels moor stern to quay using both anchors.
DENSITY: 1020 to 1025, depending on place, season and weather.
FRESH WATER: Available from quay in any quantity. Not available at Urinj.
FUEL: All grades of bunkers available by barge at 48 hours notice.
FIRE PRECAUTIONS: If two tankers moored side by side in Bakar a tug required standing by. Tankers moored stern to quay must have towing wire rigged.
GANGWAY/DECK WATCHMEN: Service available
OPENING/CLOSING HATCHES: Crew may do this, otherwise stevedores for extra payment.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable quantity wine/spirits per man per day.
CARGO GEAR: Although operations usually by shore cranes, ship must have efficient cargo gear and relative certificates.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS: Only in Zagreb and Beograd.
REPAIRS: All kinds available. Floating cranes up to 100 tons capacity.
DRY DOCKS: One for "Liberty" size vessels, and one for vessels up to 60,000 dwt.
REPATRIATION: Possible by train, bus, and air. New airport at Rijeka.
TIME: GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th; July 27th; November 29th and 30th. Work can usually be arranged on Sundays, January 2nd, May 2nd and November 30th from 0700 to 1400 for extra payment. If a holiday falls on a Sunday the first working day after becomes a holiday.
POLICE/AMBULANCE/FIRE: Police, tel. 92; Ambulance, tel. 94; Fire, tel. 93; Port fire brigade, tel. 25–126.
SHORE LEAVE: Allowed.
AUTHORITY: Lucka Kapetanija – Rijeka, Obala 10 rujna No. 3. Cables: Luckap Rijeka. Tel. 22–201.

AGENT: Transagent, Rijeka, Trscanska Obala 8. Cables: Transagent Rijeka. Tel. 22–406. Telex: 24219.

SIBENIK: 43.43 N. 15.52 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Pilot boards vessel at the entrance of St. Ante Channel, within a circle of 3 miles radius from Jadrija Lighthouse.
ANCHORAGE: Vessels waiting Pilot must anchor between Prvic Island and the shore if incoming from the West, or between the South point of Zlarin and the shore if coming from the East, all in depths of 22 metres.

In the Bay of Sibenik, vessels may anchor in 20 fathoms of water in front of the N.N.E. light on quay. Alternatively, a buoy mooring is available.
RESTRICTIONS: All vessels over 50 grt. must apply for permission to enter St. Ante Channel by using International Code Signal Z by flag, or sound signal or light signal. Alternatively, a white light above a red light visible all round may be used.

Vessels may enter channel only when authorised by a signal, two black balls vertically disposed by day or two green lights vertically displayed by night, made by the signalling station of Port Sv Nikola.
MAX. SIZE: Only draft limited. 33 ft. alongside in deepest berth.
RADIO: None. Vessel may call Agents through Rijeka Radio.
TUGS: One of 750 h.p. One of 350 h.p.
STEVEDORES: Port Enterprise Sibenik.
MEDICAL: Medical service available including hospitalisation.
FRESH WATER: Available from quay.
FUEL: Can be delivered by barge from Split. Recommended to check well in advance.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, can be done by stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
CARGO GEAR: General cargo discharged using ship's gear. Ore and other dry bulk cargoes handled by shore cranes fitted with grabs.
IDENTIFICATION CARDS: Shore passes given by local police.
REPAIRS: Small repairs only.
REPATRIATION: By train or bus, by air from Split Airport nearby, or from Zagreb or Zadar.
TIME: GMT plus one hour.
TELEPHONE NUMBERS: Police, 92; Ambulance, 94; Fire, 93.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija, Obala Jugoslavenske Mornarice b.b., Sibenik.

AGENT: Transagent Sibenik, Obala Oslobodjenja. Tel. 2582. Cables: Transagent.

SPLIT: 43.31 N. 16.26 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Pilot boards vessel in roads.
ANCHORAGE: Vessels anchor in Solin Basin within a circle with centre approximately in 43° 32′ 36″ N. 16° 24′ 36″ E.
MAX. SIZE: Length and breadth not limited. Draft permitted in Southern Basin 29 ft. Northern Basin 34 ft. (ore, coal), 36 ft. (grain. General Cargo, 31 ft.
RADIO: Split Radio working on 2182 and 1574 kc/s.
TUGS: from 240 to 1350 h.p. available.
MEDICAL: All medical assistance including hospitalisation.
TANKERS: Two berths for tankers, max. length 200 m., draft 31 ft.
FRESH WATER: Available from quay.
FUEL: Available from local storage tanks.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: By crew or stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS: British, Dutch, Italian, and German.
REPAIRS: Any kind, including dry docking.
DRY DOCKS: Floating dock at Trogir for vessels up to 28,000 dwt.
REPATRIATION: By train, bus or air from Split Airport.
TIME: GMT plus one hour.
TELEPHONE NUMBERS: Police, 92; Ambulance, 94; Fire, 93.
GENERAL: Port consists of two basins: The Old Southern Port for passenger ships and with a few berths for general cargo.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija – Split, Obala Lazareta 1. Telegraphic address: Luckap Split. Tel. 2588.

AGENT: Transagent Split, Saveznicka Obala 10. Tel. 3351. Cables: Transagent.

ZADAR: 44.07 N. 15.14 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: 48 and 24 hours notice of ETA must be given to Agent. According these notices Agent arranges for Pilot to board on arrival. Pilot boat blue motor launch with large "P" on bows. No particular signals to be made by vessels requiring Pilot. Pilot boards ship in the anchorage.
ANCHORAGE: About 4·5 cables, 245° from green port light, (FL G 2 sec.) on the North part of Zadar Peninsula. Average depth about 18 fathoms.
MAX. SIZE: Zadar, old port, maximum permissible draft 20 ft. Zadar-Gazenica, new port, max. draft 30 ft., both in dry and oil cargo berths. Max. length in dry cargo berth, 150 metres.
RADIO: Rijekaradio, YUZ.
TUGS: No tugs available.
STEVEDORES: Number of gangs required to be stated in usual notice of ETA.
MEDICAL: Advance notice not necessary, hospital facilities available.

TANKERS: At Zadar-Gazenica Port, one tanker berth max. draft 30 ft.
DENSITY: Average density in the port – 1,026.
FRESH WATER: Fresh water connections on piers, rate of delivery 8–15 tons/hour.
FUEL: Fuel available for coasters only.
DEVELOPMENTS: Completion of Zadar-Gazenica Port, railroad and road terminals. In future completion of second berth for dry cargo ships.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally, but not compulsorily, carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per person. Tobacco and liquor sealed in bond.
IDENTIFICATION CARDS: Needed. Issued by local police.
CONSULS: None.
REPAIRS: Only minor repairs as well as classification for ships up to about 2,000 brt.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: Airport Split, 160 km. distant, served by regular airlines, 21 flights per week. Zadar airport for internal flights only.
DRY DOCKS: One floating dock existing for ships up to about 2,000 brt.
TIME: GMT plus one hour.
POLICE/AMBULANCE/FIRE: Police, 2464; Ambulance, 94; Fire, 93.
TELEPHONES: No facilities for placing telephones on board.
AUTHORITY: Lucka Kapetanija – Zadar. Tel. 2344.

AGENTS: Jadranska Pomorska Agencija, Filijala Zadar, N. Nodila b.b., Zadar. Tel. 3210, 3215. Telex: 27129 Yu Jadrag. Telegrams: Jadroagent Zadar.

ZELENIKA: 42.27 N. 18.35 E.

DOCUMENTS/HEALTH: Same as "Rijeka".
PILOTAGE: Pilot boards at entrance of the Bay of Kotor, near point Punta Ostro. In bad weather pilot boards at anchorage.
ANCHORAGE: Good ground for anchorage S.W. of Zelenika, about ¼ mile off port light in about 27 fathoms.
MAX. SIZE: Two quays 330 ft. and 420 ft. for vessels drawing 17 ft. to 27 ft. Breadth not limited. Vessels the size of a liberty have been berthed by mooring the vessel a couple of metres off quay. Two other quays, but with very shallow water, used for coastwise traffic only.
PRATIQUE: Radio Agent requesting free pratique, 24 hours before arrival. For vessels over 500 grt. pratique is given at the anchorage. For small ships and yachts, pratique is given at Herceq-Novi about 1 mile North West of Zelenika anchorage.
TUGS: None. In case of necessity can be ordered from other ports.
BERTHING: The berth is assigned through the Agents giving notice 24 or 48 hours in advance.
STEVEDORES: State stevedoring company.
MEDICAL: Nearest hospital at nearby town of Herceg Novi.
FRESH WATER: Available from hydrant on quay.
FUEL: Nearest bunker station is Bar.
OPENING/CLOSING HATCHES: If not performed by crew, can be done by stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable quantity wine/spirits per man per day.
CARGO GEAR: Loading, unloading performed with ship's gear.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS: None.
REPAIRS: Any kind of repairs including dry docking at nearby shipyard "Rijeka".
DRY DOCKS: Floating dock lifting capacity 10,000 tons LOA. 184 m., length over keelblocks 165·5 m., inside free breadth 26·4 m. The yard is about 4 miles East of Zelenika.
REPATRIATION: By bus to Dubrovnik, and from there bus, plane or ship to main cities in Yugoslavia.
TIME: Central European Time. GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th and 13th; November 29th and 30th. Work can be arranged on Sundays and on 2nd day of two-day holidays.
POLICE/AMBULANCE/FIRE: No direct connection, in case of necessity call Agency, Tel. 436.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija Zelenika. Tel. 87 408.

AGENTS: Jadranska Pomorska Agencija, Zelenika. Tel. 87 436. Telegraphic address: Jadroagent Zelenika.

Zaire Republic.

BANANA: 6.01 S. 12.25 E.

DOCUMENTS:
6 Crew Lists.
4 Passenger Lists or "No Passengers" Declaration.
Stores List.
Import and Export Manifests (made up by Agent).
Ship's Register.
Maritime Health Declaration.
3 Vaccination Lists (valid books for vaccination/inoculation against Smallpox, Yellow Fever are obligatory).

APPROACHES: In view of the strong current, and in view of the fact that the lights of the navigation buoys on the Congo River do not always work properly, night navigation is practically impossible. Tankers, therefore, arriving at night, or in times of congestion, are recommended to anchor approx. 5 miles West of Moita Seca Light in approx. 10 fathoms, about 12 miles from Stella Buoy.
PILOTAGE: River Congo can be entered direct from sea in deep water. Pilots not compulsory. Mooring master boards incoming tankers to assist mooring at buoys. Notice of arrival to be given to Harbour Master, radio Maritime Banana. No VHF.
The position of the flare of the SOCIR Refinery at Moanda is:
5° 57′ 51″ S.
12° 25′ 07″ E.
The flare is visible during day and night and may be a good bearing for vessels approaching Congo River.
MAX. SIZE: Tankers up to 40 ft. draft may discharge at buoy moorings. Banana Creek is limited to vessels draft not exceeding 15 ft.
HEALTH: Quarantine Officer boards at sea buoy. Free pratique usually granted as soon as Maritime Health Declaration completed. Valid smallpox and yellow fever inoculations required for all crew members.
RADIO: At least three days notice required to Agent (ETA and draft only) and to Harbour Master, Maritime Banana (ETA only). As it is necessary to transmit these notices via another shore station (e.g. Capetown Radio, Libreville Radio, etc.), as the Banana Radio Station can only be reached two days prior arrival. Close advice on changes in ETA necessary to prevent delays in waiting for cargo-lighters and push-boats.
Radio Banana (9 PA) working on 495 kc/s. and 8714 kc/s.
BERTHING: Tankers berth in river anchorage between buoys 12 and 14, both anchors used. Tugs not available and not required.
Upon arrival at the berths, tankers should use both anchors on long scope in view of the current. When anchoring it is recommended to drop outside anchor first, up to approx. three shackles and subsequently, after the ship's swinging to starboard, the starboard anchor. Thereafter it is essential that ample cable is used on both anchors, approx. eight shackles. Tankers sail without Pilot and may leave any time.
CARGO OPERATIONS: Tankers discharge-into/load-from cargo barges moored alongside either side. These barges (three in total) are equipped with 8-in. cargo hoses (position of hose connection amidships) and suitable fenders, have a capacity of 1,650 long tons or 2,050 cub. metres, and can receive the cargo at a rate of up to 800 tons per hour or, alternatively, can load at a rate of approx. 400 tons per hour. Under normal conditions the refinery will handle three barges per shift of 12 hours. Cargo operations are effected continuously day and night, during Sundays and holidays, in shifts from 0600 to 1800 hours and from 1800 hours to 0600 hours. Therefore a tanker of approx. 19,000 tons can be completed in a net discharging/loading time of approximately 48 hours. During the cargo operations, six Congolese deckhands stay on board to handle cargo hoses and barges. These men are to be provided with meals and accommodation (one spare cabin will be sufficient). Masters are also requested to instruct their crew to assist with the mooring/unmooring of cargo barges alongside.
DENSITY: Brackish to salt.
FRESH WATER: Not available.
FUEL: Subject to enquiry through Agent.
MEDICAL: Doctor available for emergency only. No dental or hospital facilities.
TANKERS: No tank-cleaning facilities. Barge available for dirty ballast reception limited to 2,000 cub.m. per trip.
REPAIRS: No facilities.
GENERAL: During stay of tankers at anchorage the discharge and/or loading operations are constantly supervised by 1 or 2 European representatives of the refinery, who are to be accommodated on board and to be provided with meals.
SHORE LEAVE: Shore leave is presently not allowed due to lack of communications; only in urgent cases a crewmember may join one of the refinery tugs. There is no entertainment whatsoever ashore.
AUTHORITY: Office d'Exploitation des Transports Coloniaux.

BOMA: 05.15 S. 13.03 E.

DOCUMENTS:
6 Crew Lists.
4 Passenger lists (or "no passenger" declaration).
3 Stores Lists.
3 Crew personal effects lists.
Import and Export Manifests (made up by Agent).
3 sets Cargo Manifests and 4 sets Bills of Lading to be airmailed to Agent in advance.
Maritime Declaration of Health.
PILOTAGE: Port is situated on the right bank of River Congo, about 44 miles above Pilot Station at Banana.
Radio Maritime Banana 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot available between 0700 and 2200 for arriving vessels. No VHF.
RESTRICTIONS: Depth at bar 30 ft. Permissible draft for navigating Congo River varies between 20 ft. to 27 ft. according to local conditions and should be checked with Port Authority in advance.
HEALTH: Quarantine Officer boards on arrival. All crew members require valid smallpox vaccinations and yellow fever inoculation certificates.
TUGS: Two tugs of 200 and 300 h.p. available to assist berthing.

BERTHING: Total quay length 450 metres with three berths alongside. Depth of water at the quay 8 metres at low water. Maximum current at the berths is 3 knots.
FRESH WATER: Available from quays, not suitable for drinking.
FUEL: Not available.
MEDICAL: Doctors and hospital facilities available.
REPAIRS: No facilities.
AUTHORITY: Office d'Exploitation des Transports Coloniaux. Cables: Otraco Boma.

MATADI (including Ango Ango): 05.49 S. 13.27 E.

DOCUMENTS:
3 sets Cargo Manifest and 4 sets Bills of Lading to be airmailed to Agent in advance.
7 Crew Lists.
4 Passenger Lists or "No Passengers" Declaration.
3 Stores Lists.
3 Crew Personal Effects Lists.
Import and Export Manifests (made up by Agent).
Ship's Register.
Maritime Declaration.
PILOTAGE: Compulsory for vessels over 500 GRT. Radio Maritime Banana 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot boards at Banana pilot station. Distance from Banana to Matadi about 75 miles. Pilot available between 07.00 and 22.00 for arriving vessels. No VHF.
RESTRICTIONS: Depth at bar 30 ft. Permissible draft for navigating Congo River varies between 20 ft. and 27 ft. according to local conditions and should be checked with the Port Authority in advance.
MAX. SIZE: Controlled by draft in river.
HEALTH: Quarantine Officer boards on arrival. All crew members require valid smallpox vaccination and yellow fever inoculation certificates.
TUGS: Three tugs, largest 1,300 h.p., available to assist berthing.
BERTHING: Seven quays, total berthing length 1,084 metres with minimum depth alongside 8 metres. Three further quays under construction which will have a minimum depth alongside of 10 metres LW.
BULK HANDLING FACILITIES: Palm oil is stocked by four companies in Matadi, three of which have pipe-lines to a main quay. The palm oil installations of CCP are at Ango-Ango where ships must berth at Socopetrol Pier. Vessels handling Socopetrol cargoes are given priority at this pier and in case of unavailability of berth, palm oil would be loaded by barge of 260 tons capacity at Matadi.
DENSITY: Fresh water.
STEVEDORES: Working hours: 1st shift 06.30 to 14.30, 2nd shift 14.30 to 22.30, 3rd shift 23.00 to 06.00 in overtime. Arrangements for overtime to be made 24 hours in advance.
TANKERS: Discharge at Socopetrol pier at Ango-Ango. If lightening necessary before berthing, this can be effected at Ramler Buoy, 17 miles above Banana. No tank-cleaning facilities.
FRESH WATER: Available from shore hydrants. Not suitable for drinking.
FUEL: Fuel of 1500 seconds available from Socopetrol pier at Ango-Ango.
MEDICAL: Doctors and hospital facilities available.
REPAIRS: No facilities.
AUTHORITY: Office d'Exploitation des Transports Coloniaux. Cables: Otraco Matadi.

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